Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
February 22, 2023
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

IIIAPPROVAL OF MINUTES

A. Self-Storage Facility - 397 & 401 W. Golf Rd. - 2/8/23

B. Olive-Mary Stitt School - 303 E. Olive St. - 2/8/23

C. Patton School - 1616 N. Patton Ave. - 2/8/23

IV.PUBLIC HEARINGS

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

B. Windsor School Building Expansion - 1315 E. Miner St. - PC#22-021
Amendment to SUP Ord #90-082 and #17-013 for Building Addition, Amendment to the Comprehensive Plan from Parks to Schools

V. OTHER BUSINESS

A. Public Comment

VI.ADJOURNMENT

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

Plan Commission
2/22/2023

Item: Self-Storage Facility - 397 & 401 W. Golf Rd. - 2/8/23

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Self-Storage Facility - 2/8/23	Minutes

PLAN
COMMISSION

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

RE: SELF-STORAGE FACILITY - 397 & 401 WEST GOLF ROAD - PC #22-015
LAND USE VARIATION TO ALLOW A STORAGE FACILITY ALONG A MAJOR ARTERIAL IN M-2 DISTRICT

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 8th day of February, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

DRAFT

CHAIRPERSON DAWSON: All right, let's call to order and stand for the pledge.

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: All right, roll call please.

MR. HUBBARD: Commissioner Cherwin.

(No response.)

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Here.

All right, first item on the agenda is approval of the minutes from the January 25th meeting. That was the Westgate School and Dryden School matters.

COMMISSIONER ENNES: I'll make a motion to approve the minutes.

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON DAWSON: All right, all in favor?

(Chorus of ayes.)

COMMISSIONER GREEN: I was not there; I have to abstain.

CHAIRPERSON DAWSON: Any other abstentions at this time?

(No response.)

CHAIRPERSON DAWSON: No, all right. The motion passes then.

Okay, our first item on tonight's agenda is the Self-Storage Facility. Who is the Petitioner?

MR. TOMEI: That's me.

CHAIRPERSON DAWSON: Great, I am going to be swearing you and anyone else who's going to be testifying in. So, if anyone thinks that they're going to be coming up and giving evidence, if you want to, just so I can get it over with?

(Witnesses sworn.)

CHAIRPERSON DAWSON: Terrific.

Okay, Sam, have all public notices been given?

MR. HUBBARD: They have.

CHAIRPERSON DAWSON: All right, so with that, why don't you go ahead and start your presentation?

MR. TOMEI: Thank you, Commissioner Dawson. My name is Don Tomei. I am the Project Manager for the proposed self-storage concept at 401 West Golf Road. I'm really

DRAFT

excited to be here tonight. It's been a long and fun journey getting here.

A little bit about myself. I've been with Holladay for almost three years, and I've really been tasked to focus on two different asset classes, the first of which is class A transit-oriented multifamily developments along the train tracks of suburban Chicago, and the second of which is self-storage. This is not my first project, this will be our third project here at Holladay. The first deal I've worked on is in Brownsburg, Indiana, it's a ground-up development roughly 340 units, a mix of climate and non-climate controlled units. The second of which is in South Bend, Indiana, it's the closest facility in proximity to the Notre Dame campus. We're expecting to open in April. Again, that's 347 units, a mix of climate and non-climate.

What we're proposing here today is a best in class, three-story, self-storage facility with 725 units, equating to roughly 73,000 square feet of storage. We've been looking in Arlington Heights for a self-storage opportunity since really the end of 2021. Our search originated I guess at the site of the Molon Motor & Oil headquarter facility. We thought that that location might make sense as an adaptive reuse to storage. However, it was then that members of the Economic Development Staff mentioned that the Village really had better intentions for that location, but they pointed our noises here at 401 West Golf Road as a site that might make sense.

Our request tonight is simple. It is a single land use variation to allow for a storage facility along a major arterial road in the M-2 Zoning District. Now, I'd like to ask Drew Mitchell, he's a partner with Holladay and leads our office in Clarendon Hills, just to tell you a little bit about who we are.

MR. MITCHELL: Thank you, Donald. Nice job to Donald; this is his first of hopefully many Plan Commission presentations and you're still employed. Nice work.

But we are excited to be here tonight, even though we're not talking about exciting TOD at self-storage. We are business owners here in Arlington Heights already. We recently acquired the Comfort Inn. We're going through a property improvement plan on that of a couple million bucks I believe, we've got other partners that are focused on that, and we love Arlington Heights.

Donald, it's true, he has been tasked with identifying really great sites for this particular product type. We're data nerds, and we've been studying Arlington Heights and we need this here. It's an important product because it allows businesses to stay in their current locations for longer. It allows residences to stay in their homes longer.

It's really an important asset class. Sometimes planners don't love self-storage, and there are some reasons for that. It's not generating boat loads of employment, and it often doesn't generate a lot of sales tax unless you have U-hauls and things like that. But it is important.

So, I think the reason why we were pointed towards this site is because it's a very difficult site to develop. It's triangular in nature. It has very, very limited frontage on Golf Road, and I suspect that Donald's challenge this evening is going to be dealing with the ways that you can achieve ingress/egress on the site.

I am here, Donald, to help you, and good luck. Give him a hard time. He's got to learn that this is not an easy business, but we're great developers, we are patient, and we build great product. We tend to be long-term owners which I won't dwell on that, but you build a little differently when you're going to own it and hold it. We're not doing a 100 projects at a time; we've got to have a couple.

So, Donald, you're doing great, keep it up.

MR. TOMEI: Thank you, Drew. With that, I'll give a little detail about the project, what you're looking at on the screen here. This is what exists today. There are three structures on the property right now, one of which is a single-family home. The second was the Animal Feeds & Needs Veterinarian Clinic, and the third is a warehouse facility in the back.

You know, Drew referenced that this is triangular shaped. It's a tricky parcel. In the Comprehensive Plan sent for us by the Village, this fell into Corridor C which was intended to be a commercial district in the community. However, you know, it's a 2.5 acre lot with only 100 feet of frontage and it really doesn't make much sense for a commercial use. But in a way, it serves to benefit self-storage where we're actually able to hide a relatively large building on a small frontage of road, and we think this makes sense.

Again, you know, the tricky thing like Drew mentioned has really been access to the property. I'll slide over. The previous owners of the property, or the current owners, Amy and Chuck Hume, were granted a license agreement by the neighbors to the west of us at 415 West Golf Road. This allowed for a left-hand turn off of Golf and full access into the property and they would drive through their parking lot to access the facility. With the sale, that license agreement does not transfer by default, and the Village has strongly encouraged us to work with our neighbor to try our best to achieve a permanent easement which would allow full access into our property.

We have asked our Engineer, Os Pastrana with Civil Works, to prepare, you know, a few alternate options. We do have some concern. With the ability to successfully obtain the easement, we received some direction that the Planning Department would like for us to remove our curb cut along Golf Road. We really have grown to like our neighbor Randy, but our concern is not so much with him. It's if in a case where they sell the property to somebody else, they could block off access to our property, people wouldn't be able to get into their storage units. They could sue us and --

MR. MITCHELL: Let me help you with this. It's really just a fear of the unknown. I mean, we're trying to set up a permanent easement. We are in negotiations; it has not been an easy negotiation. There's expectations of ongoing annual maintenance which, you know, we're approaching reasonableness. It's been, actually the Village has helped us get, familiarize ourselves with the neighbor and vice versa.

We had originally viewed this as an extra option to the existing curb cut, and it's sort of evolved into this would be the primary access. If the, forgive the phrase, flag is being drawn, it will be very appropriate here soon we think when the Bears move, but the real challenge is the bankers and investors, people who are looking at this are seeing potential for conflict down the road. They're seeing a permanent easement that might exist, but what happens if somebody gets upset and we have a Meigs Field situation where, you know, you got full storage units and the drive gets torn up or something.

So, part of this is that we're trying to appease some of the folks that we work with who are identifying potential issues. In our view, an ideal world would be a situation where you preserve the existing access and then still would work to obtain the easement with the neighbor. This would give us some comfort that if something were ever to go awry, that we've got still a way to access this property.

It's a burden to obtain this easement but it's not an undue burden. We are working hard on this, and I think Sam would attest to that, but it's not resolved yet. I think we have finality on verbal agreement of terms, but it's --

MR. TOMEI: Yes, we've provided a draft of the easement to the neighbor,

Randy Olczyk and we hope to have this resolved and executed by the time we appear before the Village Board assuming approval.

I guess I'll get into our third scenario. We understand that the existing curb cuts in option two, they're really close together and that might not be appealing to the Village. What we had proposed in option three is centering a curb cut on our property. It would be a right-in/right-out only at this access point and maintaining the easement with the neighbor.

MR. MITCHELL: So, our civil engineer did review this. It's safe, it's functional, it's not guaranteed we would get IDOT approval for this curb cut but he feels that there would be a good shot. We would love this outcome if we could preserve a way to get on the property. It would also help us resolve a negotiation where, you know, we fear that we come out of here and we've been granted approval, but you've got to get this easement. I don't know if our neighbor is here, but I mean, it's a showing of cars that that's the path to get this resolved.

Maybe I'm dwelling on that too much, but hopefully you understand, you know, that's just a concern, but there may be others that you have as well.

So, Donald, I think you did a great job. I think, you know, there's a lot on the agenda tonight but, you know, it might be a good time to turn it over for questions. We'd be happy to tell you more about Holladay or our project or, you know, we've been around since 1952. We're good people, we all live around here, and we hope to do more projects here. So, thank you.

COMMISSIONER ENNES: Good, are we good to take questions?

CHAIRPERSON DAWSON: I'm going to get there. So, thank you for that. Before we turn it over to Staff report, have you reviewed the conditions of approval and do you agree with them?

MR. TOMEI: Yes.

CHAIRPERSON DAWSON: You accept them? You've read the Staff report? Go ahead.

MR. TOMEI: Yes, we have.

CHAIRPERSON DAWSON: All right, terrific. All right, thank you. So, we're going to go to Staff report now and then we'll go back to questions.

MR. MITCHELL: Thank you.

CHAIRPERSON DAWSON: All right, Sam?

MR. HUBBARD: Thank you, Chair Dawson.

So, as you've heard, the subject property is at 397 and 401 West Golf Road. That is in an M-2 Zoning District, that's a Limited Heavy Manufacturing Zoning District. M-2 districts do allow self-storage facilities as permitted uses but only when they're not located along a major arterial road. It just so happens that Golf Road is a major arterial, and so a self-storage facility is not a permitted use in the M-2 district in this location.

So, the requested action this evening would be for a land use variation to allow a storage facility on a major arterial within the M-2 district. There are no variations associated with this request, which is somewhat rare, but none are required based on our review of the plans.

I would mention that the Comprehensive Plan designates this property as suitable for commercial uses, and obviously the proposed storage facility is not a true commercial use. It's more of a service or industrial related use.

The Petitioner has gone through two actions to get them to the point they're at this evening. In June, they went before the Conceptual Plan Review Committee.

Discussion was mostly positive. I think the Conceptual Plan Review Committee was open to this use in this location. There was some discussion about access and IDOT jurisdiction of right-of-way for the curb cut along Golf Road, but generally, I would say the Conceptual Plan Review Committee was open to this use.

In December, the Petitioners appeared before the Design Commission. They did receive a recommendation of approval subject to some modifications to the exterior materials. The plans before the Plan Commission this evening reflect the modifications required by the Design Commission.

So, here is the site bounded by yellow. North is towards the top of the screen. On the other side of Golf Road there's a vacant lot owned by the Village, and then there's a single-family subdivision. South side of the site is light industrial uses. On the east side is a commercial shopping center, and the west side is a flex office, light industrial multi-tenant development.

So, again, the shape of the site is unique. You can see it has very limited frontage on Golf Road. The larger balance of the site is towards the rear with poor visibility. Additionally, the site does have poor access on the major arterial. There is a raised median in Golf Road, so full access is not achievable. Right-in/right-out would be the only access allowed given the current configuration. I suppose in theory you could have a three-quarters access, but IDOT would need to sign off on that.

So, we did not think this was a great site for commercial. We thought the proposed use was an acceptable transition between the commercial areas on the east side and the more industrial areas to the west. So, we were accepting of the proposed use given the commercial designation on the Comprehensive Plan.

Again, just kind of a neighborhood aerial. The area again is on the south side of Golf Road. It's mostly commercial and industrial on this side of the street. North side is commercial and somewhat residential and institutional.

Here's the rendering showing the three-story facility on the site. Not too much to talk about here.

Here is the site plan. This is what I'll call Exhibit A. So, we went through a bunch of different iterations with the Petitioner to kind of arrive at this alternative that we're discussing here. They did make a lot of positive improvements throughout this process. They shrunk the size of the building a little bit to increase buffers on all four sides. They added some additional green space and landscaping along the building to soften the appearance. So, they have been working with Staff fairly extensively to improve the design here.

This exhibit shows access coming from the neighboring property to the west. That would be assuming that the Petitioners can come to an agreement with the neighboring property owner for that perpetual access. If for some reason that agreement cannot be reached, we are prepared to proceed with an alternative that showed access coming from a curb cut, a single right-in/right-out curb cut on Golf Road, with no connection to the neighboring property to the west.

We are comfortable with that design. We would strongly prefer the access coming from the property to the west, which maximizes the existing infrastructure in the Village as it consolidates curb cuts. It's better for traffic safety and it preserves the ability for green space and landscaping at the front of this property. So, we think the access coming from the site to the west is definitely the better alternative.

So, we have drafted a condition that asks the Petitioner to continue

negotiating in good faith to achieve this access which needs to be provided prior to a building permit. If that, you know, can't be provided, then they need to finalize their plan showing access from Golf Road, to the satisfaction of the Village for our review and approval.

So, then there was another portion of the site, there's a small connection, it's about an eight-foot wide connection here. Regardless of whether an agreement is made with the neighboring property owner, we think that the two property owners should collaborate and remove this and replace it with landscaping as long as the property owner to the west is agreeable to that arrangement.

Here's the landscape plan showing the site with access to the west. Again, you can see this is the front of the site. It would allow for much more enhanced landscaping along the Golf Road frontage with that shared access to the west.

Here's their infrastructure and utilities plan. This is a fairly large underground network of stormwater traps underneath the parking lot. They will have an aboveground detention basin at the southwest corner of the site. It's going to be a dry bottom basin; it will only hold stormwater during heavy rain events and then it will slowly release it.

From a traffic and parking standpoint, the project is fairly straightforward. During peak times, self-storage facilities generate very minimal traffic. During the peak morning hour, it was a total of 10 trips estimated, during the peak evening hour 13. So, we're not talking about much traffic generation whatsoever. The intersections analyzed were all providing a pretty good level of service. This analysis was done under the right-in/right-out scenario for access onto the site but shifting, you know, 10 or 13 trips to the Millbrook Lane approach shouldn't have a major difference on the level of service there.

So, from a traffic and parking standpoint, no issues. I think it was six spaces required by code, nine provided on site. So, they were compliant.

That being said, we are recommending approval of this application subject to the conditions as outlined on the slide. Some of them I didn't address, just that exterior storage of items is not permitted, and the rental of vehicles/trailers such as trucks is not allowed on the site given the location, but happy to answer any questions.

CHAIRPERSON DAWSON: Okay, great.

Do we have a motion to include the Staff report?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: All right, terrific.

All right, so do we have any initial questions for the Petitioner before we go to public commentary?

COMMISSIONER ENNES: I have a couple. Just for business purposes, I wanted to clarify. In the Staff report, I believe we show Mr. Tomei as the developer as opposed to the project manager, in the beginning of the Staff report.

MR. TOMEI: That is correct, really Development Manager for the project. That's my role at Holladay is Development Manager.

COMMISSIONER ENNES: Oh, okay, so you are not just the project manager.

MR. TOMEI: Yes.

COMMISSIONER ENNES: Okay, a couple of other questions. So, you've

purchased the property?

MR. TOMEI: No, we are under contract as of now.

COMMISSIONER ENNES: Subject to getting this access worked out?

MR. TOMEI: Yes.

COMMISSIONER ENNES: Good to hear. Also, I noticed it says no parking of boats and no cars at all can be parked in the units, right?

MR. TOMEI: No cars at all.

COMMISSIONER ENNES: Old classic cars and stuff?

MR. TOMEI: No vehicle storage, correct.

COMMISSIONER ENNES: Okay, and that's all I have for right now.

MR. TOMEI: Thank you.

CHAIRPERSON DAWSON: All right, before public commentary, any questions?

COMMISSIONER SIGALOS: No, I'll wait.

CHAIRPERSON DAWSON: All right, so at this time, we'll open up to public commentary. I'm not sure if there is anyone here for this petition or not.

Is anyone on the right side of the room here for this agenda item?

(No response.)

CHAIRPERSON DAWSON: Anyone on the left side of the room here for this agenda item?

(No response.)

CHAIRPERSON DAWSON: All right, so with that, we're closing public commentary, everybody.

COMMISSIONER ENNES: There we go.

CHAIRPERSON DAWSON: So, comments, questions?

Commissioner Jensen, do you have anything to add?

COMMISSIONER JENSEN: No.

COMMISSIONER LORENZINI: Susan, I've got a question. So, obviously the best way to go is to get the cross access easement, but if not, you need a new curb cut on Golf Road to the east of the current one. What happens if IDOT doesn't give that? Can that lead to --

MR. TOMEI: Federal law states that we are required to gain access to our property, and in recent communications with IDOT they don't really like the existing curb cut and they would actually prefer for us to move it to the center.

COMMISSIONER LORENZINI: Okay, that's all I have. Thank you.

MR. TOMEI: Thank you.

COMMISSIONER GREEN: I was in the Conceptual Plan Review Committee and I've asked all the questions there. I think it's a great project.

MR. TOMEI: Thank you, Commissioner Green.

COMMISSIONER ENNES: I think this is a great location for a storage facility with that limited frontage on Golf Road. So, I hope you can work out the access that works for you and that you can go ahead with this.

MR. TOMEI: Thank you.

COMMISSIONER SIGALOS: Yes, I also think this is a great project. This is a difficult site to work with. I mean, it's a triangular-shaped parcel with only 100 feet frontage on Golf Road. How far away are you in getting a, you know, written agreement with the neighbor to

the west?

MR. TOMEI: We've had verbal agreement from the neighbor. We've sent a draft of the easement agreement over to him for attorney review, and we expect it to be a smooth process. We should have finalization before Village Board appearance.

MR. MITCHELL: May I answer that?

COMMISSIONER SIGALOS: Yes.

MR. MITCHELL: I think he's waiting to sign it to see if you make us have it.

COMMISSIONER SIGALOS: Well, I mean, I really would encourage that because again --

MR. MITCHELL: But I don't mean to be cute, we are in attorney review.

COMMISSIONER SIGALOS: You have talked to IDOT?

MR. MITCHELL: Our engineer has communicated with IDOT.

COMMISSIONER SIGALOS: And they will only communicate with your civil engineer.

MR. MITCHELL: They won't talk to us.

COMMISSIONER SIGALOS: I mean, I have experience, right, I have experience work with IDOT.

MR. MITCHELL: That's correct.

COMMISSIONER SIGALOS: Believe me, it will take forever. I mean, I don't know when your engineer started communicating with them, but --

MR. MITCHELL: Fun story, I'd love to tell you, not in a public setting, but you're absolutely right.

COMMISSIONER SIGALOS: Yes.

MR. MITCHELL: I think what's going to happen is assuming a favorable vote this evening, I think we're going to conclude the easement. Sam, I hope I'm not overdoing this, but I think we've got to compliment you and compliment Michael Mertes because they said this is a hard site to figure out, we think maybe you could figure it out here, and there is an access. I mean, they've been up front about this and they did the matchmaking with the neighbor. So, I think we're there and it's been expensive.

COMMISSIONER SIGALOS: Yes, I mean, that's so important because that makes sense.

MR. MITCHELL: It is.

COMMISSIONER SIGALOS: To have that cross access easement to come in off of his right-in/right-out, whatever, but in this way you could avoid dealing with IDOT.

MR. MITCHELL: If we nod our head it's not on the record.

COMMISSIONER SIGALOS: That's all I have.

CHAIRPERSON DAWSON: So, I guess I just, I don't have any problems with the property but I'm very, very familiar with this property having used Animal Feeds & Needs forever. So, I've been on this property a bunch of times, and there already is a curb cut there. It goes to the house because it's already there, so I don't understand.

MR. MITCHELL: So, this is a potential outcome. When you don't talk to IDOT, you maintain the existing curb cut, you could actually put bollards in it and not ever, and cut it off. Donald started working on this with one of the engineers, and there is a way where actually if it gets moved to the middle it's easier for fire trucks to get out. So, there's really been a lot of thought into this and everybody's wondering what you guys are going to say is a big part of it and, you know, take your temperature on it. We really are prepared to take any approach that is being

asked of us.

Again, I think we've already got it dealing with the neighbor, I really do. I believe that they're watching tonight in order to see what happens.

CHAIRPERSON DAWSON: Okay, sure. I was just curious because I know there's already that curb cut there. So, and then the access through the neighbor is pretty much how most people already were accessing Animal Feeds & Needs because it's just an easier access. So, I don't know if anyone has investigated the fact that there is already a common law easement going down there.

MR. MITCHELL: So, Donald, let me just, it exists. It exists not as a perpetual easement but as a license agreement. The license agreement doesn't survive the sale of these parcels. We even looked at could we acquire the entity because it would survive in the sale of an entity but not a parcel, but the Hume properties are all in one LLC. So, there is no real good way, we just have to be neighborly and sit down and negotiate.

CHAIRPERSON DAWSON: Sure.

MR. MITCHELL: And that's really what we've done.

CHAIRPERSON DAWSON: Yes, sure. Sure, sure, sure. I'm very, very familiar with easements and the laws surrounding them. So, my point was only that that has been access to that property for 30 --

MR. TOMEI: Since 1977 I think.

CHAIRPERSON DAWSON: Right, 30-40 years easily. So, okay.

MR. MITCHELL: I don't know if you're feeling adverse possession, but we're open to ideas.

CHAIRPERSON DAWSON: Yes, no, no, no.

MR. MITCHELL: But I think we've figured it out.

CHAIRPERSON DAWSON: I'm not, you have your own lawyer, I don't need to be the lawyer tonight. But my point is I don't, you know, I'm not a fan of forcing you to try to get that curb cut or that easement. I like the way this is written with an option, because if we force you, then you're right, why would they negotiate? They're going to put a ton of demands in place instead of being fair about what really should be happening if you're using that.

So, I like the way this is written, I'm just making that comment. There's already, and if it doesn't work out, like I said, I've been accessing that property forever and the other route works, too. So, I'm comfortable with either one. That was just my comment.

MR. TOMEI: We appreciate that, thank you.

CHAIRPERSON DAWSON: Okay, any --

COMMISSIONER ENNES: I can make a motion.

CHAIRPERSON DAWSON: Okay, terrific.

COMMISSIONER ENNES: I'll make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #22-015, a Land Use Variation to allow a storage facility along a major arterial in the M-2 district.

This recommendation is subject to the following conditions:

1. **The Petitioner shall continue to negotiate in good faith with the property owner to the west to finalize cross access through the property to the west (415 West Golf Road - Golf Corporate Center) generally consistent with Exhibit A. A perpetual**

cross access easement through the property to the west should be signed by both parties prior to consideration of this project by the Village Board of Trustees, but in no case shall be provided later than building permit issuance for this project. If this cannot be achieved, the site shall be redesigned with right-in/right-out access from Golf Road with approval from IDOT and to the satisfaction of the Village or an amendment to the LUV may be required.

2. **The Petitioner shall continue to work with Staff and the neighboring property owner on an acceptable cross connection to the east with regards to emergency vehicle circulation and landscaping.**
3. **The existing pathway on the adjacent property to the west shall be removed and replaced with landscaping, subject to neighboring property owner agreement.**
4. **The development shall comply with all Village and MWRD permit requirements.**
5. **Any work within the Golf Road row is subject to applicable IDOT review and approval.**
6. **Exterior storage of items (boats, RVs, et cetera) is not permitted, and the rental of vehicles (trailers/hitches, trucks, et cetera) is not allowed.**
7. **The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.**

COMMISSIONER LORENZINI: I'll second --
COMMISSIONER SIGALOS: I'll second that motion.
COMMISSIONER LORENZINI: I'll second it.
CHAIRPERSON DAWSON: Okay, any discussion before we go to a vote?
(No response.)
CHAIRPERSON DAWSON: All right, Sam, roll call.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.

All right, so you received unanimous approval from us, but we are just a recommending body and what we look at and our focus is much more narrow than what the Village Trustees look at. So, Sam will be in touch with you about the next meeting, and good luck to you.

MR. TOMEI: Thank you very much. We won't let you down.
MR. MITCHELL: Thank you.
COMMISSIONER ENNES: Good luck.
CHAIRPERSON DAWSON: And your excitement for being here is like, it's just not something we're used to experiencing, so thank you for that.

DRAFT

MR. TOMEI: Especially for self-storage.
CHAIRPERSON DAWSON: That you're happy to be here. Most people --
MR. MITCHELL: It is self-storage. I told him no coffee, too.
MR. TOMEI: Wait, I didn't listen.
CHAIRPERSON DAWSON: This is you without coffee?
MR. TOMEI: I didn't listen.
MR. MITCHELL: Donald, we didn't want him to spontaneously combust. The guy has been a wreck. Well, it wasn't so bad, and you're not going to quit, are you?
MR. TOMEI: No, no.
MR. MITCHELL: All right, thank you, guys. Really appreciate it.
CHAIRPERSON DAWSON: You're welcome.

(Whereupon, at 8:00 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

Plan Commission
2/22/2023

Item: Olive-Mary Stitt School - 303 E. Olive St. - 2/8/23

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Olive-Mary Stitt School - 2/8/23	Minutes

PLAN
_____
_____
_____

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

COMMISSION

RE: OLIVE-MARY STITT SCHOOL BUILDING EXPANSION - 303 EAST OLIVE STREET
PC #22-018
AMENDMENT TO SPECIAL USE PERMIT ORDINANCE #15-038 TO ALLOW A BUILDING ADDITION, PARKING VARIATION

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 8th day of February, 2023 at the hour of 8:00 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

DRAFT

CHAIRPERSON DAWSON: So, how do you want to follow that one, School District? Do you want Donald to stay?

COMMISSIONER GREEN: You've got a hard act to follow.

MR. SCHULZ: In either one.

CHAIRPERSON DAWSON: Yes, he can just come in and do your presentation, right?

Okay, so next item is Olive-Mary Stitt School Building Expansion. Hello, you know the drill.

MR. SCHULZ: Yes, I think we do. Whoever is going to speak will come up.

CHAIRPERSON DAWSON: Right. So, you have, who are we swearing in? Come on up, everybody.

MR. SCHULZ: A slew of them.

COMMISSIONER GREEN: The room.

CHAIRPERSON DAWSON: Like the whole --

MR. SCHULZ: The whole group.

CHAIRPERSON DAWSON: Yes, okay. I'm sorry, I'm going back to my swearing in language; I don't memorize this. I should.

(Witnesses sworn.)

CHAIRPERSON DAWSON: Terrific. All right, who will be doing the presentation?

MR. SCHULZ: I will, Ryan Schulz.

CHAIRPERSON DAWSON: Okay. All right, so let's go. Oh, you're downloading.

MR. SCHULZ: Larger presentations might take a second to download.

Thanks, Sam.

Hello, I'm Ryan Schulz; I'm the Director of Facilities Management for District 25. Again, we're back to go over another project that we're looking to do for Olive-Mary Stitt. Again, this addition is primarily driven by the Kindergarten expansion for District 25, part of the referendum that was recently passed.

I did want to put in there were some conversations last time on what was kind of driving the Kindergarten aspect. These have been the guiding principles for our projects for the Kindergarten expansion since the early conceptual phases before we went to referendum. So, when we were having discussions with our board, these were the main drivers of what we're looking to get out of full-day Kindergarten. It was well-rounded students, the teaching benefits, the advantage for families, and the potential benefit for the overall community in Arlington Heights. So, again we want to provide a little back story on how we got to the referendum and through that process, but again these were our guiding principles throughout that process.

Tonight, we're here for Olive-Mary Stitt and so I wanted to talk about what is going to be required of this project. So, again we will be adding these classrooms to support the full-day Kindergarten program because we do not have enough spaces within the building to support that. In addition, this will give us a little bit of extra capacity in the building to support the services that we need for years to come.

The next question I put up here for the proposal discussed tonight is why we're going west. We are proposing to make the addition go to the west of the building towards Arlington Heights Road due to the number of utilities on the east side of the site. So, I'll

DRAFT

try to show that in an additional slide later on in the presentation. But directly east of our current facilities, there's heavy underground utilities that really prevent us cost-wise from expanding east at this time. It may be an option in the future if there would ever have to be a future addition there at the facility, but again the financial burden that we'd have to undertake at this time to relocate Village, ComEd, Nicor utilities is cost prohibitive for this project and I will show that in a future slide.

A little bit about the current process and where we're at, again we did a title commitment. We verified ownership of all parcels that are involved. We had a neighborhood meeting on November 1st, one neighbor attended primarily asking questions about where will the addition be located, will the west playground be impacted, and I'll discuss that in the presentation, are there concerns with the proximity of the addition to Arlington Heights Road, and we'll show how we are looking to address that, and then also what is the potential impact of stormwater for the addition, which I'll go through at the end of the presentation as well.

We had the Conceptual Design Review meeting which had unanimous support in late October. The Design Commission meeting will be coming up next week on February 14th. Tonight, we're at the Plan Commission meeting to go through the presentation that we have tonight.

Again, with the final anticipated, we're still working through with our construction manager on when exactly this site will start. Again, it's a little bit smaller than Westgate and Dryden so we're not anticipating that it will start this spring or early summer. It may be late summer or fall, and we potentially, a section of it may not start until next spring depending on sequencing and how our construction manager looks to phase these projects going forward.

Again, here is a summary of the items that we're looking for tonight, the variations requested and the special use permits. So, again I will be going through these on the next slides and we can use this as a reference if we need to come back to it.

Overall on the site plan, we're looking to again add to the west side of the site which is a lighter yellow color on the left side of the screen where the majority of the arrows are pointing to on the left side of the screen. We're looking to add some perimeter screening along that side, along Arlington Heights Road, and we're also looking to install a fence on that location. The fence is primarily driven to be a vehicle barrier as you can see below.

So, the split rail fence that is shown below is a vehicle rated car barrier. In the conversations with Police and ourselves, we just thought it would be a good idea to protect that side of the building a little bit more from Arlington Heights Road should there ever be an accident or an out-of-control vehicle. So, this is called a K-rated fence which can absorb power impacts and it will be aesthetically pleasing along that side with a little bit of landscape screening as well to cover the fence along that side. So, that's what we're looking for for the variance on that side.

There's also some new plantings that we'll be installing on the north side near a guard rail system, because again this addition will be a little bit lower than the surrounding street areas so we're looking to have a guard rail along that north side with some plantings.

Then our main focus on this as well for the variation is the parking. Currently, on site, we do not have adequate parking per Village ordinance, but we do have an agreement in place with the neighboring church directly across the street that we have extended for 10 years to give us additional parking spaces, an additional 290 parking spaces for the next 10 years. There's an automatic renewal on there, so we do have intent to continuously extend

that agreement with the neighboring church, and it works out well because during the week they are not really using the parking lots, and on the weekends we're not using ours, so it's a joint agreement where they can use our parking lots when they're underutilized as well.

The red dotted line again shows where the utilities cross here on Belmont. So, if you're familiar with the area, Belmont cul-de-sac kind of dead ends into our property on the south side and Belmont extends up north on the other side of our property. So, the utilities flow straight through the site there up Belmont, so from the Belmont cul-de-sac up towards Thomas School on Belmont Avenue to the north. So, we're looking to again make sure that we're not impacting those utilities and incurring a large amount of cost, and we believe that the addition on the west side is the best place to put it.

A few other things I wanted to point out, we are proposing to potentially relocate the west playground that's currently on the west side down in a plaza area over to the east side in the small, lighter red color there, in that location. The darker, larger red box is our current playground. We worked with our principal to look at putting it up, relocating it to the north there in that location. We feel it's most advantageous and usable by putting a small playground system in that location.

Finally, the stormwater detention area is an existing, aboveground detention basin that was put in in 2016 for the addition that was completed then. Our understanding is that we believe through Engineering review that that basin is sized appropriately to accept this addition.

Here is a brief floor plan that we're looking to expand the building to the west, again primarily four classrooms in the orange larger boxes with two smaller interior small offices. Those are the yellow boxes between the two classroom sets. So, those will be office spaces and small group spaces that are used for kind of pull-out services. Then the small yellow box on the south side there near the bottom of the page is just an exterior storage, just because we don't have any storage on that side of the facility now for snow equipment, you know, general grounds equipment that we'd be able to use on that side of the facility, so we weren't transporting it across the site.

So, in general, four classrooms with a small courtyard space, the doors leading from the courtyard are a brick wall, so we didn't want to have a fence or anything else there. We wanted to have that elevation kind of look continuous with the building, so we decided to make it a brick structure there enclosing the courtyard with doors that again are only exit doors, again in case of an emergency if somebody is in the courtyard, that they could easily egress to the south and out of the courtyard. Again, we intend, this courtyard is not going to be used very heavily or at all for student use, but again, it's mostly there for letting light into the existing classrooms and the new classrooms that will be built along the west side of the site.

This is a rendering, the first rendering, it's primarily sitting at the intersection of Arlington Heights Road and Olive, so looking back to the southeast. So, that's the first rendering we're showing with the height and the addition. We're looking to include some brick and stone that matches the existing facility as well as incorporating some lighter tan colors on the hallway and corridor section with the multiple windows. We think that will complement it and break up the design a little bit and add some pleasing aesthetics to that side of the building. Then the other view is just to turn it a little bit more, looking up more towards the northeast, again primarily the hallway section that serves the classrooms behind it.

Here are the elevations kind of showing the elevation changes of the height of the building as we're closer to Arlington Heights Road. The next one, the second

elevation kind of shows some of the grading that will then occur there based on where the site sits and the height of our finished floor currently. So, there will be some grading changes on that side of the site that we're accommodating with stairwells and ramping to make sure that we can get out of the facility on that side of the building. We are including a sidewalk that will go north to Olive Street instead of dumping out directly to Arlington Heights Road in case it's ever needed for student use that we're not having kids in closer proximity to Arlington Heights Road. We made the design so that they'd go north up to Olive and most likely then they'd have to traverse back down past the building to get into a staging area. So, we're trying to keep them away from Arlington Heights Road as much as possible.

The other elevation, again the third one down is just showing the south elevation, showing where the courtyard space is where the doors are coming out kind of in the middle with the tan color. Then the glass doors are the doors that are the main emergency egress doors for the facility on that site. The bottom one is just the elevation of the courtyard that's only going to be viewed if you're inside the courtyard space.

Going over enrollment and staffing, the school in particular has a high Kindergarten enrollment already that we expect to remain there or slightly go up. Overall, we don't see the enrollment at this facility being as impacted as much as other schools going forward after we absorb the full-day Kindergarten. Some of the schools we're seeing a bigger increase, anticipate an increase because of the Kindergarten, but at this time, our demographer does not anticipate such a large increase of enrollment at this facility overall. So, again, we're projecting at 624 right now, we only see that number going up to around 628 in the '26-'27 school year.

For staffing, we only look to go up two staff, again that's to support Kindergarten. We'll have two additional sections of Kindergarten going in, so we need two extra staff because they will be there full day. So, we're only looking at that number to go up slightly by two more.

For the classroom availability, again the blue bar indicates the current capacity of 31 classrooms; with the addition, it will go up to 35. Then over the future years, again we're only anticipating to use between 30 and 31 for K-5 use, and the remainder will be left open for services in that that we implement that in school.

Going to the traffic and parking, again always a concern here. The one thing I'd like to point out at Olive is that we did address a number of these concerns in 2016 with the addition that was done there. Primarily, we looked to relocate the entrance to this parking lot then, so we took the western entrance out and moved it all over to the eastern entrance to get cars farther away from Arlington Heights Road and add capacity on the site. So, we used this one as an example for some of our other projects, a thing that we really like and performs very well.

So, again, going over the parking, we again do not have enough parking spaces on our own site, but again pointing out that 290 spots are available to our use and are used from the church lot directly across the street. It's a very nice spot to have. It's directly across the street. They don't have to walk anywhere else. It's really literally across a crosswalk, and staff and parents can use that parking lot.

Again, the current parking lots onsite and off site were only about 18 percent occupied during our review. Again, that's because the church does not really use those lots during the week, and we do have one bus and no taxis at this site.

Here is the video of arrival, again just showing from the parking lot view of how traffic is flowing through the new oriented lot. Primarily, the students will queue up on

the playground area. So, again, if there's walkers and things like that, they are going directly over to the playground area to queue up.

One thing that we do want to point out that we have continued talks and conversations with our community about is the Belmont cul-de-sac which is on the top side of the picture. We do have parents that will still stop there and drop their students off as the easy way to do that even though it's appropriately signed and prohibited. We're going to split the view here a little bit.

On this day, there wasn't a particular amount of cars that would go there but we have observed cars going into that location, dropping their students off and driving through that cul-de-sac. So, again it's something that's communicated regularly. We'll work with the resource officers to see if we can enforce that more, but that cul-de-sac is again occasionally used by parents coming from that south side due to ease of use and access.

I want to go through traffic departure. I first want to go through a little bit of stacking and staging where we see the heavier staging. Primarily again, this staging is within our parking lot and a great number of cars stage in that area. The other large locations that we see cars queue in are on Belmont Street, up towards Thomas Middle School. Again, that's primarily used for a combination of people stopping to get out and walk down to the school, or people are waiting there to go into the parking lot. So, there's a combination of how people are using that area to go get their kids.

The other that primarily is used is the orange parking lot for parents that park in the orange parking lot there at the church, walk across to the front plaza of the building and pick up their students and walk them back across to the street. We do see several cars coming into the parking lot the wrong way where that red dot is or the red line is on the north side of Olive Street near the entrance. Several cars will occasionally queue up there and turn in left even though that is signed as well, no parking, standing, student pickup and drop-off. So, we do have some concerns with that area that we want to address and try to keep communicating that that is not allowed to come in the parking lot that way.

Another area that we see is Douglas, and we believe that that's primarily used by parents that they have a younger student or they visit the park and then walk over to the school and then they go back with their student to the park and then get in their car. So, we do see a number of cars queuing up on Douglas Street there in that yellow area to get their students and drop them off.

The other, again, area I wanted to point out was the Belmont area. We do see some drop-off and pickup in that location. Again, it's minimal, but again it is mostly signed appropriately there that drop-off and pickup is not allowed in the Belmont cul-de-sac.

The bus parking is done on Olive. There is an indent in the street there. The bus parks there and it's primarily just the only vehicle that is allowed to go into the bus only parking area on Olive Street in that location.

This is the departure. Again, you can start seeing this is about 3:30. Cars are going to queue up in the parking lot. Again, this was done in September so the thing that we'll see in September is that we're going to have a large volume of pedestrian traffic. With pedestrian traffic, even though there's less cars, there's just more interaction with people in that way. So, more kids are crossing intersections and traversing that into the neighborhoods. So, while there's obviously less cars than what we'd see now during this time of the year, there is more pedestrian traffic, so there's a larger increase of potential for students crossing the street.

Again, schools let out at 3:35, so again cars are starting to flow

through the main parking lot pickup area. As you can see, too, there are cars going in and out of the church parking lot and parents again for the kids in the church parking lot directly across the street.

I wanted to also give a street view. Again, this was done recently on the street. Just first is eastbound on Olive going up to the school. Again, this is at two times speed so it's pretty fast, but going down towards the school you can see that there is not many cars or any queuing up in front of the school on Olive Street, and then once we get to this location, that's where our concern is right there on that left side where several of the cars are queuing up waiting to get into the parking lot.

This is Belmont coming from Thomas Middle School heading back down to the school. You can see there's a large number of cars parked up on the west side of the street on Belmont queuing up to come get their students. Again, some may walk their students back to their car and some may be waiting there to go down to the parking lot. Again, this is going back westbound towards Arlington Heights Road where the bus is located.

Just a general stacking diagram, just to show the quantity of cars that can park on our site if it's fully utilized. We can currently utilize 31 parking spots or queuing spaces within our site for getting students into their cars.

For stormwater and sustainability, the stormwater system is currently on site. It was built in 2016 for the addition. Again, this is a surface detention basin or it's aboveground, so if we do get a heavy rainfall event, it will be in water and it's kind of unusable for the short period of time that it's there. But then the majority of the year it is dry and usable for recess or any other kind of use that's needed for that area. Again, the existing playground is in that location kind of centrally in this picture. The playground we're looking to offset is on the west side, the red structure that is on the west side of the facility we're looking to relocate over to the east side due to the addition that will be going in that location.

Again, for sustainability, we're looking for LED lighting, high efficiency HVAC, building automation systems, low flow plumbing fixtures. We have several acres of green space that are remaining. Adequate bike storage and ridership is huge at this school, centrally located in Arlington Heights Road, and the future exploration of solar panels as well at the school that we're looking to possibly implement into the future.

With that, I'll turn it over to Sam and take any questions you may have.

CHAIRPERSON DAWSON: Before we do that, have you read the Staff report and are you agreeable with the conditions?

MR. SCHULZ: Yes, we are.

CHAIRPERSON DAWSON: Thank you.

All right, Sam?

MR. HUBBARD: Thank you. All right, so the Petitioner is before you this evening for an amendment to an existing special use permit that governs the Olive-Mary Stitt Elementary School. Back in 2015, they received a special use permit for a building addition at that time. The proposed building addition now triggers a need for an amendment to that existing special use permit.

The property is within the R-3 district on the west side, and the other side of the property is in the P-L district. That corresponds to the school use on the west side and the park use on the east side. It's also compatible with the Comprehensive Plan designations for this site.

Again, their request is an amendment to the special use permit that governs the site and there are two variations that are required, one relative to parking and then the other relative to the vehicle barrier along Arlington Heights Road.

You heard about the neighborhood meeting that the school held back in October. They also went to the Conceptual Plan Review Committee in December and there wasn't too much discussion or major concerns identified. They are going to the Design Commission next week. Typically, they would have wrapped up the Design Commission process by this time, but due to some scheduling delays they are going next week. So, they will be required to conform to any of the requirements made by the Design Commission at their meeting next week.

Here's an aerial of the site. North is towards the top of the screen. You can see the site is bounded in yellow, and the area of the proposed addition is on the west side of the site adjacent to Arlington Heights Road. The area is primarily residential in nature except on the Arlington Heights Road side. There are some institutional uses across the street to the west, and then the Orchard Church across Olive Street to the north.

Here is the neighborhood aerial, again showing proximity to the parking lot for the Orchard Church. That parking area being is here, and then of course the remainder of their parking lot is located towards that rear of the Church site.

The addition is going on the western side of the site adjacent to Arlington Heights Road. It conforms to all setback and height and bulk requirements of the zoning code, so the addition does not need any variations. There is the variation required for the fence, it's going to be a four-foot tall, open style fence along Arlington Heights Road. You can see it highlighted in red. It's going to be a decorative style fence and again it's going to be open. So, while it is a vehicular barrier, it does have a very aesthetically pleasing appearance, so we are supportive of this variation to increase the maximum allowable height by one foot from three feet to four feet.

Here are Elevation showing the building addition.

Here's the landscape plan, you can see the landscaping that will go in front of that barrier, and then there will be some additional plantings on the south side of the site. Not too much changing from a landscape perspective.

The main thing, similar to some of the other schools that we have discussed to date, is the School District is building out capacity to be 15 percent beyond their 2026-2027 projections. The traffic and parking study was based on those 2026-27 projections, so if capacity ever reached that 15 percent above the 2026-2027 projections, then there could be unforeseen traffic and congestion issues. So, we're just recommending a condition of approval that if the school goes beyond that projected 628 enrollment capacity, that the school work with the Village to address any drop-off or pickup or traffic issues.

The church site and the parking lot there is very well used. It is an integral part of the afternoon pickup operations, and it does accommodate parking for a good number of the staff at the school. So, if that arrangement were to be terminated at some point in the future, it would have a significant impact on how drop-off, pickup and parking works at Olive School. So, again we had a condition of approval that recommended if that ever goes away or expires, then the School District would have to work with the Village to address drop-off, pickup and parking issues.

Other than that, we are supportive of the request, and I'm happy to answer questions.

CHAIRPERSON DAWSON: Great, thank you.

Do we have a motion to enter the Staff report into the record?

COMMISSIONER ENNES: So moved.

CHAIRPERSON DAWSON: Second?

COMMISSIONER GREEN: Second.

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON DAWSON: Do you know which one that was?

COMMISSIONER GREEN: John.

CHAIRPERSON DAWSON: Okay, good. Just making sure you've got it. Okay, great.

Do we have any questions before we open up for public commentary? I'll look down here.

COMMISSIONER GREEN: Not yet. After public.

CHAIRPERSON DAWSON: Any questions before public commentary?

COMMISSIONER ENNES: I'm good now.

CHAIRPERSON DAWSON: Okay, so I will be opening up for public commentary at this time. I'm going to start over here. Is there anyone on this side of the room that wants to speak during the public commentary? Okay, come on up.

So, since you're the first one, everyone can hear how this goes. So, we ask that you please state your name and spell your last name for us. It's optional but we always like to hear where your address is because it helps us understand where you are with respect to the project, but again, it's optional.

PUBLIC COMMENTARY FOR PC #22-018

MR. HAAS: It's Charlie Haas, and my wife and I live at 1224 North Pine. We're in the inset there on the screen right next to the school, adjacent.

I just had two questions. I didn't see on the picture. Will there be a door to the south side of the addition?

CHAIRPERSON DAWSON: So, just you need to address them to us and we'll get the answers for you. This isn't like a question and answer.

MR. HAAS: So, I was wondering if on the south side of the newly constructed classrooms there'll be a door. Is access going to be to the west or the north?

CHAIRPERSON DAWSON: Okay, so do you have any other --

MR. HAAS: The other was just, and I'm sorry, I didn't make the Village meeting, but I certainly would have concerns relative to any additional influence on drainage, because the whole slope from Arlington Heights Road is down to the east. I would hope that that would be addressed in a timely fashion.

CHAIRPERSON DAWSON: Okay, thank you.

MR. HAAS: Okay, thank you.

CHAIRPERSON DAWSON: All right, anyone else in this side of the room?

(No response.)

CHAIRPERSON DAWSON: Okay, we're going to move on to this side of the room. Anyone in the front, not really the front row. Come on up. So, you know the drill. State your name and spell your last name and address if you're willing.

MS. CAYER: Melissa Cayer, C-a-y-e-r. Open Rand School and avoid building additions, and implement school choice.

CHAIRPERSON DAWSON: Okay, anyone else on this side of the room that wants to come up?

Okay, all right, state your name, spell your last name, and your address if you are willing to provide it.

MS. PROROK: Valerie Prorok, P-r-o-r-o-k. I was curious, to follow-up with her comment, was there any thought about developing Rand, the administration building as a separate Kindergarten facility?

CHAIRPERSON DAWSON: All right, thank you. We'll look into that.

Anyone else on that side of the room?

(No response.)

CHAIRPERSON DAWSON: Okay, so with that, I am going to close public commentary. Let's start on this end.

Commissioner Sigalos, any questions?

COMMISSIONER SIGALOS: No, not really. I was at the Conceptual Plan Review meeting and I understand the need for this. My one concern was looking at those videos, I didn't see a crossing guard there to go across Olive to get to the church parking lot. I'm assuming there's a crossing guard?

MR. SCHULZ: Yes, there is a crossing guard at the corner of Belmont and the front of our site there. It's not like a true intersection. It's again the Belmont intersection, there is a crossing guard there.

COMMISSIONER SIGALOS: Okay, so a lot of kids going back, and adults or whatever, so there is a crossing, okay.

MR. SCHULZ: Yes.

COMMISSIONER SIGALOS: No, I have no other questions.

COMMISSIONER ENNES: When you ask Staff or the School District what the water retention issues might be because where the addition is going to go is a depressed area, it's got a lower elevation, and from the drawings that I saw it looked like that area was going to be built up and the two-story was going to be built on top of that.

MR. SCHULZ: Yes, so essentially the floor of the new building will be at the level of the existing concrete area there. So, if you're familiar with that area, there is like a concrete play area there. So, it's not really going to be built up there per se. We're going to try to build as much of the addition on that area as possible and then we'll just have a little bit of re-grading to the west towards Arlington Heights Road to accept the stairs that would need to come up and to get the kids up to the elevation to the street level.

So, essentially there is not going to be a large excavation on that side or a change on the elevations up towards Arlington Heights Road where the building sits. Again, some minor re-grading to get the slope up to the building and then get kids back up around the school.

COMMISSIONER ENNES: So, the existing concrete slab that's there down in that depressed area, that has a drain?

MR. SCHULZ: It does right now. Again, that will obviously have to be removed and reconfigured based on the addition.

COMMISSIONER ENNES: Okay, but by raising this and putting the addition in there, is that going to eliminate any stormwater flow?

MR. SCHULZ: Maybe Josh, I'll let Josh Cap maybe answer this a little bit more technically than I can with the way that stormwater is going to work on that side of the site.

COMMISSIONER ENNES: Okay.

MR. CAP: So, my name is Josh Cap, C-a-p, Project Manager with Eriksson Engineering.

From a drainage standpoint, we will be proposing new drainage along the west side. You know, we will have a slope coming, draining from west to east, but the intent is to intercept any of that surface runoff and route it around the south side of the building and connect to the storm sewer that was installed in 2015-16.

COMMISSIONER ENNES: So, it's going to be through pipes?

MR. CAP: Yes.

COMMISSIONER ENNES: Okay, that's all I have.

CHAIRPERSON DAWSON: Commissioner Green?

COMMISSIONER GREEN: I have three of my grandkids that go to this school, so I've been over there a lot. I know that the drop-off works wonderfully and the pickup really works at this school. The big parking lot in the back is wonderful.

I prefer to park in the church parking, you just walk over and get the kids, but that works as well, and there are crossing guards. So, it's a great project.

MR. SCHULZ: Thanks.

COMMISSIONER LORENZINI: As in the last school addition or expansion, there was an existing drainage problem in the area, is that the case here?

MR. SCHULZ: The last I heard, again I haven't heard about this in years, was farther down over towards the wooded lot area that was back in the neighborhood there. I don't recall if it was directly related to the site or anything like that. My understanding, it was back in the neighborhood in that location. Again, we haven't heard of any reports of that since the addition in 2016, no flooding or even our detention basin overflowing or anything like that. So, again we're not anticipating any other flooding issues or causing adverse reactions of stormwater in the area.

COMMISSIONER LORENZINI: Okay, thank you. That's all I have.

COMMISSIONER JENSEN: Yes, actually Joe asked the question that I wanted them to answer, if there was any existing flooding issues that we're aware of. From what I understand, and maybe I'll ask Sam, there's no drainage issues that you're aware of, Sam?

MR. HUBBARD: Not that have come up in any of our departmental reviews.

COMMISSIONER JENSEN: So, as long as they take care of their existing, whatever they do to the drainage and they take care of it so there's not a problem, then the Village should be very happy with that.

MR. HUBBARD: Correct, yes.

CHAIRPERSON DAWSON: Okay, so just to address the questions that haven't been addressed yet, there was a question about a door on the newly constructed area. Could you go through that?

MR. SCHULZ: Yes, I don't know if the laser works that far, kind of. So, there will be a new door here. This is the primary emergency exit only. We're not intending that to be for student loading.

CHAIRPERSON DAWSON: It didn't show up on ours. Oh, okay, there you go.

MR. SCHULZ: Sorry, I don't, there you go. Sam is pointing to it.

CHAIRPERSON DAWSON: That's okay.

MR. SCHULZ: That door again is primarily going to be there for emergency

exit. We're not anticipating any student loading or daily drop-off or things like that at that location. Again, we're hoping that that's really just used for in case of emergency exit.

Again, the other door that we referenced before was the double set of doors on the south end of the courtyard. Again, the only intent there, there won't even be hardware on the outside of that door. It's really just going to be a flush panel door allowing an emergency egress out of the courtyard, or access for any maintenance that might need to happen in there for that area. So, we don't anticipate any student or staff access through that door at all.

CHAIRPERSON DAWSON: Okay, I believe we discussed the impact on drainage. That was addressed by Commissioner Ennes.

The last question from the public commentary was developing the administration building. Hi.

CHAIRPERSON DAWSON: You did swear in? Yes, I swore you in, thank you.

MS. BEIN: I did. Hi, everybody, Lori Bein, Superintendent. The administration and board did a large study when they decided how to create the format of full-day Kindergarten. One of the primary interests of our community was to do full-day Kindergarten at their home schools. We did look at separate Kindergarten sites such as turning the district office into a Kindergarten, or some of our other buildings that we own like Rand or Futabakai School or Miner where our special education coop is.

But for a variety of reasons, cost, et cetera, but mostly because our families expressed, through our survey, their interest that full-day Kindergarten be at their home schools as opposed to, for example, if you used the district office for a full-day Kindergarten, we're on the far south side of our district boundaries, it would cause a really large transportation time for our youngest students.

CHAIRPERSON DAWSON: All right, thank you.

Just to speak on that, when my oldest was in Kindergarten, there was a reading intervention program that was introduced that actually turned, I think it was only in place for a year or two, but actually turned Kindergarten into full-day. Fortunately, there were students, some students being bused, but it was held at Windsor his year. As a parent of a Kindergartner, he was my oldest, the idea that my Kindergartner would suddenly be going to some other building would have been, it concerned me because the other option was that he might have had to go to Westgate or Dryden, one of those. Then once I got to my third, if my third for Kindergarten had to go to one school and I had to pick up the others at all these other schools, it would be, so I can understand why the community had that feedback.

The only question I really have is, again, I talked about this at the last time you were before us, is the idea of just going up rather than losing more green space. As we're doing this addition, you're about to run out of room and it would avoid a lot of the drainage and water issues if we could just build up. So, has the school looked into that?

MR. SCHULZ: It's been studied before. Again, the primary area that was studied is the pod area. Again, the major impact with that is that we'd have possibly two years where we wouldn't have access to those rooms while we were structurally increasing that side of the building. So, it just hasn't made financial sense of that yet. We may be getting there. Again, we don't anticipate enrollment going out of control at this school for a long, long, long time, so we don't know beyond five, 10 years where it's going to go. But that would have to be something we would look at into the future, just a way it would tie into our existing two-story portion and where

that would sit and just to maintain the elevator access so we're not bringing in another elevator. That would have to be looked at.

Again, the other alternative would be we have to look to the east side of the site at this point, we'd have to look to go that way up to the east if that would get there.

CHAIRPERSON DAWSON: So, a lot of these existing school buildings were not designed to be able to structurally hold a second floor, correct?

MR. SCHULZ: Correct.

CHAIRPERSON DAWSON: All right.

MR. SCHULZ: So, with certain schools we are going to be discussing that and we'll bring this forward, but actually Patton, we are looking at that, we'll talk about that a little bit. But these schools in particular, some of these are just not structurally sound and ready to go for a second story.

CHAIRPERSON DAWSON: Right, and you know, as residents are consistently concerned about their tax increase, that cost would be much more --

MR. SCHULZ: Exactly.

CHAIRPERSON DAWSON: -- significantly higher than what you've proposed, so that answers my question.

So, I have no further questions.

Any other discussion or a motion?

COMMISSIONER JENSEN: I'll make the motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #22-018, an Amendment to Special Use Ordinance #15-038 to allow a building addition, and the following Variations:

1. **Amendment to the variation granted in Ordinance #15-038 to permit 49 spaces where 79 spaces are required by code as a result of the proposed building addition, where previously 49 parking spaces had been allowed where code currently requires 76 spaces on the subject property.**
2. **Variation to Chapter 28, Section 6.13-3A, to allow a four-foot tall fence in a front yard where fence heights are restricted to three feet.**

This recommendation is subject to the following conditions:

1. **If enrollment at Olive-Mary Stitt Elementary School exceeds or is projected to exceed 628 students within the proposed building, the School District shall demonstrate to the satisfaction of Village Staff that adequate onsite parking can accommodate peak demand and drop-off/pickup operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is not granted, an amendment to this special use permit shall be required.**
2. **The Petitioner shall continue to work with the Village and neighbors to address any drop-off/pickup concerns.**
3. **Should the parking agreement with the Orchard Church expire, additional drop-off/pickup loading areas and/or parking may be required at the discretion of the**

Village. Additionally, operational changes to address parking issues or drop-off/pickup issues may also be required, which changes must be implemented to the satisfaction of the Village.

4. **The Petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all MWRD and Village regulations to the satisfaction of the Village.**
5. **Compliance with the 2/14/23 Design Commission motion shall be required.**
6. **The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

COMMISSIONER ENNES: I'll second that.
CHAIRPERSON DAWSON: Any discussion before we go to vote?
(No response.)
CHAIRPERSON DAWSON: All right, roll call.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.
All right, well, you know the drill.
MR. SCHULZ: We're here.
CHAIRPERSON DAWSON: Recommending body. Don't sit down because we've got another one from you next.
MR. SCHULZ: Yes, we're up for the next one.
(Whereupon, at 8:37 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

Plan Commission
2/22/2023

Item: Patton School - 1616 N. Patton Ave. - 2/8/23

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Patton School - 2/8/23	Minutes

PLAN
_____
_____
_____

COMMISSION

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

RE: PATTON SCHOOL BUILDING EXPANSION - 1616 NORTH PATTON AVENUE - PC #22-019
AMENDMENT TO SCHOOL USE PERMIT ORDINANCE #90-087 FOR A BUILDING ADDITION, LAND USE VARIATION TO ALLOW A SCHOOL IN P-L DISTRICT, VARIATIONS

REPORT OF PROCEEDINGS had before the Village of

Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village

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

Illinois on the 8th day of February, 2023 at the hour of 8:37 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

DRAFT

CHAIRPERSON DAWSON: All right, let's go over to Patton. Do I have to swear anybody else again? I can't remember what we decided last time.

MR. SCHULZ: No, I don't believe so.

CHAIRPERSON DAWSON: I think it's for the whole meeting, so we're good there, right?

MR. SCHULZ: Yes.

CHAIRPERSON DAWSON: We need to talk more just to give Sam more time to transfer to the next one, sorry.

MR. SCHULZ: The videos make the presentations very big, so they need a little time to load.

CHAIRPERSON DAWSON: I know.

MR. HUBBARD: Only going to take five minutes to load here.

COMMISSIONER ENNES: While we're waiting for this to come up, Mr. Schulz, I'd like to say thank you for your very comprehensive reports.

MR. SCHULZ: Thank you very much.

COMMISSIONER SIGALOS: Yes, very nice, very good.

COMMISSIONER ENNES: Yes, very helpful.

(Long pause while file presentation was loading.)

MR. SCHULZ: Thank you very much then, appreciate it. Again, just Ryan Schulz, Director of Facilities Management for Arlington Heights School District 25. Again, I have the slide in here regarding the Kindergarten and our guiding principles and how we got to this point.

Why is an addition required at Patton? Again, the same guiding areas of why we need an addition at this school. It's primarily driven by the Kindergarten portion, and there is a slight projected increase over five years of enrollment in general. Again, negligible compared to the part that we'll be absorbing with the Kindergarten portion.

One part that I did want to bring up that we are still exploring and our board has tasked us with exploring that's not included in this, there's currently a gym expansion. So, we're not talking about the gym expansion tonight on this presentation. Our board were in preliminary discussions to see if that's an item that we need to explore further, primarily driven by curriculum enhancements that may be coming to District 25 for increased PE hours where we may have to run two PE sections at one time. So, again I just want to make you aware of that, that we may be coming forward again in the future to talk about the gym expansion. I'll briefly talk about it tonight so you can be aware of that.

We are looking to accommodate in this project the stormwater portion that would be associated with a gym expansion, since we are projecting that that might be required at some point in the future. We weren't aware that we'd be looking at this soon but we were taking that into account for stormwater calculations at this point because we anticipated that that may happen at some point down the road, so we wanted to try to accommodate that as much as possible with stormwater at this time.

Again, we did a title commitment for this facility and verified all the PIN and parcel ownership. We held a neighborhood meeting where no neighbors attended at this specific meeting. We had the Conceptual Design meeting in December which had unanimous approval.

The Design Commission again is scheduled for next week on this

project as well with the Olive project. We're here for the Plan Commission meeting tonight to go through the items that we're looking for variances and special use permits, looking for Village Trustee approval just slightly after once we have those acquired from the Design Commission and the Plan Commission. Again, we're looking to start this project as well possibly late summer, early fall type timeframe for this project due to the little bit larger footprint of the addition in the cul-de-sac, or it's not a cul-de-sac, courtyard area, and then also the stormwater requirements that are required with the site with the storm trap system that I'll be discussing further.

Here's a list of the items we're looking at seeking variances and approval on tonight. So, again I'll leave this up here for reference if we need to come back to it and talk through the items that are up for discussion this evening.

Generally speaking, on this site, we're looking to add the addition in the red boxed area. It sits nicely within the site. It's kind of again semi-courtyard type space right now, we call it a plaza. It fits in nicely that it connects to a two-story addition and circles back over towards the commons and gym area. So, this fits into the addition area very nicely, and this again is a three-classroom addition but we're looking to have it be able to accept an addition for the second story in the future if one would ever be warranted. So, this one does work out very well where it attaches to a portion of the building where it's two stories. So, we'll reinforce the roof deck, again so it will be ready to absorb a second story in the future if that were ever warranted.

The other area again that we talked about briefly that is not included in this presentation tonight or approvals is the purple lot. It's the area that the gym expansion would come out to. So, again a little bit different than our typical gym expansion as this one will get more longer than we would get wider due to the constraints we have with the neighboring properties and the entrance to the parking lot. So, we look to have two gym sections, two bays in that area that would be conjoined through a divider curtain and an open space.

Going up to the north parking lot, we're looking for a variation on an existing storage facility or structure that we have on the site that currently sits in the parking lot. We're looking to keep that. That's primarily used to store snow blowers and things in the off season. It's a concrete structure, it's brick in appearance, it sits up on the north corner of the parking lot, to the northwest corner of the parking lot currently. We're proposing just to move it out of the parking lot to give us more parking spaces back.

We're also looking to do some perimeter screening along the north property line to give this some barrier and buffer between the neighbors and our parking lot that currently does not exist, along with some trees and some other improvements along on that side with a parking lot improvement that's much needed in that parking lot area.

Coming along to the south side, we're looking to do a variance request for the south parking lot, primarily due to the landscape islands that are required by ordinance in that parking lot. We're also looking to put some permeable pavers in that lot to help out with stormwater, so we feel that it's a reasonable request to omit any landscape islands because we're really looking to replace the existing parking lot in its current condition, but we are looking to add some perimeter screening that currently doesn't exist along with some additional trees in that location.

Again, the classroom addition will be kind of centralized on the site there. We're not looking to impact the playground area or the asphalt spaces in any way. We'll also have a small courtyard in terms of the building at some point that will have synthetic turf that can be used by the school, but again we don't see a large use of those spaces because it is relatively small.

The final thing I'd want to point out is the underground storage facility for stormwater detention will be underneath the parking lot. Again, this is an existing parking lot that we're anticipating that we're going to be replacing fully and installing the underground detention facility under the parking lot structure.

Showing the addition in more detail, again north is kind of up to the corner. It sits a little odd long on the site, so I'm going to point out that it's the west side of the site. So, three classrooms are being added to the space with three internal spaces, primarily a small group space and an office and some storage and ancillary spaces to support the building. As you can see, up to the north is the two-story portion of the building existing to the green hallway that runs down from top to bottom of the page, we'll connect from the two-story addition down and around and over to the gym section and provide some nice flow back into the facility towards the commons and lunchroom space of the school.

The gym, again I just want to point it out, the gym is at the bottom of the page, the large open space. We'd be looking to add the gym addition if we go forward with that to the left which is kind of to the west of this site.

I'm showing a rendering of the addition. Again, it fits in very nicely with the existing structure. STR did a great job in this one in particular because the existing building, we're working with some different windows and different window trends on clear story glass and things like that. So, we asked them to try to incorporate the best they could, so they did a great job of pulling that together, providing some stone coping and some matching stone brickwork along the facility as well to kind of bring it all together. But again, that addition, the single-story addition there is the intended portion where in the future a second story could be added relatively easily. Again, we may have to vacate those couple of rooms for a year or so while the addition is being constructed, but structurally-wise we would be able to set a second-story addition on that location.

The elevations, again just showing a 2D rendering of the elevations. Again, the elevation in the top is showing the main classroom portion, and the other elevations again are interior courtyards and ancillary supplemental elevations that are a little bit harder to see when you're on the site. Again, the primary elevation is elevation number one where you're looking back at the facility. You can see the new entrances that we put in, again heavily used for recess and playground and loading/unloading. We anticipate both those entrances will continue to be heavily used for daily loading as they are in close proximity to the playground space where students queue up and load the building on a daily basis.

Enrollment at the school, again we currently have approximately 400 students K-5. We anticipate that number to go up to 422. Again, the main driver of that is an increase in Kindergarten students that we anticipate will start coming to the facility, along with a small number of kids that may be coming in from the first through fifth grade classes. So, again, primarily driven by the addition of full-day Kindergarten, and the number of staff again is going up by two to support the additional sections of Kindergarten that will be supported in a full-day method.

On the classroom availability, we currently have 21 classrooms, we'll be going up to 24, again, you can see the anticipated classroom usage that we're anticipating to be used for K-5 use is 21 to 22. Then again, the remainder of the classrooms will be used for support services at the school facility.

I want to go through traffic and parking. Again, very similar to our past sites. We did our aerial study and we had some comments from Police that they did not

anticipate this addition would cause any major delays or issues with traffic in the neighborhood.

I first want to go through parking. We currently have 75 parking spaces on site and we anticipate that we will still have 75 more going forward. There's an offset from the north parking lot where we gain one but then we have to add an additional handicap spot, so that's why the overall number of total parking spots remains the same even though we're relocating the structure off the parking lot. So, we're anticipating the parking quantity would remain the same which is above the required 66 that the Village ordinance currently requests us to have. So, again we're losing one parking spot on the north lot and gaining one in the south lot.

Again, this site doesn't have any buses or taxis. When the survey was done, the parking study survey was done, we had approximately 69 percent of the parking lot spaces were used for staff and visitors at the school facility.

Going through arrival, you can see that the primary drop-off lot is on the southern side of the building where they go through the main queuing area. There is a right-in/right-out only. It's a little bit of a difficult intersection there with the number of streets in our parking lot entrance on the corner there. So, again this is Patton Avenue just sitting over, you can see that the flow works very well for this parking lot. Again, there's a nice, long stretch along the building where the students can get out. Staff does a really good job at this facility by pulling them down as far as they can, getting them close to the playground area where they're going to be queuing. Bless you.

CHAIRPERSON DAWSON: Thank you.

MR. SCHULZ: And getting out into the playground on the asphalt and getting ready for the school day.

So, I'll let this play through. Again, it's about 8:53, school starts around 9:05, and just let this play through with that.

(Pause while video played.)

MR. SCHULZ: Again, there as you can see around 9:00 o'clock or so that the majority of the students are gone and there's limited to no traffic left on the streets surrounding the school.

Going through the afternoon departure, again I'll talk about the plan on the left side and the video will still be playing on the right. First, on the video you can see that there are cars queued in the parking lot fairly heavily, right there, queued up, waiting for their students to come out. We also have a number of cars that are queued up on Patton Avenue, again either waiting to get in the lot or picking up their students on Patton. So, again on the map, you can see the heavy parking and queuing areas are within our parking lots and along Patton Avenue.

We do have a little bit of a concern with some of the cars queuing up on the east side I'll call it of Patton up on the northern side of the site where the red bar is kind of by itself. I'm not real sure what that is, and again park there, but we haven't observed that in that area before which makes it a little bit narrower there. Again, it's still passable, the street is not very congested traffic-wise during that time, but there are some cars parked on the east side of Patton Avenue.

Also, again, just heading south on Patton, there's a number of cars that are queued up pointing south and coming out to the site as well. Then the oddity is on Maude, there are some cars that are queued up in that location. The reason they're queued up in the yellow, kind of ancillary spaces on the south side of the site is there's a sidewalk that connects the school there. So, a number of parents park there, walk over to the site, pick up their students

and walk back. Again, that's a minimal amount of parents that are queuing up in that location but it does occur.

Coming from Patton from southbound, so again coming from near Palatine Road heading back down towards the school intersection, you can see there on the left side, that's where there are several cars that have been queuing up that I'm not sure why that would be a place to go. But again, they are queuing up there and we'll work on that with school communications to try to limit them from going there. I just wanted to show going down Patton Avenue that the cars are on the west side of the street primarily queued because that's closest to the school and they can walk down the sidewalk and get to that location.

I want to talk about stacking at the school. Again, we primarily have the parking lot stacking that we again saw all the cars pulling in and out of for morning drop-off and afternoon pickup. But we also have some stacking ability on Patton Avenue, and this location does have the permeable pavers, the carriage walks we like to call them along the street that allows them to get in and out of their cars a little bit easier in inclement weather so it's not as muddy. These are maintained throughout the year, again when there's snow and other situations that come up, again giving them a little bit more access to the school from the street side by not getting some muddy and dirty along that side of the street.

Stormwater. This site, again as I discussed earlier, we're looking to put an underground stormwater detention facility. In particular right now, we're projecting that it will be a storm trap concrete system. Again, just to give you an overview of what that looks like kind of in principle with the parking lot over the top, again it's buried underneath the parking lot. The parking lot structure is built on top it. Again, this is rated and designed for that structure, so again that will be where the stormwater will go for the addition in the site. Then also, we're proposing enough capacity in there to absorb a future gym addition should that go forward.

For sustainability, it's the same as our other sites. LED lighting, high efficiency HVAC, low flow plumbing fixtures, sections of permeable pavers, we have a large area of acres of green space, adequate bike storage and ridership. Again, we're looking at the site into the future if we would be exploring solar panels for this site as well.

With that, I will turn it over to Sam and be open to any questions you may have.

CHAIRPERSON DAWSON: All right, so have you reviewed the Staff report? Do you agree with the conditions of approval?

MR. SCHULZ: Yes, we do.

CHAIRPERSON DAWSON: Okay, Sam?

MR. HUBBARD: Thank you.

Okay, so back in the 90's, Patton School received a special use permit to allow an addition at that time. The proposed classroom additions this time around trigger an amendment to that original special use permit from 1990, which is the reason the School District is before you this evening.

Additionally, this site is within two zoning districts. On the east side of the site, it falls within the R-3 One Family Dwelling District. On the western side of the site, it's within the P-L district. A portion of the school building actually falls within that P-L zoning, and because the school building falls within that area, the technical zoning action required is also for a land use variation to allow a school in the P-L district. Additionally, as part of the request, there are three variations required and I'll talk about those a little bit as we go through the presentation.

The School District held a neighborhood meeting back in November.

Nobody attended. They went to Conceptual Plan Review Committee in December. The discussion was fairly quick, a little bit about drop-off, pickup and stacking, but there were no major concerns identified at that meeting. This project will go before the Design Commission on the 14th for review of the architecture and compatibility of the building materials.

Here is the site bounded in yellow. The area in red is the footprint of where that building addition will be. As you've heard, it's centrally located on the site and it conforms to all setback, height, bulk and mass requirements of the zoning code, so no variations are required in that regard.

This is showing the neighborhood aerial, predominantly single-family residential in this part of town.

Site plan showing the school addition. Again, on the western side of the site, I'll point out, let's see, okay, so at the top part of your screen you'll see there's an existing shed there. As part of this process, we've asked the School District to relocate the shed so it's outside of the parking lot. The north parking lot is used to capacity, and so to free up those two additional spaces within that lot would help to reduce parking in the south lot.

The shed could be easily accommodated right outside the parking lot, and the school was willing to make that change. Technically, this is a side yard and sheds, being accessory structures, are required to be located in a rear yard, so the relocation is triggering the need for a variation. We're certainly supportive of that variation.

Some of the other variations required are for the south lot. They're requesting a variation to waive the requirement for landscape islands. Code requires landscape islands at the end of all parking rows. This is an existing parking lot that's just being resurfaced, so it does trigger the requirement to update and provide the landscape islands. But because it's just being a resurfaced parking lot, there is no expansion here, we are supportive of the variation request. They are installing permeable pavers in this location which does mitigate some for the aesthetic loss of the landscape island, and they are also installing a dense layer of landscaping along the southern edge of the parking lot which will help with screening requirements as well.

Additionally, there is another variation needed on the north parking lot. That is a parking row with I think 26 parking spaces. Any row with a stretch of 20 or more parking stalls has to include an interim landscape island, so technically there should be a landscape island there. Again, they're just reconstructing this parking lot in its existing footprint. They're keeping the curbs, it's just for the removal of the asphalt so the scope of change here is not major. They are adding a dense row of landscaping to the north of this parking lot, so that will help with some of the screening requirements. So, we are supportive of these variations.

There is going to be, as you've heard, an underground stormwater vault located in the south parking lot. Again, the site will comply with all Village and MWRD stormwater requirements. They are only required to provide detention for the elements of the site that are changing. Those changes of course are the new building addition and then the new asphalt work within the parking lots.

You've seen the building elevations.

Again, the landscape plan here is showing this kind of dense hedge row being installed on the southern side of that parking lot, and then the dense screen on the north side of the north parking lot.

This brings me to parking and traffic, drop-off/pickup. Similar to all the schools, the number of classrooms being built out is 15 percent above the maximum projected capacity in the 2026-2027 school year. That was the capacity that the traffic and

parking study utilized, so in a worst case scenario where enrollment at the school did reach peak build capacity, there could be some unanticipated problems with pickup, parking, et cetera. So, we're just recommending a condition of approval to make sure the School District works with us should enrollment go beyond those 2026-2027 figures.

Like most schools, you know, drop-off and pickup, it is pickup that is really the primary area of concern. It does have a tendency sometimes to impact the Maude and Kennicott intersection, so there will need to be continual patrolling and parent education to make sure that people are following the rules. With active crossing guards, I think it can help these operations run smooth.

So, we are supportive of this project and recommending approval subject to these conditions.

CHAIRPERSON DAWSON: All right, great.

Do I have a motion to accept the Staff report?

COMMISSIONER ENNES: I'll make that motion.

COMMISSIONER LORENZINI: Second.

CHAIRPERSON DAWSON: Great, all in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Okay, any commentary before, or any questions before public commentary?

(No response.)

CHAIRPERSON DAWSON: None on this side, none on that side. All right, let's open up for public commentary.

So, I'll start on this side of the room this time. Anyone?

So, I know you said it in the last hearing, but if you could state your name and spell your last name again?

PUBLIC COMMENTARY FOR PC #22-019

MS. PROROK: Valerie Prorok, P-r-o-r-o-k. I have a couple of questions. The first one is about the new landscaping that's going in. We live, we back up to the parking lot at Patton and there are several half-dying pine trees there. Is that being taken into consideration with the new landscaping that's going in?

CHAIRPERSON DAWSON: Okay.

MS. PROROK: And then the second one was the courtyard. The courtyard there at Patton is underutilized. I'm wondering if they had considered putting the addition within the courtyard instead of expanding into the green space where the kids do use for like playground time.

CHAIRPERSON DAWSON: Okay, great, thank you. All right.

MS. CAYER: Melissa Cayer speaking, C-a-y-e-r. Open Rand School, avoid building additions, redistrict and offer school choice.

CHAIRPERSON DAWSON: Okay, anyone else on this side of the room? Moving on to, I think you guys are all with the School District over here, so there is no one left over there.

All right, we'll close public commentary. I'll look down here, Commissioner Jensen?

COMMISSIONER JENSEN: No questions.

COMMISSIONER GREEN: No questions.
COMMISSIONER SIGALOS: No questions.
COMMISSIONER ENNES: One question. The screening that's being put in by the parking lots in lieu of the islands, is that just bushes?
MR. HUBBARD: Yes, mostly shrubs and perennials and bushes. Yes, some, I think the northern maybe a row of arborvitae, the northern screen.
COMMISSIONER ENNES: So, nothing substantial, stuff like two, three feet?
MR. HUBBARD: I think it varies, you know. I think this is a complete row of arborvitae. I think there are some shrubs intermixed on the south side.
COMMISSIONER ENNES: Arborvitae is like, those are like evergreens, right?
MR. HUBBARD: Yes.
COMMISSIONER ENNES: They get pretty big.
MR. HUBBARD: Yes, they can get pretty tall.
COMMISSIONER ENNES: Okay.
CHAIRPERSON DAWSON: Would you mind coming up and could you address the question about the pine trees and the reason why expansion isn't going to the courtyard?
MR. SCHULZ: Yes. I think the neighbor was referring to the pine trees in the general, along the property line in that location. Again, we'll look at those and maintain those as a neighbor. We'll take a look at them and address that besides this project, right. That's something that we need to look at and maintain as the School District.
The other question, again, cost considerations-wise, courtyards are not very good to build into, just logistics-wise to get into the space and take over the courtyard. We do see some use out of the courtyard space there at the school. It does have a nice concrete plaza that kind of floats through the area, and they do use that for some use when the weather is nicer. So, we did not entertain putting in the addition in the courtyard space due to logistics and school use of that space.
CHAIRPERSON DAWSON: Is the courtyard that you're referring to, is that in the middle of the school like some schools have that?
MR. SCHULZ: Yes, it's kind of the L-shaped section right there in the center of the screen. That is the courtyard, and you can kind of see the outline of the sidewalks. There's a larger section of concrete throughout that area and then there's a connector sidewalk for a doorway so that, again, in the center area out there, that's the existing courtyard. That's the existing.
So, we will be adding on a smaller one, another one, that will be to the left, to the west, but again, the large courtyard that we have right now, it's just prohibitive to add an addition in that location because all the air comes in for the classrooms and the surrounding spaces, and there's windows, there's, again the students use that space as well.
CHAIRPERSON DAWSON: Right. We had a small courtyard in my children's elementary school, and yes, it doesn't get used that much but the kids that do use it and do go in there, I think they appreciate it. So, I can see, I get the cost concerns, but I can also understand the benefit to having these courtyards in the schools.
Okay, I don't have any other questions.
Anyone want to make a motion?

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

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #22-019, an Amendment to SUP Ordinance #90-087 to allow a building addition, a Land Use Variation to allow a school within the P-L District, and the following Variations:

1. **Variation to Chapter 28, Section 6.15-1.2B to omit the required landscape islands at each end of the two central rows of parking within the south parking lot.**
2. **Variation to Chapter 28, Section 6.15-1.2B to omit the requirement for interim landscape islands within parking rows containing more than 20 parking stalls within the north parking lot.**
3. **Variation to Chapter 28, Section 6.5-2 to allow an accessory structure within a side yard where accessory structures are restricted to rear yards only.**

This recommendation is subject to the following conditions:

1. **If enrollment at Patton Elementary School exceeds or is projected to exceed 422 students within the proposed building, the School District shall demonstrate to the satisfaction of Village Staff that adequate onsite parking can accommodate peak demand and drop-off/pickup operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is no granted, an amendment to this special use permit shall be required.**
2. **The Petitioner shall continue to work with the Village and neighbors to address any drop-off/pickup concerns.**
3. **The Petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all MWRD and Village regulations to the satisfaction of the Village.**
4. **Compliance with the 2/14/23 Design Commission motion shall be required.**
5. **The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

COMMISSIONER LORENZINI: I'll second.
CHAIRPERSON DAWSON: Great, any discussion before we vote?
(No response.)
CHAIRPERSON DAWSON: Roll call.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.
MR. SCHULZ: Thank you very much.
CHAIRPERSON DAWSON: All right, you made it through four schools. We have two more coming?
MR. SCHULZ: Two more. We'll be back.
CHAIRPERSON DAWSON: Yay, all right.
MR. SCHULZ: Good seeing everybody, thank you very much.
CHAIRPERSON DAWSON: Thank you.
COMMISSIONER ENNES: Thank you.
COMMISSIONER GREEN: Thank you.
CHAIRPERSON DAWSON: All right, I believe that is -- oh, public comment. We have our last item of the agenda which is the general public comment.

Does anyone want to come up for general public comment?

(No response.)

CHAIRPERSON DAWSON: Seeing none, I am closing general public comment.

Do I have a motion to adjourn?

COMMISSIONER GREEN: Motion to adjourn.
COMMISSIONER SIGALOS: I'll second.
CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: All right, thanks.

(Whereupon, at 9:07 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

STATE OF ILLINOIS)

Plan Commission
2/22/2023

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

Department: Planning & Community Development

Requested Action

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

Variations Required

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

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

Recommendation

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

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

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

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

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

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

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

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

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

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

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
CPRC Minutes - 12/14/22	Minutes
Project Narrative	Exhibits
Jutification for SUP & Variations	Correspondence
Neighborhood Meeting Summary	Correspondence
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape Plan	Exhibits
Traffic & Parking Study	Exhibits
Preliminary Detention Calculations	Exhibits
Photometric Plan & Light Fixture Specs	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence

VILLAGE OF ARLINGTON HEIGHTS

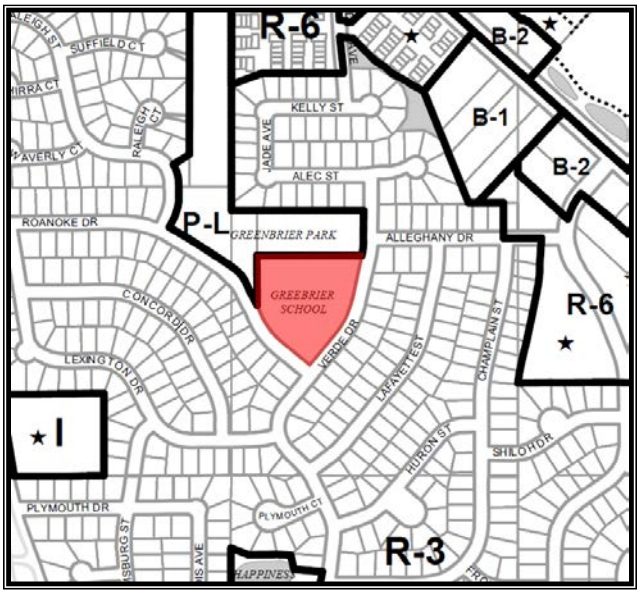
STAFF DEVELOPMENT COMMITTEE REPORT

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

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: February 22, 2023*
***Date Prepared**: February 17, 2023*

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

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



SURROUNDING LAND USES

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

Requested Action:

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

Variations Required:

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

Project Background:

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

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

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

Greenbrier School is home to District 25's Early Childhood program that provides special education and pre-school education for children between the ages of 3 and 5 years old. In combination with the staff and children within the K-5 elementary school population, this equates to a total of 386 students, 79 employees, and 23 classrooms at Greenbrier School. The school is expected to have a combined total of 406 students, 81 employees, and 25 classrooms as a result of the building addition and full day Kindergarten program. It should be noted that the proposed building addition is meant to provide capacity for 15% above the five-year enrollment and staffing projections in order to accommodate possible future "bumps" in enrollment beyond the five-year projections.

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

Zoning and Comprehensive Plan

The subject property is zoned R-3, One-Family Dwelling District, which allows schools through the issuance of a Special Use Permit. As mentioned above, Greenbrier School was approved for a Special Use Permit in

2017 via Ordinance #17-035, however, the proposed building expansion requires an amendment to the previously granted Special Use Permit. In order to justify this amendment, the petitioner has submitted a written response outlining how the site will still conform to the three standards for Special Use Permit approval given the proposed building addition. These standards are summarized below:

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

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

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

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

Neighborhood Meeting

The School District sent out invitations to all property owners within 250 feet of the school to invite them to a neighborhood meeting to present their conceptual plans and to solicit early feedback to understand any potential concerns with the project. This meeting occurred on November 1, 2022. Per the petitioner, no one attended the meeting.

Conceptual Plan Review Committee

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

Design Commission

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

Building, Site, Landscaping

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

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

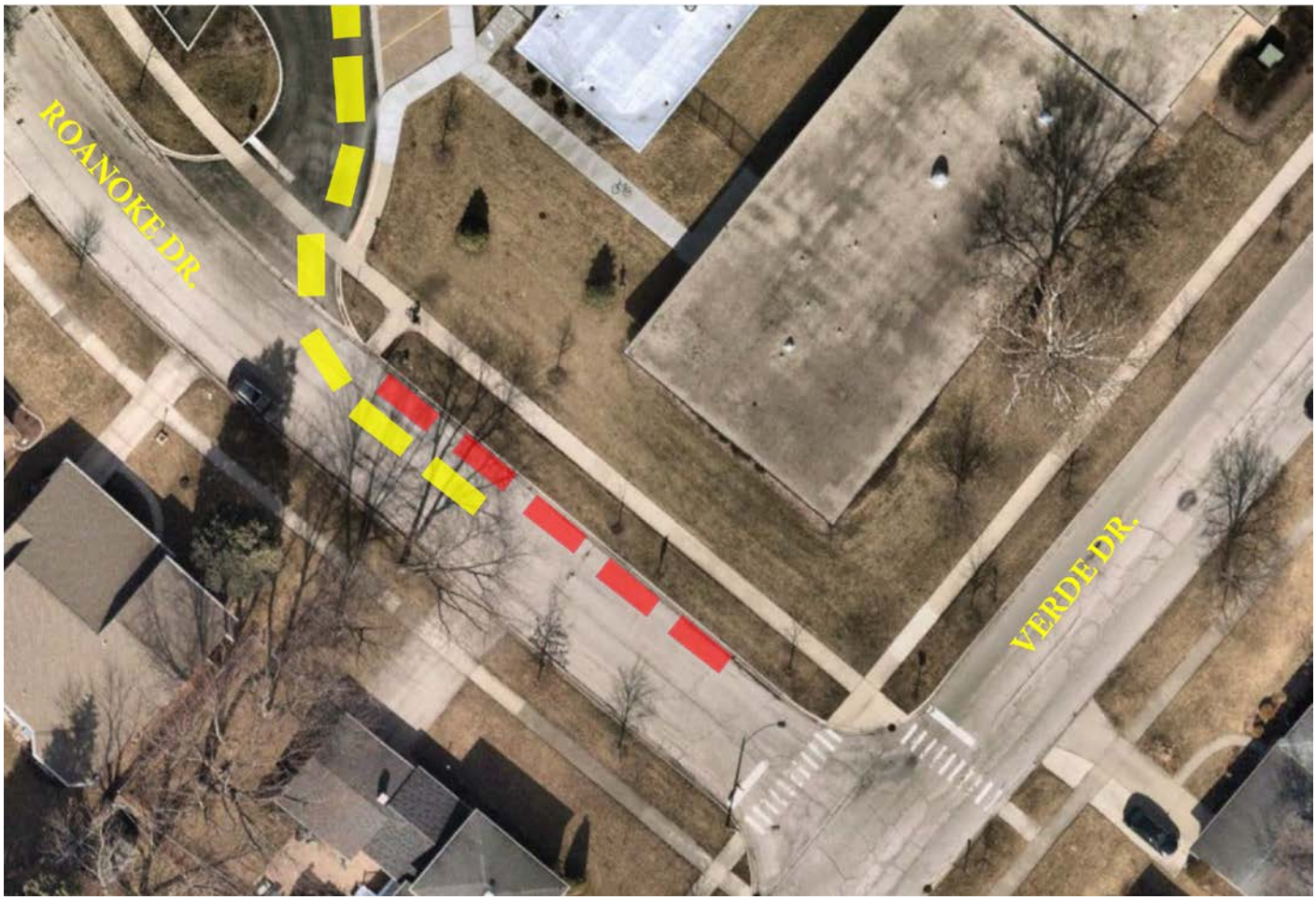
- ***Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'***

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

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

Parking and Loading:

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



The School District has recommended additional communications to families and additional staff outside monitoring traffic operations as a means to address this issue. Specifically, the District will reach out to parents to remind them that early arrival prior to the completion of the Early Childhood dismissal is not permitted and will create negative impacts on traffic and safety. Additionally, school staff will monitor the drop-off/pick-up operations and discourage parents who arrive early. Should these methods prove ineffective, the District could deploy traffic cones to keep westbound school traffic in the right-lane so vehicles won't stop and block the entrance, or the Village and the School District could work together to add striping on the street to delineate an entry lane to the west parking lot as separate from the two travel lanes on Roanoke. Signage could also be added to the parkway as a means to discourage the stopping/standing of the cars as shown in red above. The Staff Development Committee is satisfied with this approach, however, should these methods prove ineffective, a condition of approval has been recommended below that would require the School District to further work with the Village and the neighbors to address any drop-off/pick-up concerns. Additional actions or modifications may be required if issues cannot be adequately addressed.

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

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

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

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

Detailed parking calculations per Code requirements are shown below:

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

In review of the adequacy of the onsite parking supply, the EEA study found that both the east and west lots were heavily used and moderate on-street parking was also observed. Specifically, the study observed typical peak parking demand to be 68 vehicles (5 of the 68 vehicles were observed parking on-street). The existing site has capacity for 75 vehicles within the parking lots. As a result of the proposed building addition, the study anticipates peak demand to increase to 76 vehicles (8 vehicle increase over existing demand), meaning the 75-space parking supply on the site will cause limited parking spillover onto neighboring streets.

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

Parking Lot Usage:

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

Greenbrier School is landlocked and much of the site is built-out with some form of an improvement (building, playground, parking lot, hardscape, etc.). There are minimal opportunities to expand parking, and

it is likely that any parking expansion would only fit in suboptimal locations that would be awkward or appear out-of-place. Given the minimal expected deficit (1 space) relative to projected demand, the Staff Development Committee finds the amendment to the parking variation to be reasonable and necessary to support the full day kindergarten operation.

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

RECOMMENDATION

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

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

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

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

_____ February 17, 2023
Charles Witherington-Perkins, Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON FEBRUARY 8, 2023, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 22-020, a request for an Amendment to SUP Ordinance #17-035 to allow a building addition, an amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code., and a Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'. The subject property is located at 2330 N. Verde Drive in Arlington Heights, Illinois. The subject property is bounded by Verde Drive to the east, Roanoke Drive to the west, and Greenbrier Park to the north. The PIN for the subject property is 03-18-112-003 and the property is currently occupied by the Greenbrier Elementary School.

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

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

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

Susan Dawson, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald February 7, 2023 (4595044)

CERTIFICATE OF PUBLICATION

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Northwest Suburbs
Daily Herald

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

I further certify that the **Northwest Suburbs DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy,
was published 02/07/2023
in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

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

Control # 4595044

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

RECEIVED
FEB 13 2023
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

NOTIFICATION AFFIDAVIT

I, Ryan Schulz hereby certify as follows:

1. That on the 6th day of February, 2023, affiant caused to be mailed in the Post Office of Arlington Heights, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose propety is within 250 feet of the subject site for which the hearing is being held..

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

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

Signature

Subscribed and Sworn to before me
this 6th day of February, 2023.

Notary Public

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

Greenbrier

February 6th, 2023

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for an amendment to Special Use Permit Ordinance #17-035 to allow a building addition, an amendment to the Parking Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code, Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'.

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

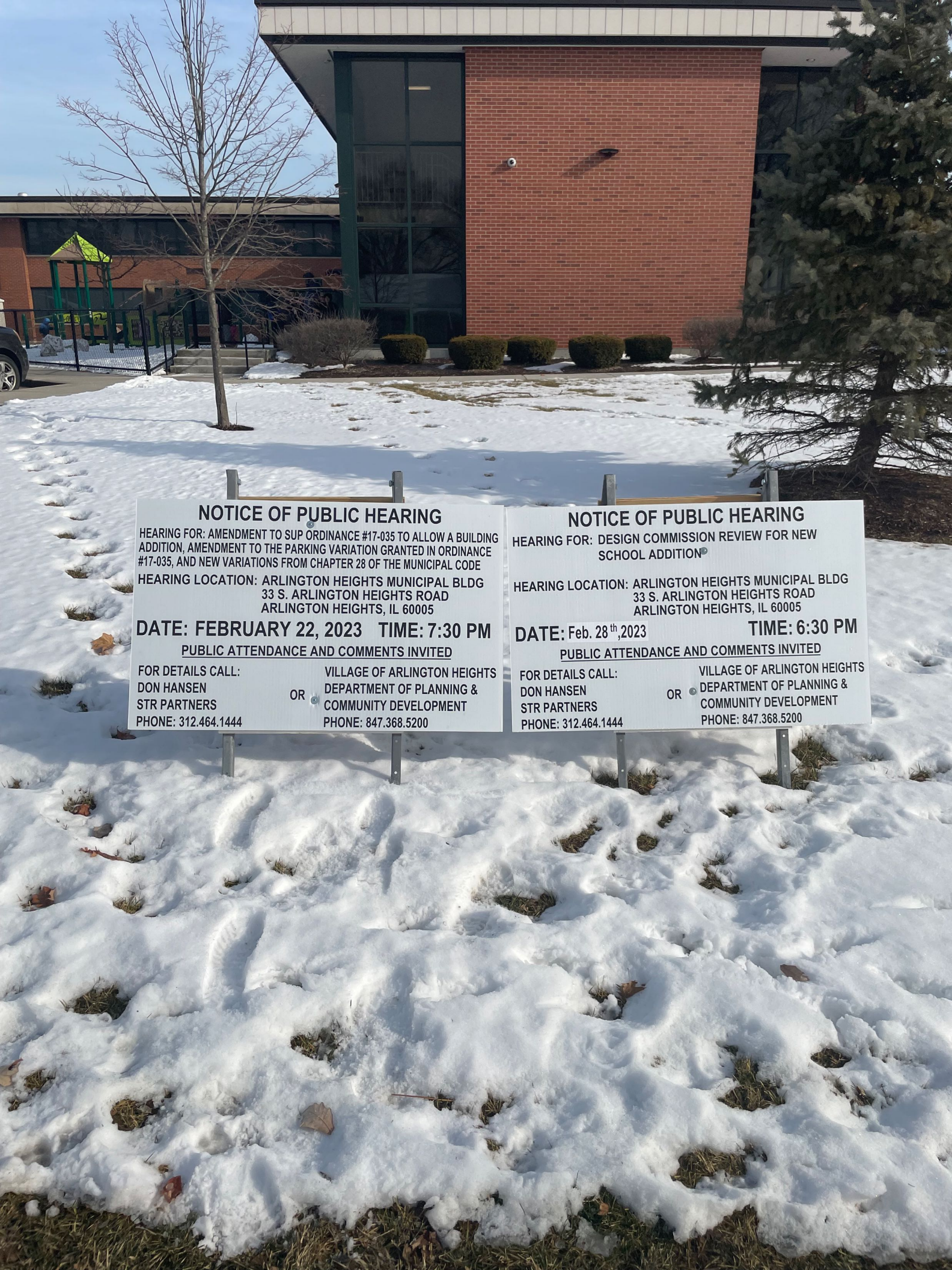
Arlington Heights School District 25 is the beneficial owner of the property.

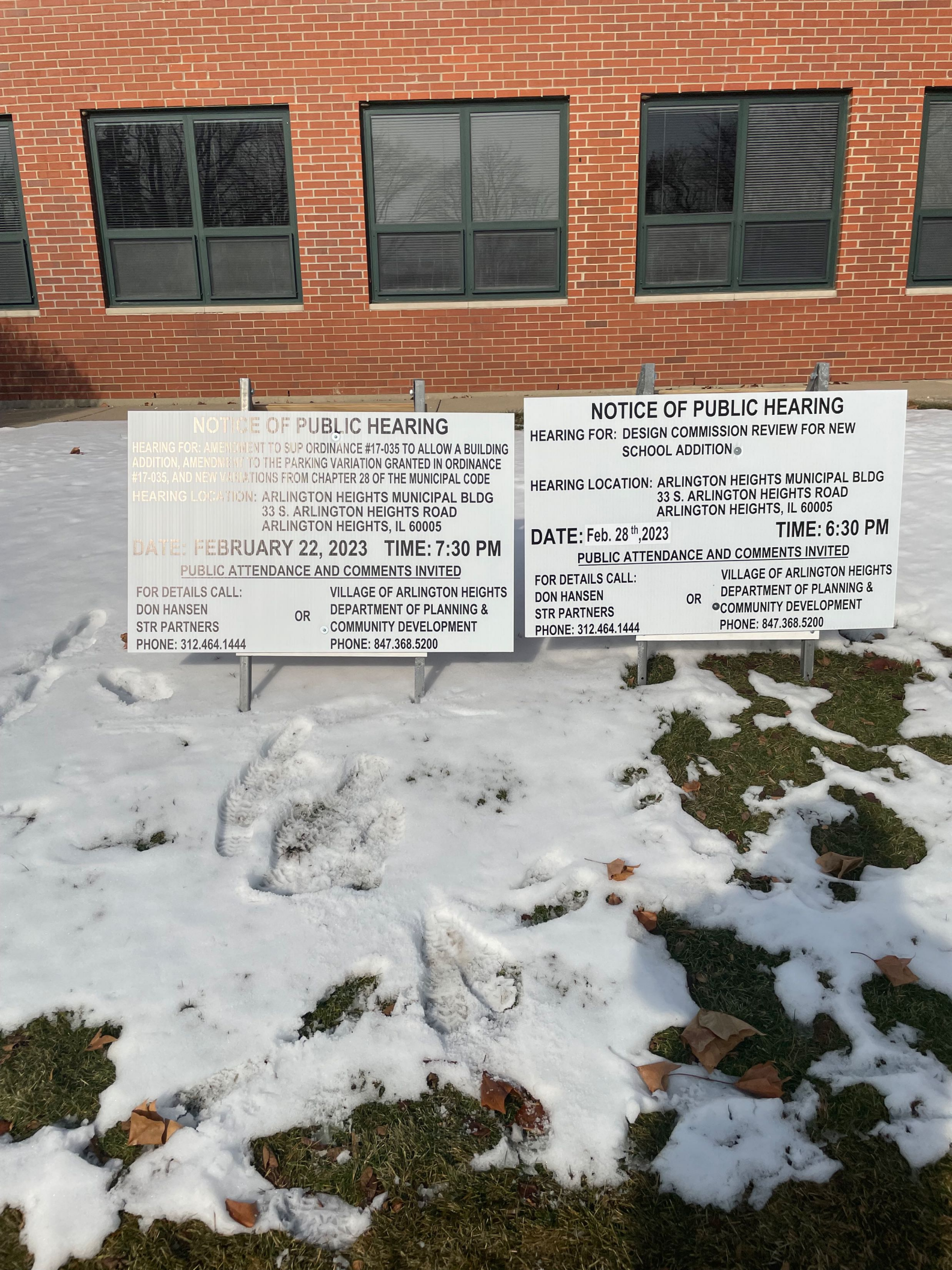
At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application, and will consider any zoning actions or relief that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense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

This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road, Arlington Height, Illinois 3rd floor at 7:30 PM, on Wednesday, February 22nd, 2023.

Signature

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


NOTICE OF PUBLIC HEARING
HEARING FOR: AMENDMENT TO SUP ORDINANCE #17-035 TO ALLOW A BUILDING ADDITION, AMENDMENT TO THE PARKING VARIATION GRANTED IN ORDINANCE #17-035, AND NEW VARIATIONS FROM CHAPTER 28 OF THE MUNICIPAL CODE
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005
DATE: FEBRUARY 22, 2023 TIME: 7:30 PM
PUBLIC ATTENDANCE AND COMMENTS INVITED
FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: 312.464.1444
OR
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200
NOTICE OF PUBLIC HEARING
HEARING FOR: DESIGN COMMISSION REVIEW FOR NEW SCHOOL ADDITION
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005
DATE: Feb. 28th,2023 TIME: 6:30 PM
PUBLIC ATTENDANCE AND COMMENTS INVITED
FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: 312.464.1444
OR
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200


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

03181080040000	CHARLES FIELD	2312 N LFAYETTE	ARLINGTN HTS	IL	60004
03181080050000	BEATA TOTH & DAVID TOT	2308 N LAFAYETTE ST	ARLNGTON HTS	IL	60004
03181080060000	G SOUKUP 7158090	P O BOX 1153	ARLINGTN HTS	IL	60006
03181080070000	CHESTER J PUSKARZ	2305 N VERDE DR	ARLINGTN HTS	IL	60004
03181080080000	PAT & LAUREL KENNY	2309 VERDE DR	ARLINGTN HTS	IL	60004
03181080090000	ELAINE M BURGER	2315 N VERDE DR	ARLNGTON HTS	IL	60004
03181080100000	GARY A HAMMELMANN	2415 N VERDE AV	ARLNGTN HTS	IL	60004
03181080110000	FRANK KUFFEL	1107 W ALLEGHANY DR	ARLNGTON HTS	IL	60004
03181080120000	LISA PERILLO	2414 N LAFAYETTE ST	ARLINGTN HTS	IL	60004
03181080130000	KEVIN C WILLE	2410 N LAFAYETTE ST	ARLINGTN HTS	IL	60004
03181080140000	KLAUS A SCHUETZE	2406 LAFAYETTE	ARLNGTN HTS	IL	60004
03181080150000	S R & M YARBROUGH	2402 N LAFAYETTE	ARLINGTN HTS	IL	60004
03181080160000	DONNA M LOMBARDO	2344 N LAFAYETTE ST	ARLINGTON HT	IL	60004
03181080170000	JOHN R NOLAN	2340 LAFAYETTE ST	ARLNGTON HTS	IL	60004
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03181080190000	ROBERT GOURLEY	2332 LA FAYETTE	ARLINGTON HT	IL	60004
03181080200000	JOHN GOODMAN	2328 N LAFAYETTE	ARLNGTON HTS	IL	60004
03181080210000	HUSSEY FAMILY TRUST	2316 N VERDE DR	ARLNGTON HTS	IL	60004
03181080220000	MARY KEYES	2323 N VERDE DR	ARLINGTN HTS	IL	60004
03181080230000	BRIAN MEADAS	2327 VERDE DRIVE	ARLINGTN HTS	IL	60004
03181080240000	CHICAGO TITLE LAND TRU	2331 N VERDE DR	ARLINGTN HTS	IL	60004
03181080250000	DENNIS D CIESLAK	2335 N VERDE DR	ARLINGTON HT	IL	60004
03181080260000	NINGLIANG MI	1247 N CHICAGO AVE	ARLNGTON HTS	IL	60004
03181080270000	MARC VIGNA & JOANNA K	2407 N VERDE DR	ARLNGTON HTS	IL	60004
03181080280000	STEPHEN ANGELA INGHAM	2411 NORTH VERDE DR	ARLNGTON HTS	IL	60004
03181090170000	ROBIN KAY ZBIKOWSKI	2319 N LAFAYETTE ST	ARLNGTON HTS	IL	60004
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03181090210000	C & K GAZDIC	2333 N LAFAYETTE ST	ARLINGTN HTS	IL	60004
03181090220000	JOHN C COSENTINO	2337 LAFAYETTE	ARLNGTON HTS	IL	60004
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03181130150000	ILONA PALCZYNSKI	1102 W ALLEGHANY DR	ARLNGTON HTS	IL	60004
03181130160000	PAUL KIM	1106 W ALIEGHANY DR	ARLINGTN HTS	IL	60004
03181130170000	JAMES E RAY	1110 W ALLEGHANY	ARLNGTON HTS	IL	60004
03181130180000	BRIAN FISCHER	1114 W ALLEGHANY DR	ARLNGTON HTS	IL	60004
03181150030000	Arlington Heights Park District	410 N. Arlington Heights Rd,	ARLNGTON HTS	IL	60004
03181170280000	DAVID W KING	1113 W ALEC ST	ARLNGTON HTS	IL	60004
03181170290000	EDWARD BRANDT	1117 W ALEC ST	ARLINGTON HT	IL	60004
03181170300000	ANTHONY M DIVIESTI	1121 W ALEC ST	ARLINGTON HT	IL	60004
03181170310000	F J QUINN	1203 W ALEC ST	ARLINGTN HTS	IL	60004
03181170320000	A SILBERMAN L KALPLAN	1207 W ALEC STREET	ARLINGTN HTS	IL	60004
03181170330000	NOT INDIVIDUALLY BUT T	1211 W ALEC ST	ARLNGTON HTS	IL	60004
03181170340000	RICHARD J GUIDICE	1215 W ALEC ST	ARLNGTON HTS	IL	60004
03181170350000	KEVIN MICHAEL GROSS	1219 W ALEC ST	ARLNGTON HTS	IL	60004
03181170360000	FRANCIS R YESTER & LUC	1223 W ALEC ST	ARLNGTON HTS	IL	60004
03181170370000	KEVIN & CASEY SPITZ	1227 W ALEC ST	ARLINGTN HTS	IL	60004


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


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

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A MEETING WAS HELD ON: December 14, 2022

Project Title: Greenbrier School Building Expansion

Address: 2330 N. Verde Drive

Petitioner: Arlington Heights School District 25
Ryan Schulz

Address: 1200 S. Dunton Avenue
Arlington Heights, IL 60005

Requested Action:

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

Variations Required:

- Variation to Chapter 28, Section 10.4-4, to allow 75 parking stalls where 86 are required by code

Attendees: Ryan Schulz, Arlington Heights School District 25
Lori Bien, Arlington Heights School District 25
Steve Corcoran, Ericksson Engineering Associates
Don Hansen, STR Partners
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

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

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

The site has two parking lots; one located to the west of the school building which includes 62 parking stalls and has a singular access point off Roanoke Drive, and a secondary parking lot with 13 parking stalls that is located to the east of the school with two access points along Verde Drive. Circulation through the western parking lot is one-way and flows in a counter clockwise direction. Primary student loading occurs within the western parking lot during both morning drop-off and afternoon pick-up. The eastern parking lot is one-way with ingress from the northern curb cut and egress from the southern

curb cut and this lot serves as a staff/visitor parking area. A total of 75 parking stalls are included on the subject property and no parking lot modifications are proposed as part of this project.

Greenbrier School currently has 386 students, 79 employees, and 23 classrooms. The school is expected to have 406 students, 81 employees, and 25 classrooms as a result of the building addition and full day Kindergarten program. There are no busses that serve the school and this is not anticipated to change as a result of the full day Kindergarten. The standard 9:05am arrival and 3:35pm dismissal times would also remain unchanged.

Meeting Discussion:

Mr. Schulz stated that the school is in need of two new classrooms in order to accommodate the full day kindergarten program and anticipated future enrollment, which will allow the building to have the appropriate occupancy rates to make sure the school is able to absorb future enrollment variations and support district program needs. The addition consists of two classrooms, associated storage spaces and circulations spaces. The addition is one story height and will be approximately 12 feet and six inches tall. The new addition will be the same and similar materials as the existing school building. Walls are typically being brick and concrete block. Exterior materials consist of brick to match the existing, a capstone facia resembling limestone, and windows to match the existing windows. Completion of the project is planned for August 2024 for the beginning of the 24/25 school year. In an effort to support sustainability, the new building will incorporate energy efficient design including LED lighting fixtures, low flow plumbing fixtures, and the possible future implementation of rooftop solar system that would need separate approval in the future if the School District determines to move forward with installation.

Staff is projected to increase from 79 staff up to a potential of 81 staff upon implementation of full day kindergarten program. The number of students at the school is projected to increase by 20 students by the 26/27 school year as a result of families that may have otherwise opted to send their child to a full-day private Kindergarten.

He stated that the total number of classrooms is projected to increase from 23 to 25. The building will increase by approximately 2,850 square feet and the overall building will be under the 50% lot area coverage calculation. The existing 75 parking spaces on the site will remain, which is short of the Village parking requirement of 86 parking stalls. The School District believes the 75 parking stalls to be sufficient as Greenbrier has a large number of part time staff due to the Early Childhood program. There are no busses that serve Greenbrier and it is not anticipated that this will change. They are requesting an amendment to the special use permit that allows a school in the R-3 district, as well as a parking variation to allow 75 parking stalls where 86 are required.

Mr. Hubbard said that Greenbrier School is within the R-3 zoning district, which allows schools through issuance of a special use permit. The Plan Commissioners may recall that Greenbrier went through the special use permit approval process in 2017 when an addition was proposed at that time. The presently proposed addition requires an amendment to the existing special use permit. The amendment to the special use permit will need to comply with the standards for special use permit approval and the petitioner will need to submit a written response to each standard that outlines how the proposed building addition will comply with the criteria for approval. A Plan Commission application has already bene received and is currently under review. A parking variation will also be required.

This site is designated as appropriate for schools as per the Comprehensive Plan. The School District has already held a neighborhood meeting and staff will review the meeting notes and provide those to the Plan Commission as part of the application.

On a preliminary basis, the building addition appears compliant to all bulk, height, and setback requirements of the R-3 district. A Design Commission application has been submitted and is also under review. Any new HVAC equipment that is required for this building addition must be appropriately sited, screened, and shall be designed to minimize noise impact on surrounding property owners.

The District is still evaluating the stormwater impacts of the project and staff will work with the petitioner on compliance with all applicable codes. Landscaping, tree preservation, and photometrics will also be required as part of the Plan Commission

process. A Parking Study is required as well. Afternoon pick-up operations are a concern, as the queue of parents in the parking lot will spill outside of the site and can stack to the Verde/Roanoke intersection. The traffic study should specifically analyze this situation and recommend solutions to address the stacking issues. The traffic and parking study should take into account the maximum possible building capacities as building addition is meant to accommodate enrollment at 15% above the 2026/2027 projections. The Staff Development Committee is generally supportive of the project.

Commissioner Cherwin stated that parking did not appear to be a huge problem at this school and he doesn't have any specific concerns with the project at this preliminary stage.

Commissioner Sigalos asked about roof top units.

Mr. Schulz responded that there would be no new rooftop units proposed. A large chiller had been added back in 2017 as part of the work that had been done at that time.

Commissioner Sigalos asked about drop-off/pick-up operations and the increase in kindergarten population impacting the Verde/Roanoke intersection.

Mr. Corcoran responded that even with the additional students, there wouldn't be a substantial change in the operations of the site. The Early Childhood program has a staggered arrival and dismissal time relative to the K-5 students, which helps to mitigate the congestion.

Commissioner Jensen asked about the neighborhood meeting.

Dr. Bein responded that no one attended the neighborhood meeting.

Commissioner Jensen asked about staffing.

Mr. Schulz explained that due to the Early Childhood program, there were more part time staff at this school than at others. So some staff will arrive and leave through-out the day to provide services to a particular student but then leave after. This occurs through-out the day.

Commissioner Green said that he has picked-up his grandson from this school, who leaves for the day at 11:40am. During this pick-up time, he has observed traffic flowing fairly well through the parking lot and has not seen significant issues. If a parent attempts to enter the pick-up queue because they see it moving, but then the queue stops moving and the parents' car accidentally blocks an intersection or drive aisle, his impression is that that parent gets honked at but then learns that next time they need to be more aware. The situation eventually corrects itself. He has not witnessed significant issues during the 11:40am pick-up. He was supportive of this project.

RECOMMENDATION

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

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

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

PROJECT DESCIPTION
Refer to Conceptual Project Narrative:

Conceptual Project Narrative

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

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

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

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

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

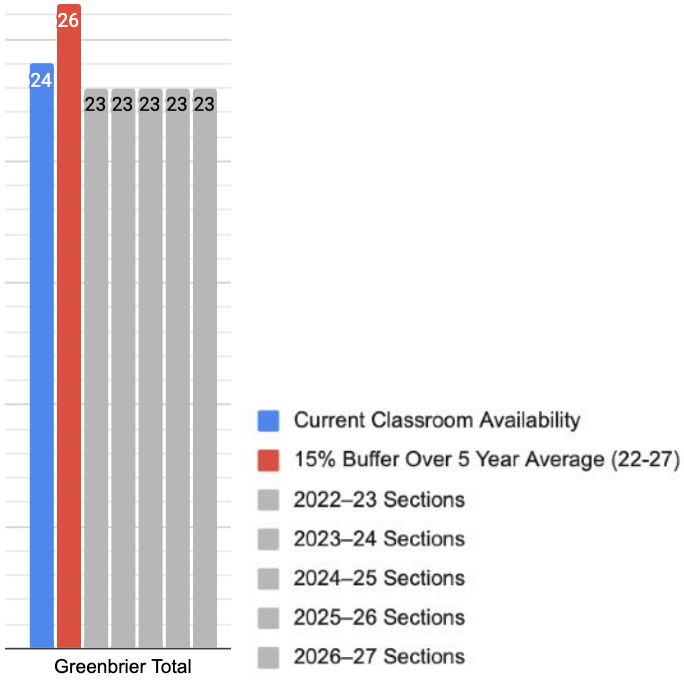
Completion of the project is planned for August 2024 at the beginning of 2024-2025 school year. Construction is anticipated to begin in early fall of 2023.

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

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

Full Day Kindergarten Additional Classroom Needs Calculation

Greenbrier +2 Classroom Spaces



Number of Staff

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

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

Number of Students

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

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

Number of Classrooms

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

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

Approximate Building Area

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

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

Number of Parking Spaces

2021/2022	Anticipated 2026/2027

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

Parking Demand

2021/2022	Anticipated 2026/2027

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

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

Number of Buses

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

No changes to the number/size of buses.

Variations Requested

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

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

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



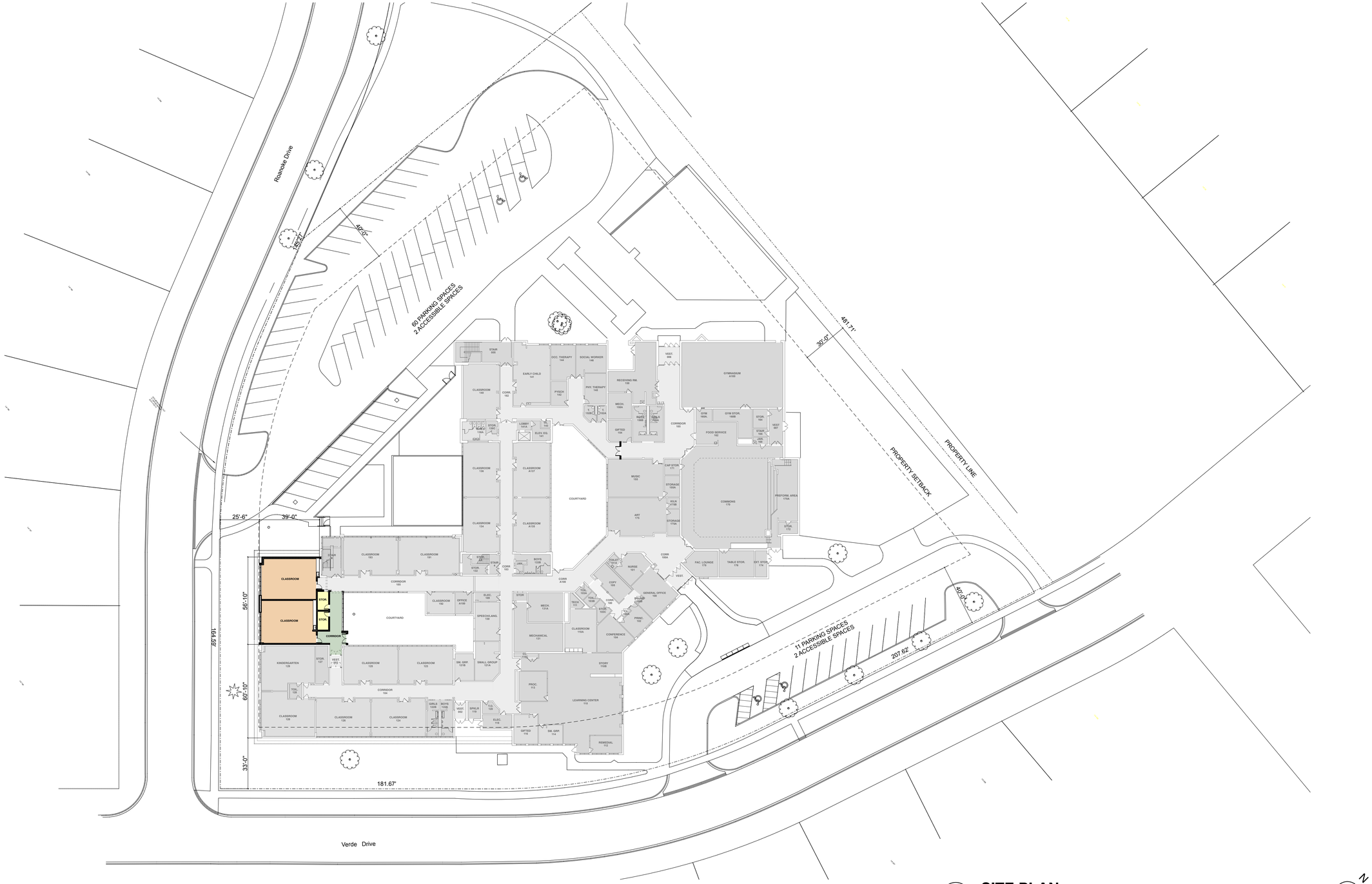
CONCEPTUAL LOCATION MAP

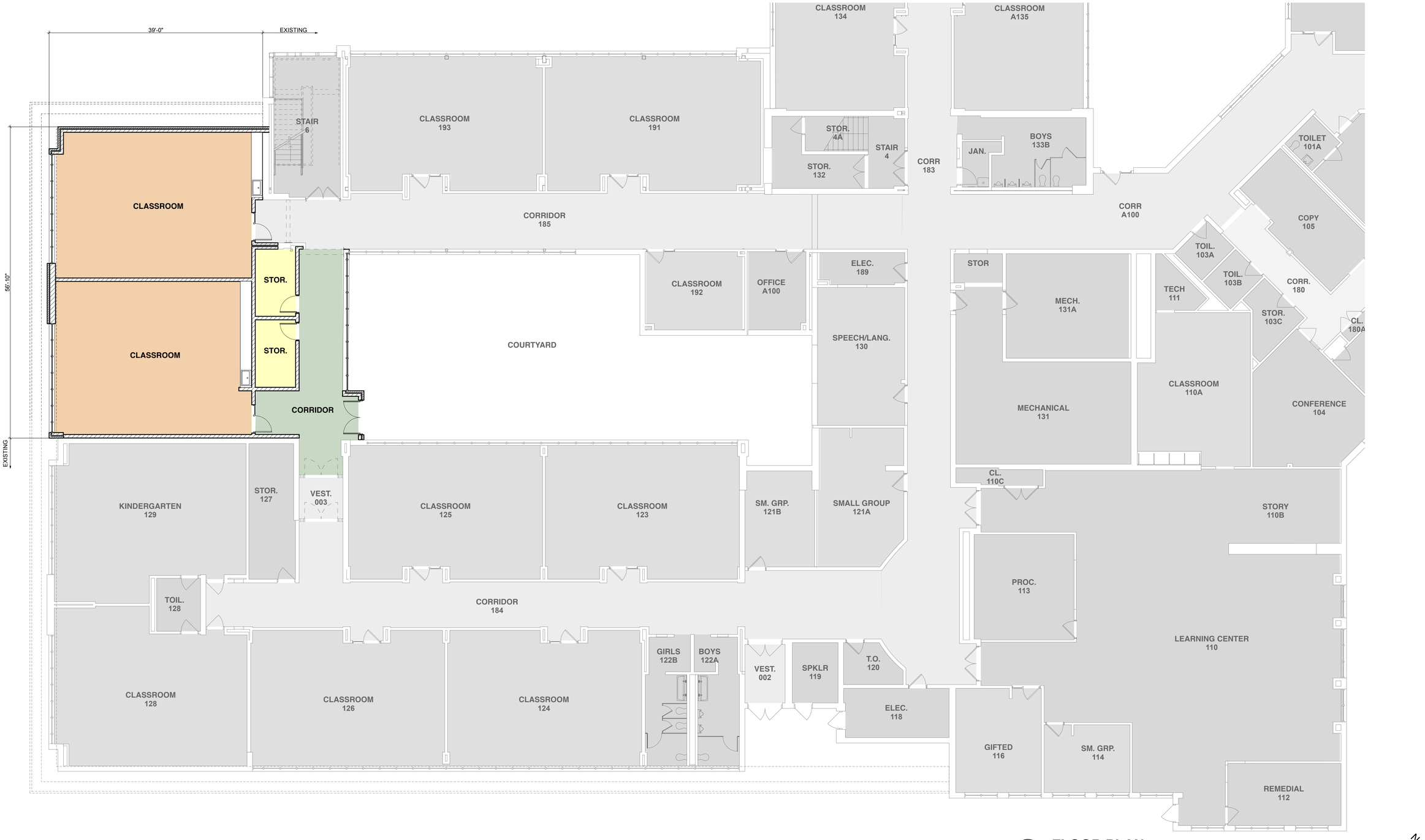
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Chicago, IL 60654
www.strpartners.com

GREENBRIER ELEMENTARY SCHOOL ADDITION

2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/5/22


Roanoke Drive
40'-0"
165.72'
60 PARKING SPACES
2 ACCESSIBLE SPACES
481.71'
30'-0"
PROPERTY SETBACK
PROPERTY LINE
25'-6"
39'-0"
56'-10"
60'-10"
33'-0"
194.59'
181.67'
Verde Drive
11 PARKING SPACES
2 ACCESSIBLE SPACES
207.62'
40'-0"
CLASSROOM
STOR.
CORRIDOR
COURTYARD
LEARNING CENTER
GYMNASIUM
A100
COMMONS
179
CORRIDOR
184
CORRIDOR
A100
CORRIDOR
165
CORRIDOR
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123
CORRIDOR



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

0 4' 8' 16'

N

FLOOR PLAN - CONCEPTUAL

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Chicago, IL 60654
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GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/5/22

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350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

WRITTEN JUSTIFICATION

SPECIAL USE AND VARIATION

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

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

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

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

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

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

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

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

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

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

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

The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.

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

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

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

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

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

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

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

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

The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.

The extension of the eave is to match existing.

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

Maintaining the eave extension will blend with the current building.

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

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

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

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

Date: December 2nd, 2022

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

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

- **No Neighborhood participants attended the meeting**

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

Sincerely,

Ryan Schulz
Director of Facilities Management

Greenbrier Expansion

Neighborhood Review Meeting

November 1st, 2022

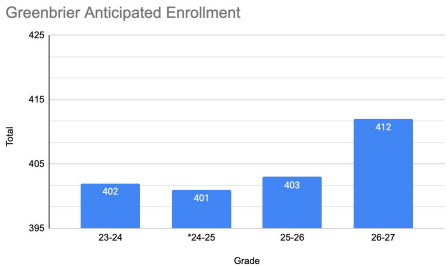


Greenbrier Expansion

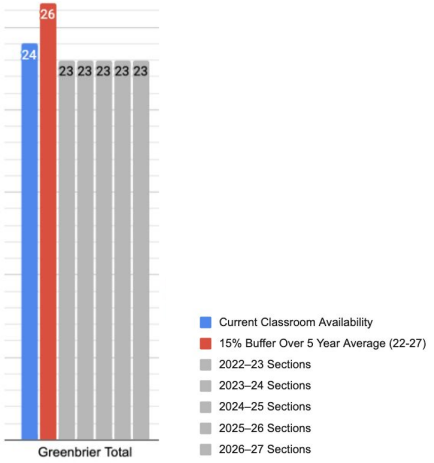
Why Now?

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

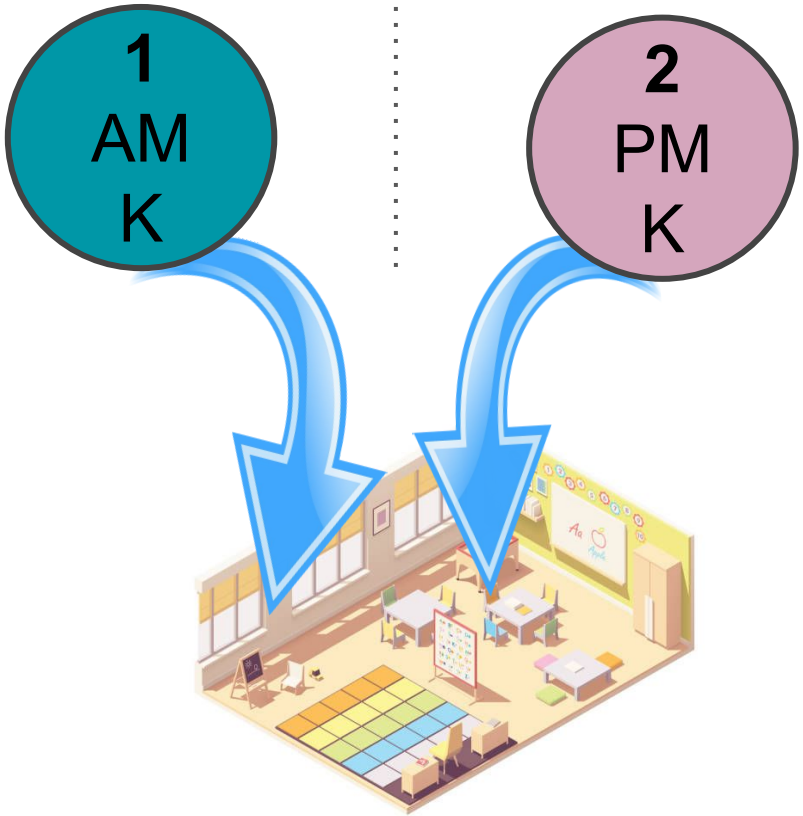
Proposed addition will support future enrollment, full day K, provide and allow the building flexibility in their programming and support services.



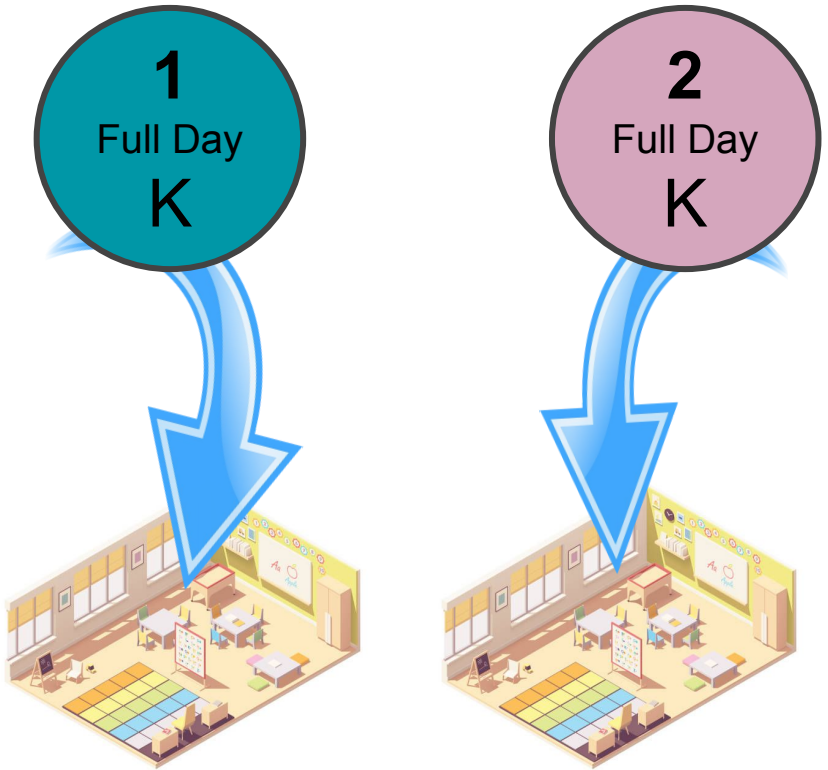
***'24-25 First Year of Full Day K**



Half Day K Model

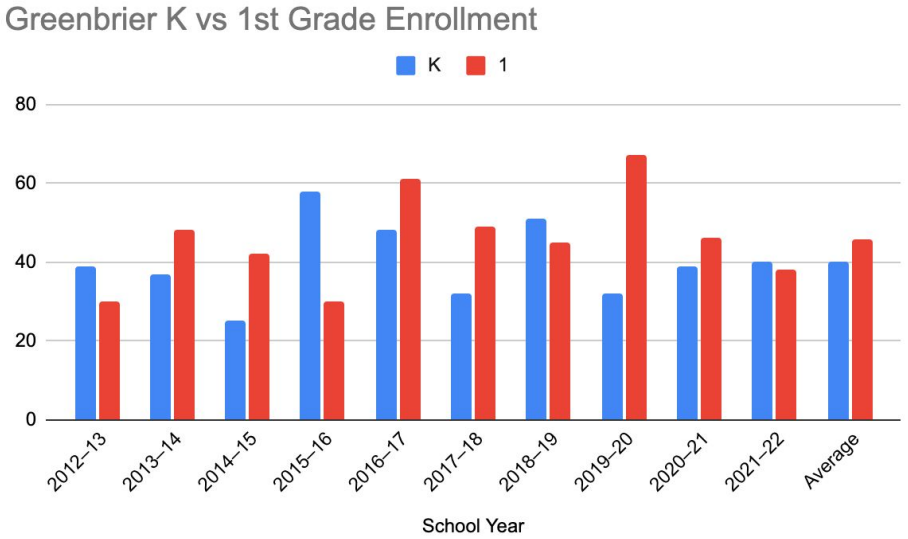


Full Day K Model



Anticipated Kindergarten Enrollment Bump

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



Greenbrier Elementary School

2330 N. Verde Drive | Arlington Heights, IL 60004



CONCEPTUAL LOCATION MAP

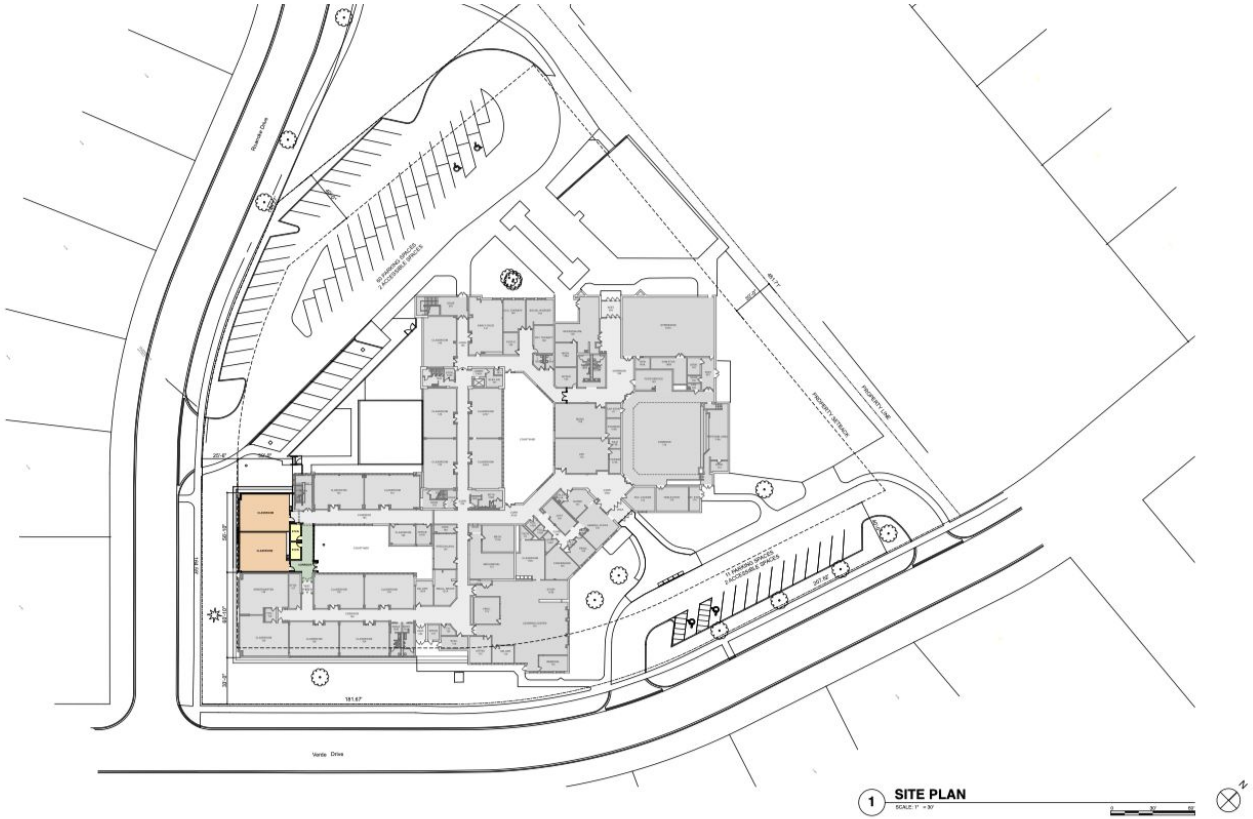
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350 West Ontario Street | Suite 200
Chicago, IL 60654
www.strpartners.com

November 1st, 2022

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

Greenbrier Elementary School

2330 N. Verde Drive | Arlington Heights, IL 60004



SITE PLAN - CONCEPTUAL

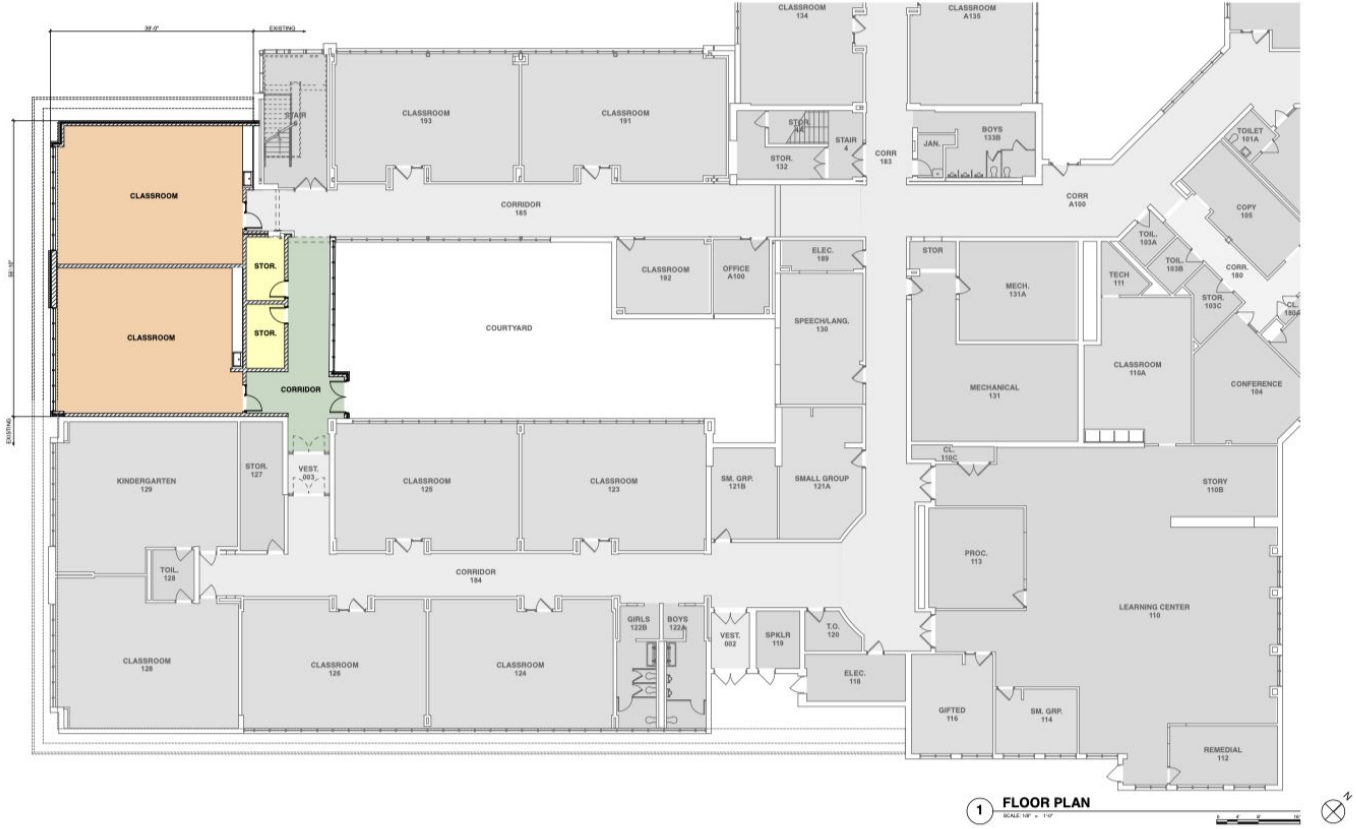
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November 1st, 2022

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

Greenbrier Elementary School

2330 N. Verde Drive | Arlington Heights, IL 60004



FLOOR PLAN - CONCEPTUAL

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November 1st, 2022

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

Parking and Traffic

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





Greenbrier Elementary School

2330 N. Verde Drive | Arlington Heights, IL 60004



VIEW 2

Preliminary Renderings Subject to Change



VIEW 1

Next Steps

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

Questions?



PLAT OF SURVEY

OF

GREENBRIER ELEMENTARY SCHOOL

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

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

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



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

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

STATE OF ILLINOIS
COUNTY OF LAKE S.S.

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

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

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

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

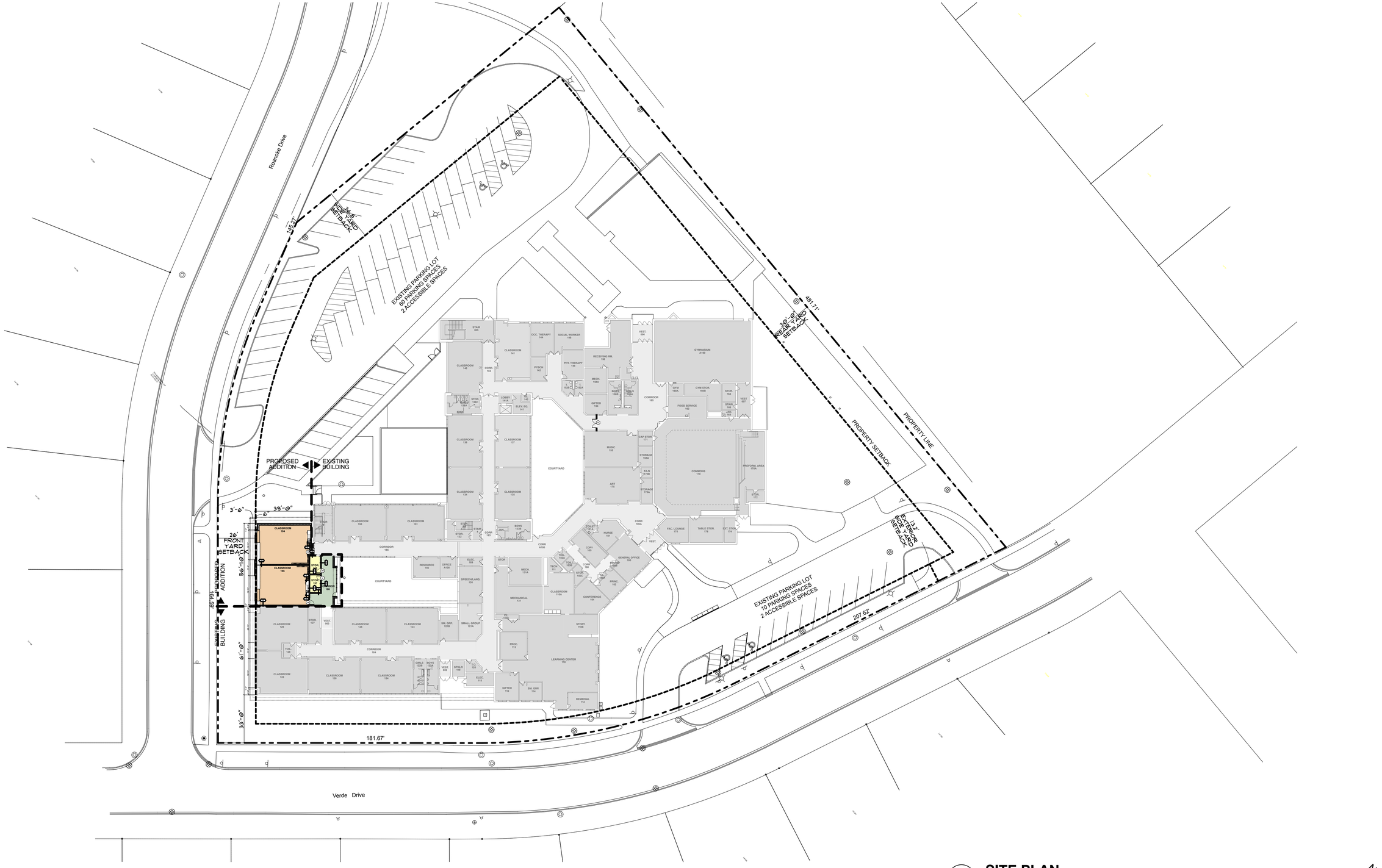
UPDATED ADDITION AREA AND COURTYARD 10-28-2022 B.J.L.

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

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

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

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



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

0 30' 60'

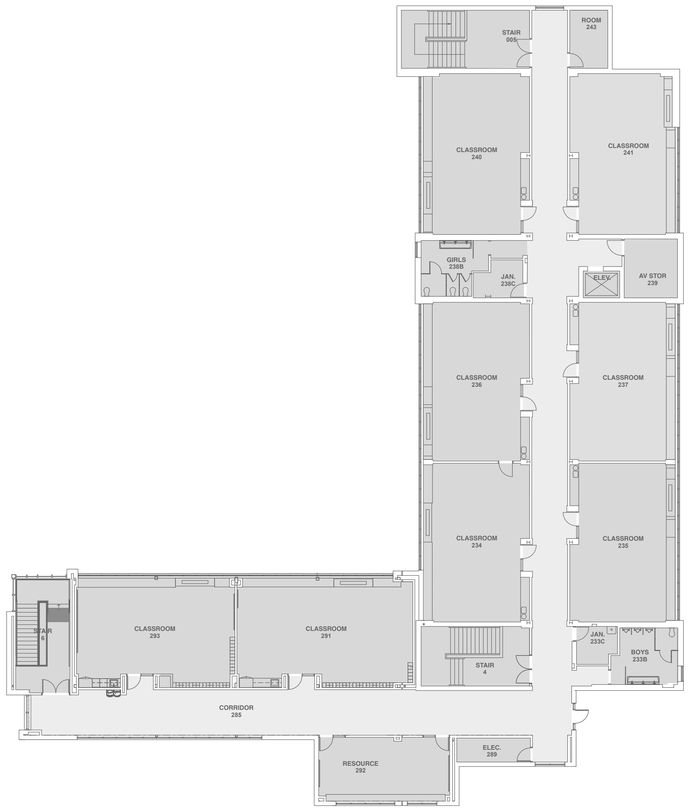
SITE PLAN

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350 West Ontario Street | Suite 200
Chicago, IL 60654
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GREENBRIER ELEMENTARY SCHOOL ADDITION

2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
2/3/23



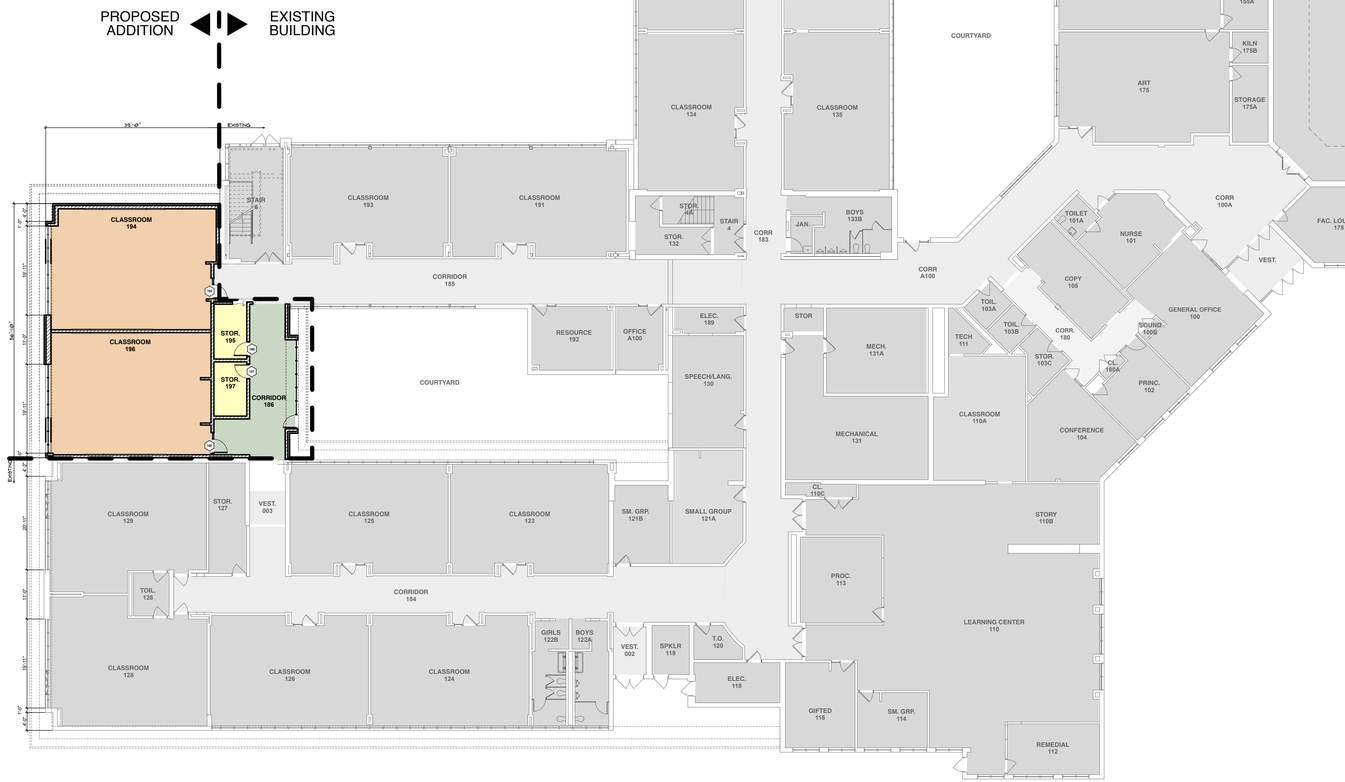
2 SECOND FLOOR PLAN

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

0 8' 16' 32'

PROPOSED ADDITION

EXISTING BUILDING



1 FIRST FLOOR PLAN

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

0 8' 16' 32'

N

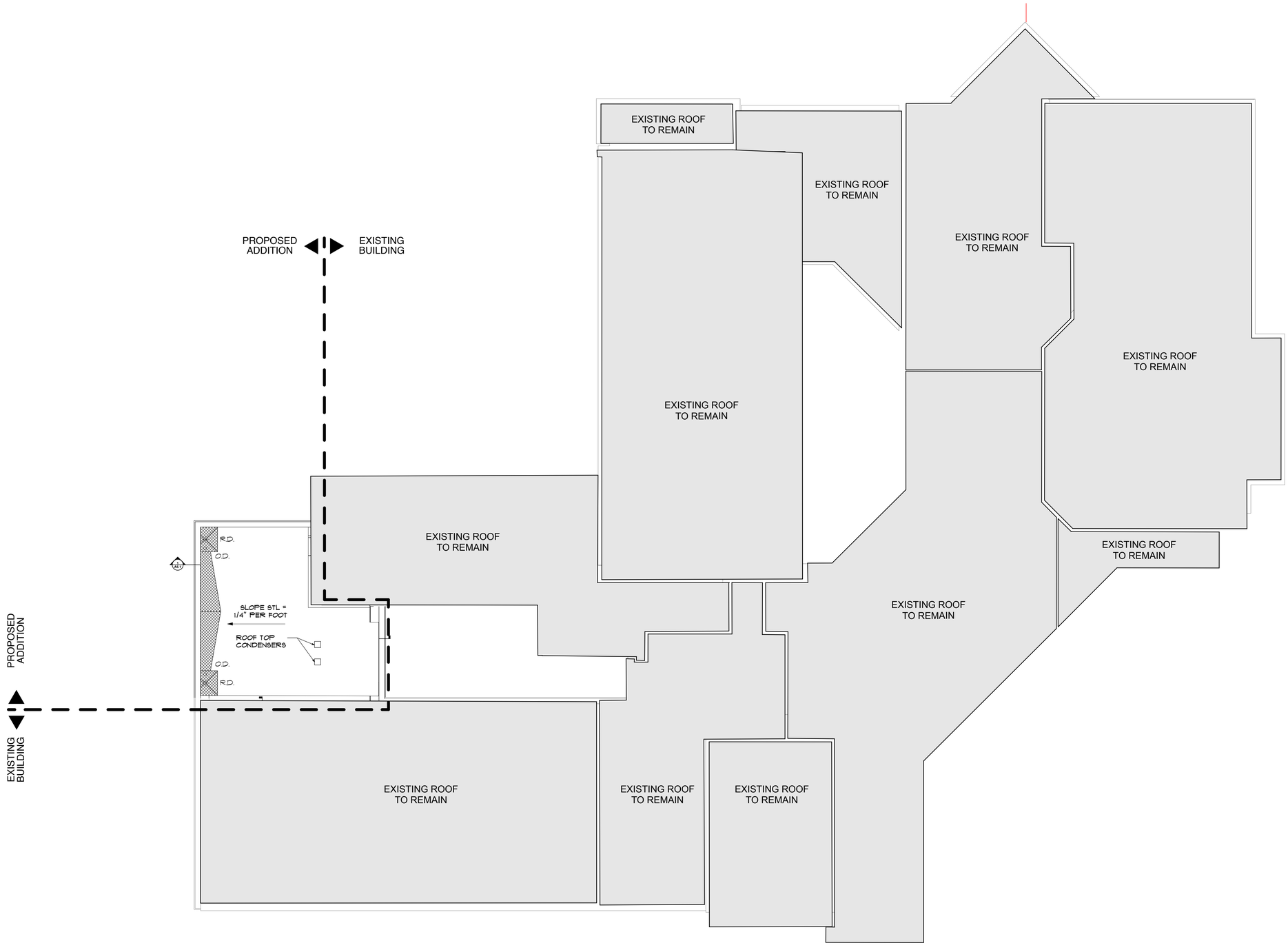
FLOOR PLANS

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

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
2/3/23



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

0 8' 16' 32'

N

ROOF PLAN

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

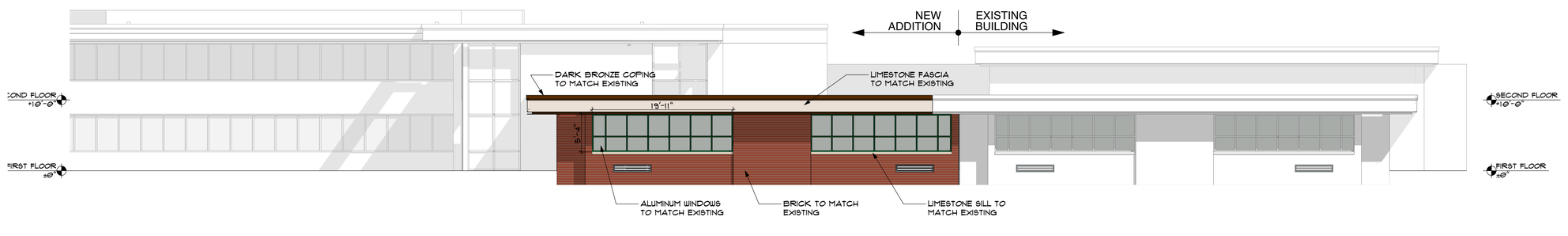
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
12/5/22



3 NORTHWEST ELEVATION

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

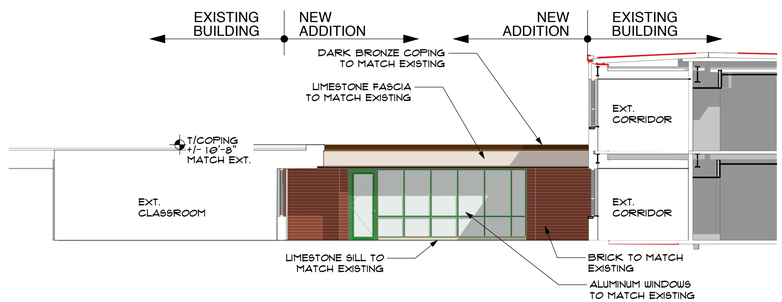
0 4' 8' 16'



2 SOUTHWEST ELEVATION

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

0 4' 8' 16'



1 NORTHEAST ELEVATION - COURTYARD

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

0 4' 8' 16'

BUILDING ELEVATIONS/COLOR RENDERING

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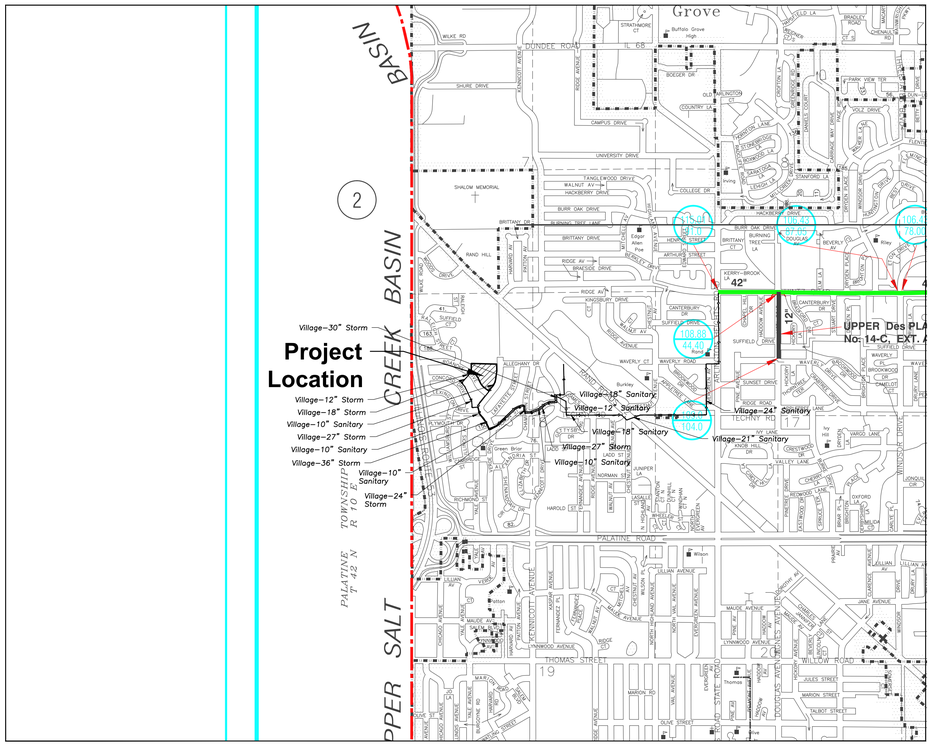
GREENBRIER ELEMENTARY SCHOOL ADDITION
2330 N Verde Dr., Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
12/5/22

GREENBRIER SCHOOL ADDITION AND RENOVATIONS

2330 N. Verde Dr.

Arlington Heights, IL 60004



CIVIL SHEET INDEX

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

LANDSCAPE SHEET INDEX

L100	LANDSCAPE PLAN
L200	PRELIMINARY LANDSCAPE DETAILS

EXHIBIT INDEX

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

SURVEY PROVIDED BY:

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

PROJECT BENCHMARKS

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

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

J.U.L.I.E.

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

DRAINAGE STATEMENT

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

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

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

Reserved for Seal:

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

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

Sheet Title:

CIVIL COVER SHEET

Sheet No:

C000

EEA – P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Siteplan – Greenbrier.dwg
Plotted: 2/03/23 @ 9:27am By: jgossard

PLAT OF SURVEY

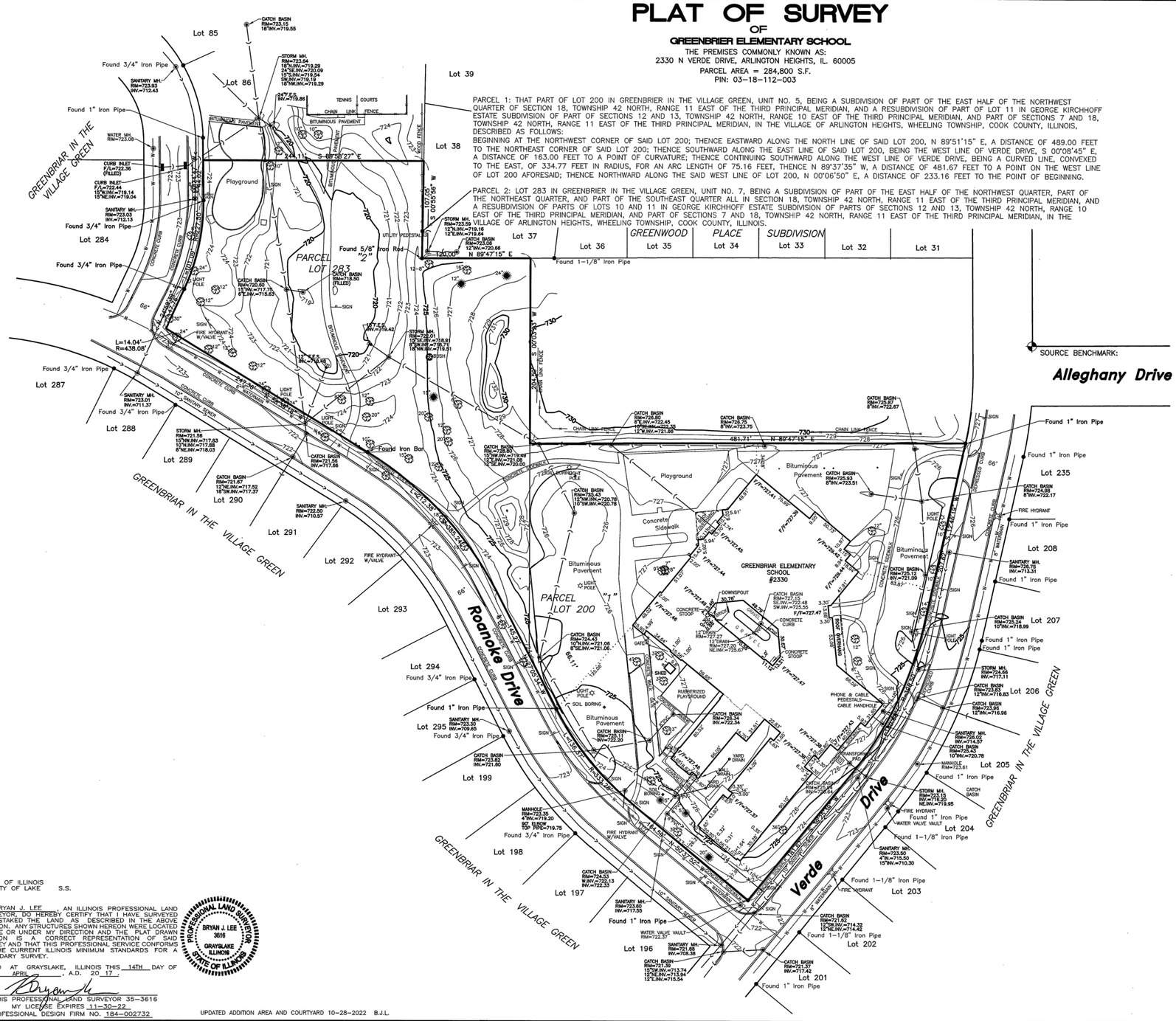
OF

GREENBRIER ELEMENTARY SCHOOL

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

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

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



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

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

STATE OF ILLINOIS
COUNTY OF LAKE S.S.

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

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

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

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

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

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

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

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

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

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GREENBRIER SCHOOL ADDITIONS AND RENOVATIONS
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Design By:	Approved By:	Date:
JG	JC	02/02/23

Sheet Title:
PLAT OF SURVEY

Sheet No:
C001

EEA — P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Siteplan — Greenbrier.dwg
Plotted: 2/03/23 @ 9:26am By: jgossard

A. REFERENCED SPECIFICATIONS

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

B. NOTIFICATIONS

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

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

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

C. GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

D. SANITARY SEWER

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

E. EROSION AND SEDIMENT CONTROL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	TECHNICAL GUIDANCE MANUAL	10/13/2022
	MWRD GENERAL NOTES	STD. DWG. NO.18
		PAGE NO. 19

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

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

Reserved for Seal:

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

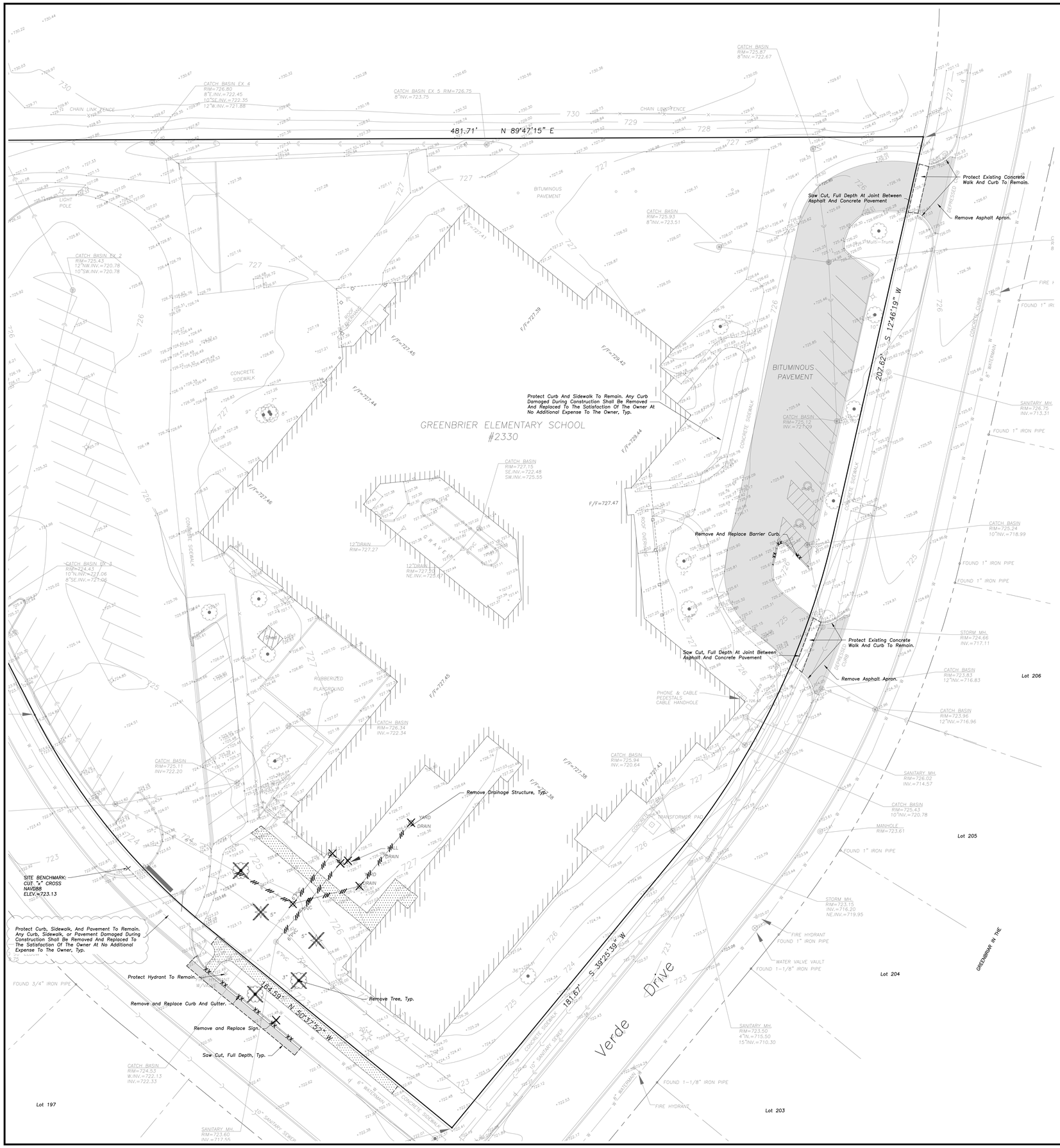
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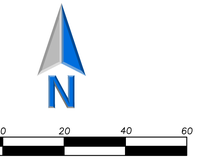
Design By:	Approved By:	Date:
JG	JC	02/02/23

Sheet Title:
MWRD GENERAL NOTES

Sheet No:
C002

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Plotted: 2/03/23 @ 9:30am By: jgossard





DEMOLITION NOTES

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

DEMOLITION LEGEND

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

LEGEND

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

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2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
3. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The* ***Village of Arlington Heights*** *A Minimum of 48 Hours In Advance of Performing Any Work.*
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9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Watermain and Valve and Appurtenance Locations.***
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

SURVEY PROVIDED BY:

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

PROJECT BENCHMARKS

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

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

J.U.L.I.E.

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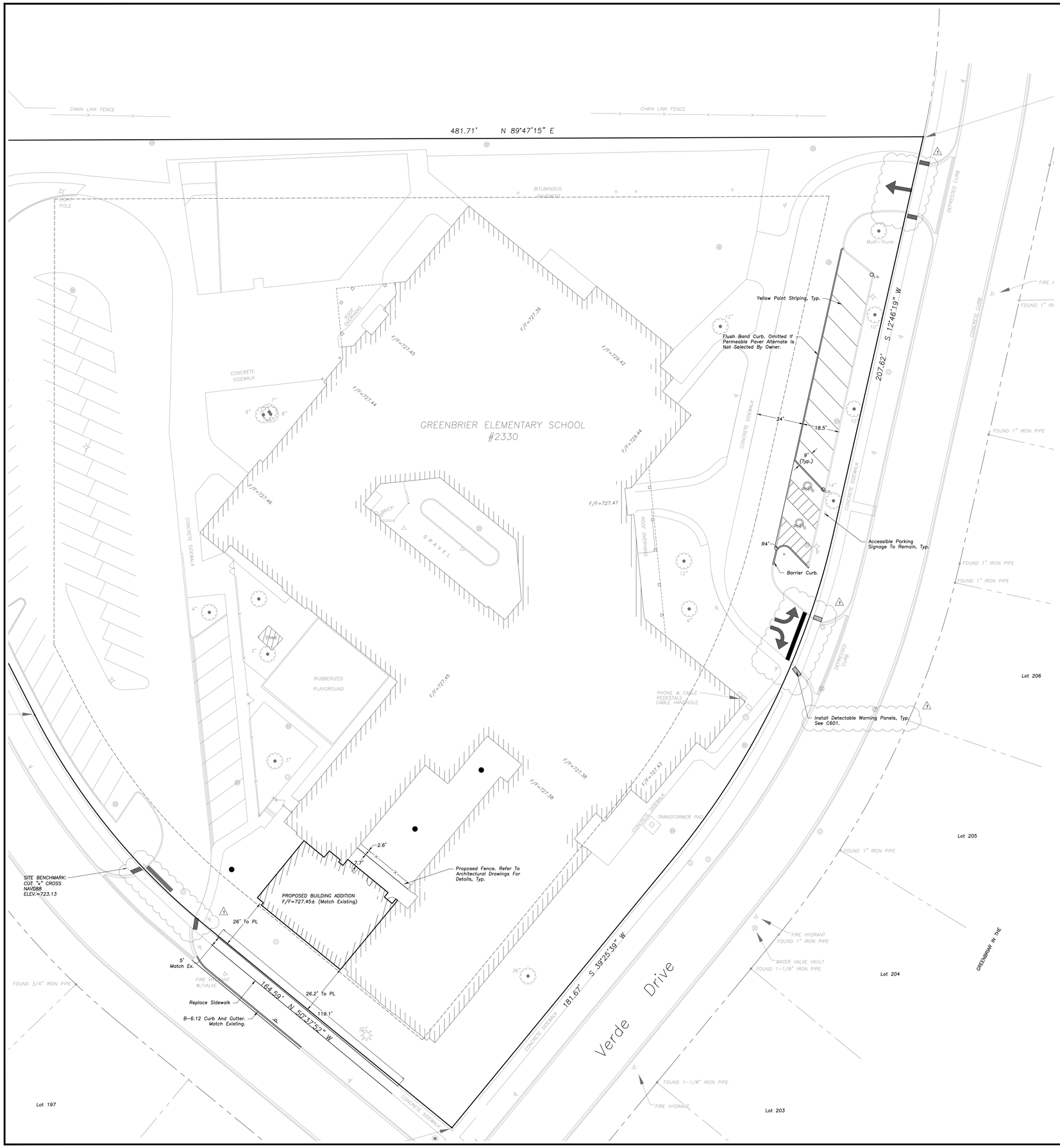
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SITE DEMOLITION PLAN

Sheet No:

C101

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Plotted: 2/03/23 @ 9:40am By: jgossard



20 0 20 40 60

Scale: 1"=20'

GEOMETRY NOTES

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

LEGEND

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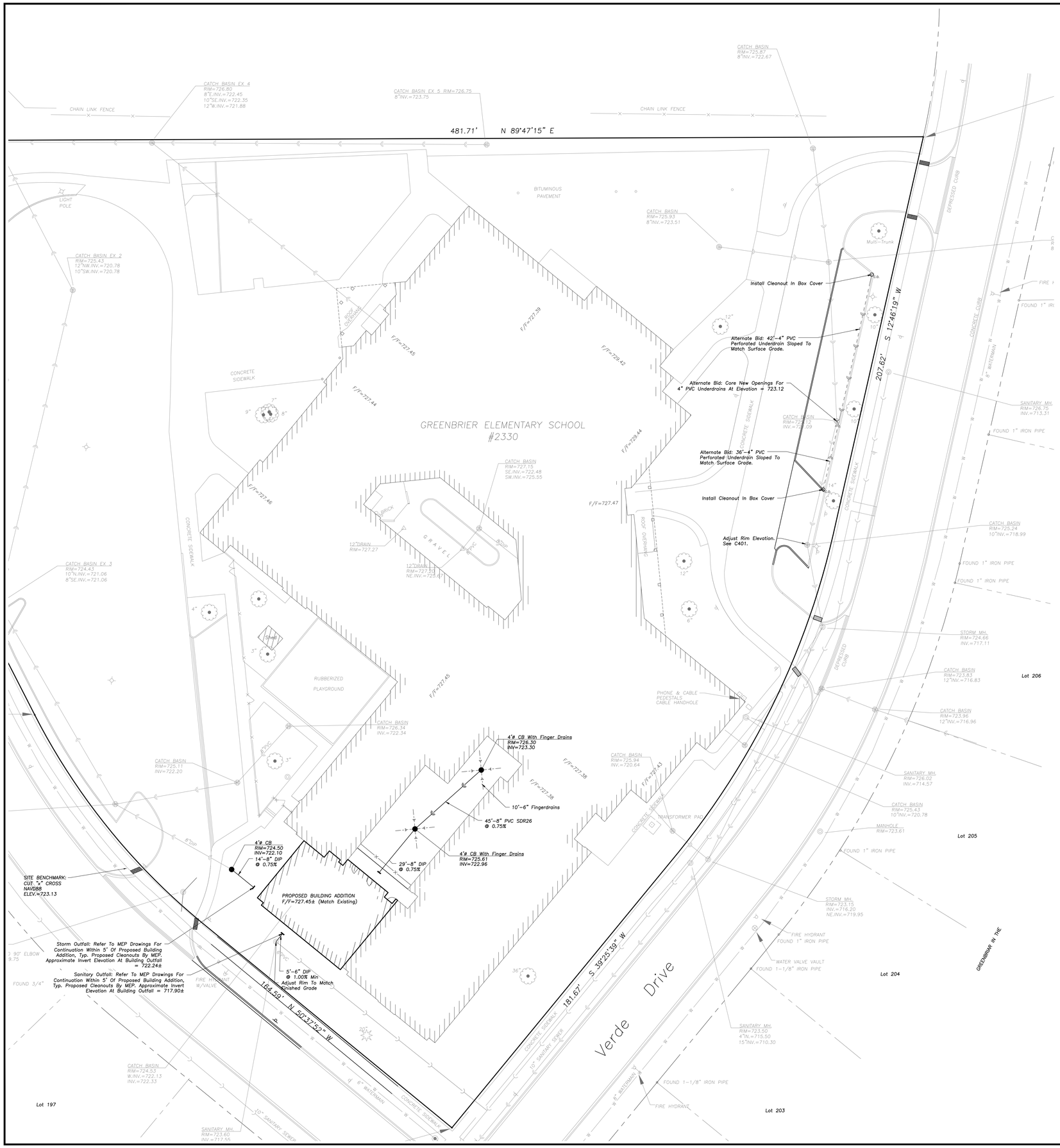
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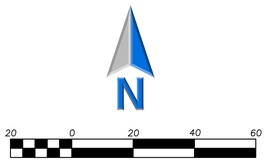
SITE GEOMETRY PLAN

Sheet No:

C201

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Plotted: 2/03/23 @ 9:41am By: jgrossard





UTILITY NOTES

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

STRUCTURE NOTES

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

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
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JG	JC	02/02/23

Sheet Title:

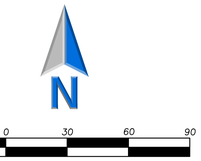
SITE UTILITY PLAN

Sheet No:

C301

EEA - P:\dash\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Siteplan - Greenbrier.dwg
Plotted: 2/03/23 @ 9:42am By: jgrossard





GRADING NOTES

1. *The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.*
2. *All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sodded Unless Noted Otherwise On The Landscape Drawings.*
3. *Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.*
4. ***Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.***

PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)

Concrete Driveway Section
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed

Heavy-Duty Asphalt Pavement Section
3" Hot Mix Asphalt, Mix D, IL-9.5, N50
2 1/4" Hot Mix Asphalt, IL-19.0, N50
5" Hot Mix Asphalt Binder, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed
Non-Woven Geotextile Fabric, 8 oz
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)

Light-Duty Asphalt Pavement Section
3" Hot Mix Asphalt,Mix D, IL-9.5, N50
6" Aggregate Base Course, Type B, Crushed

Asphalt Pavement Seal Coat and Crack Fill
Asphalt Emulsions Seal Coat-2 Coats
(NO COAL TAR SEALER OR PRODUCT)
Crack Filling, Hot Applied Joint Sealant

Pavement Restoration in Public Way
See Detail

BASE BID: Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)
Flush Band Curb Omitted If Base Bid Is Selected.

ALTERNATE: UniLock Eco-Priora™ Permeable Paver
Large or Small Square (TBD by Architect And/Or Owner)
Color: Heritage Brown
3-1/8" Paver Depth
1-1/2" CA-16 Setting Bed
6" Min. CA-7 (Variable Based On Pavement Slope)
12" CA-1 Permeable Subbase
Aggregate Subbase Stone Shall Be Wrapped In Non-Woven Geotextile Fabric As Required By The MWRD, Typ.

Stormwater Overland Flow Path

Ridge Line/High Point

LEGEND

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

GENERAL NOTES

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

SURVEY PROVIDED BY:

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

PROJECT BENCHMARKS

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

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

J.U.L.I.E.

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

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

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

Reserved for Seal:

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

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

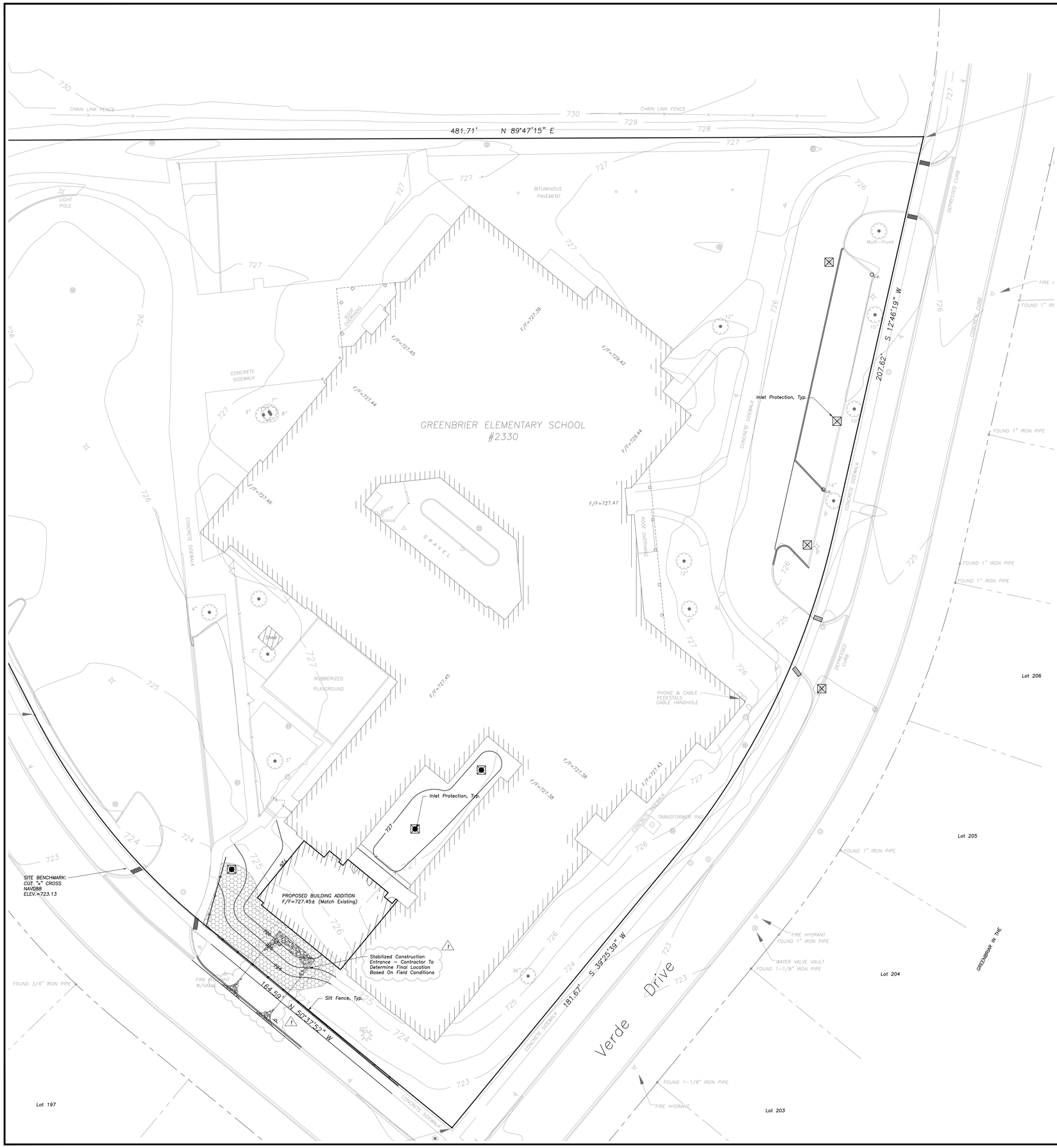
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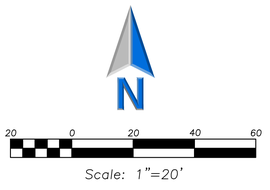
GRADING AND PAVING PLAN

Sheet No:

C401

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Plotted: 2/03/23 @ 9:44am By: jgossard





SOIL EROSION & SEDIMENTATION CONTROL NOTES

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

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

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

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Erosion Control Blanket North American Green DS75 Or Approved Equal
- Permanant Turf Reinforcement Mat North American Green C350 Or Approved Equal
- Erosion Control Ditch Check
- Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Filter Wattle Inlet Protection with Dandy Pop (or equal) Landscape Areas
- Erosion Eel (Temporary Silt Barrier Paved Areas – Location by Contractor Dependent on Construction Sequencing/Phasing)

LEGEND

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

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

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Village of Arlington Heights, IL
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NAVD88 Elevation = 726.29 NAVD88

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

J.U.L.I.E.

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

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

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

Reserved for Seal:

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

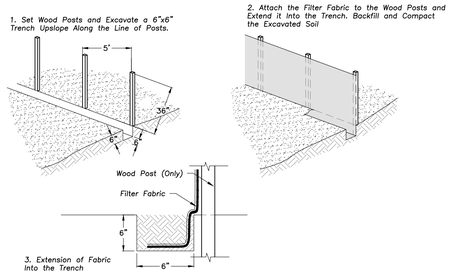
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JG	JC	02/02/23

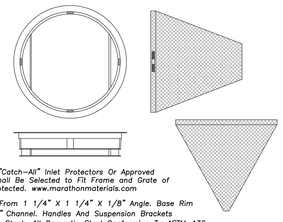
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SITE EROSION AND SEDIMENT CONTROL PLAN

Sheet No:
C501

EEA – P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Siteplan – Greenbrier.dwg
Plotted: 2/03/23 @ 9:44am By: jgossard



SILT FENCE CONSTRUCTION (AASHTO 288-00)



General Notes:

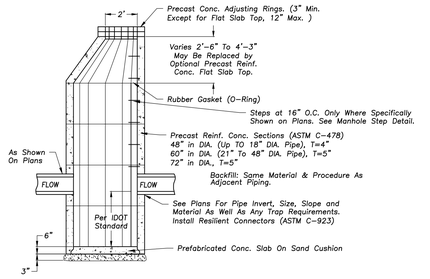
Use Marathon Materials, Inc., "Catch-All" Inlet Protectors Or Approved Equal. Inlet Protector Types Shall Be Selected to Fit Frame and Grate of Open Lid Structures to Be Protected. www.marathonmaterials.com

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

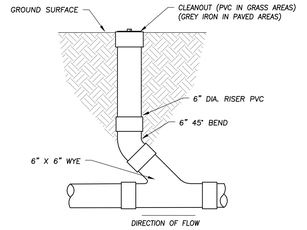
Sediment Bag: Bag Fabricated From 4 Oz./sq.yd. Non-woven Polypropylene Geotextile Reinforced With Polyester Mesh. Bag Secured To Base Rim With A Stainless Steel Strap And Lock.

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

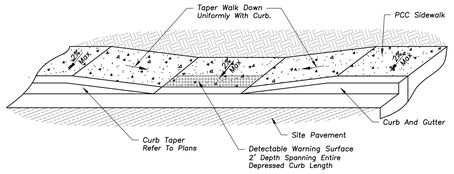
INLET PROTECTORS - SEDIMENT BAG



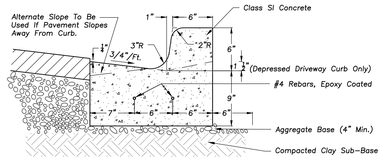
CATCH BASIN



CLEANOUT



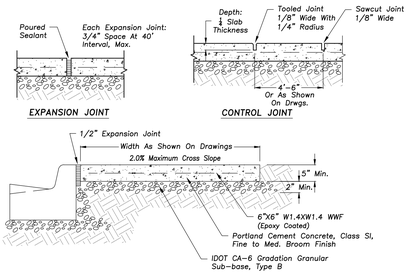
DEPRESSED ACCESSIBLE LANDING DETAIL



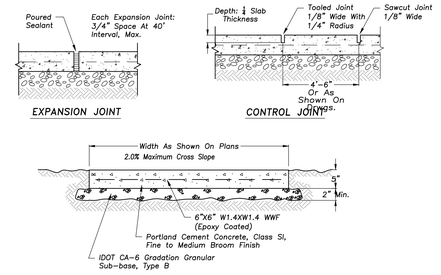
Notes:

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

B-6.12 CURB & GUTTER



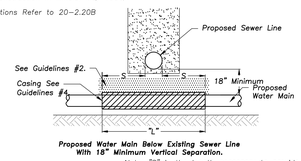
PORTLAND CEMENT CONC. SIDEWALK



PORTLAND CEMENT CONC. SIDEWALK

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

Note: Compactions Refer to 20-2.20B



Guidelines

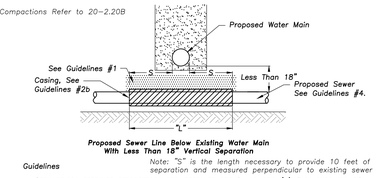
Note: "S" is the length necessary to provide 10 feet of separation and measured perpendicular to existing sewer line.

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

WATER AND SEWER SEPARATION REQUIREMENTS

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

Note: Compactions Refer to 20-2.20B



Guidelines

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

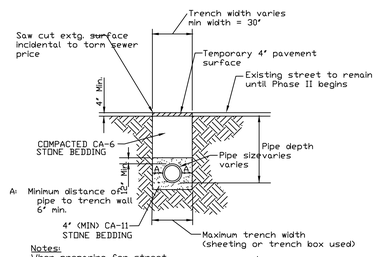
1. Omit select granular embedment and granular backfill to one (1) foot over top of watermain and use select excavated material (Class IV) and compact for "S" feet on each side of water main.

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

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

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

WATER AND SEWER SEPARATION REQUIREMENTS



A: Minimum distance of pipe to trench wall 6" min.

Notes:

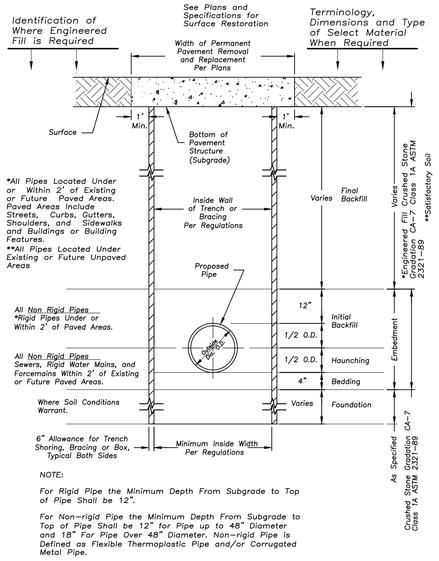
When preparing for street subgrade removal of compacted stone subgrade shall be included with earth ex. removal

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

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

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

SANITARY SEWER TRENCH DETAIL

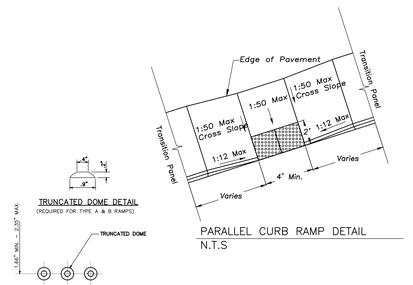


NOTE:

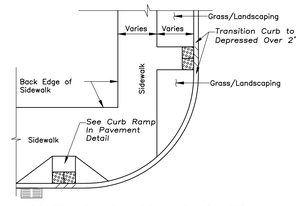
For Rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12".

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

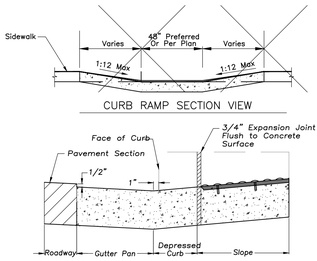
STANDARD SEWER AND WATER TRENCH SECTION



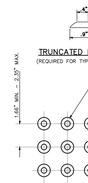
PARALLEL CURB RAMP DETAIL
N.T.S

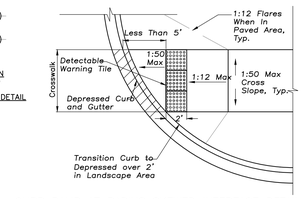


PERPENDICULAR CURB RAMP GEOMETRY
N.T.S

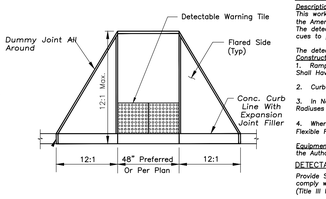


DEPRESSED CURB AND GUTTER AT CURB RAMP





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



CURB RAMP IN PAVEMENT
N.T.S

GENERAL NOTES

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

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

Construction Requirements:

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

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

DETECTABLE WARNING SURFACE TILES

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

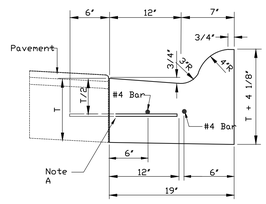
Dimensions: Cast In Place Detectable/Tactile Warning Surface Tiles shall be held within the following dimensions and tolerances:
Length and Width In One of the Following as Necessary for the Dimensions of the Surface In Which the Detectable Warning is Proposed: 12x12 24x24 24x36 24x48 24x60 36x48 36x60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

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

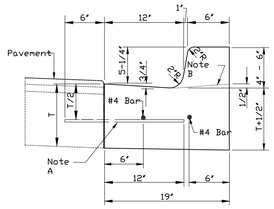
Verify With the Local Authorities Having Jurisdiction that Detectable/Tactile Warning Surface Tiles are an Acceptable Method of Providing for the Detectable Warning Surface.

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

ACCESSIBLE RAMPS FOR SIDEWALKS



ROLL TYPE CURB



BARRIER TYPE CURB

Notes:

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

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

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

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GREENBRIER SCHOOL ADDITIONS AND RENOVATIONS

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JG	JC	02/02/23

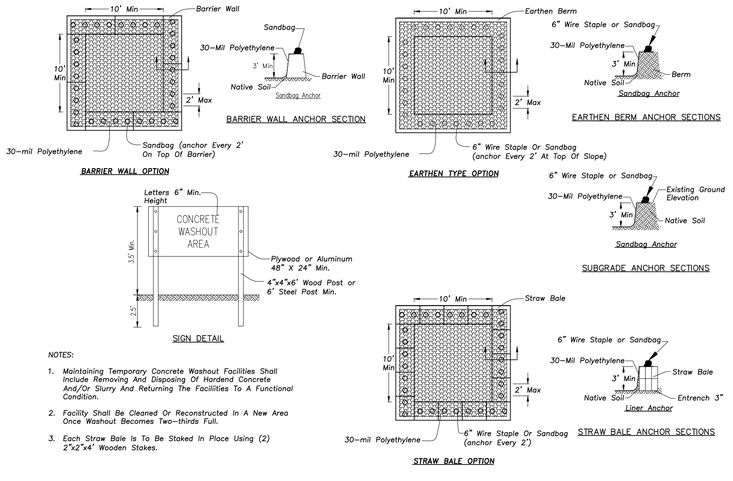
Sheet Title:

SITE WORK DETAILS

Sheet No:

C601

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CONCRETE AND MORTAR WASHOUT FACILITY

GENERAL NOTES

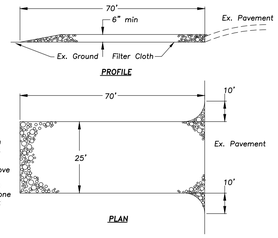
STONE SIZE – Use IDOT gradation CA-1 aggregate stone.

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

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

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

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



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

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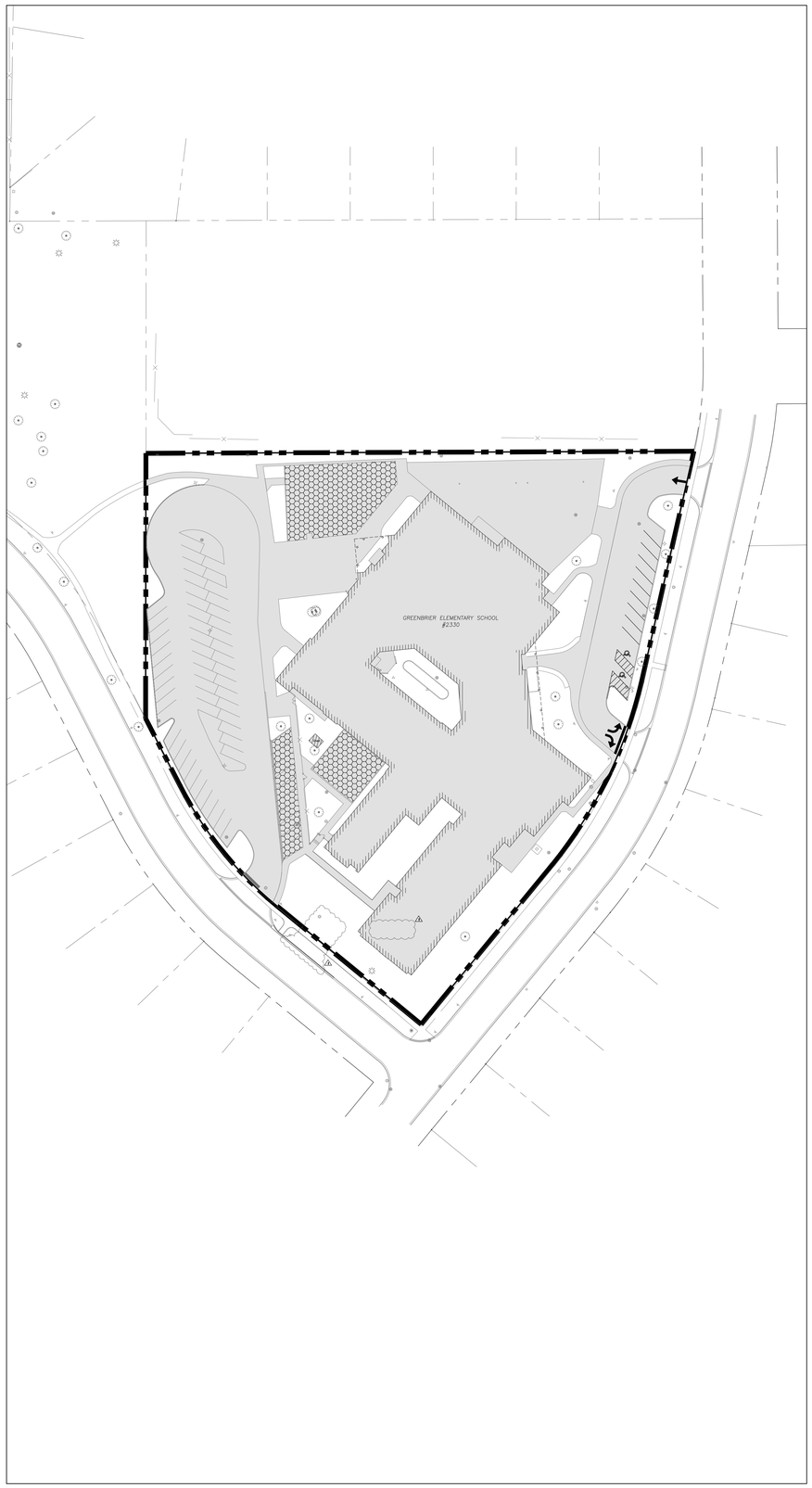
Sheet Title:

SITE WORK DETAILS

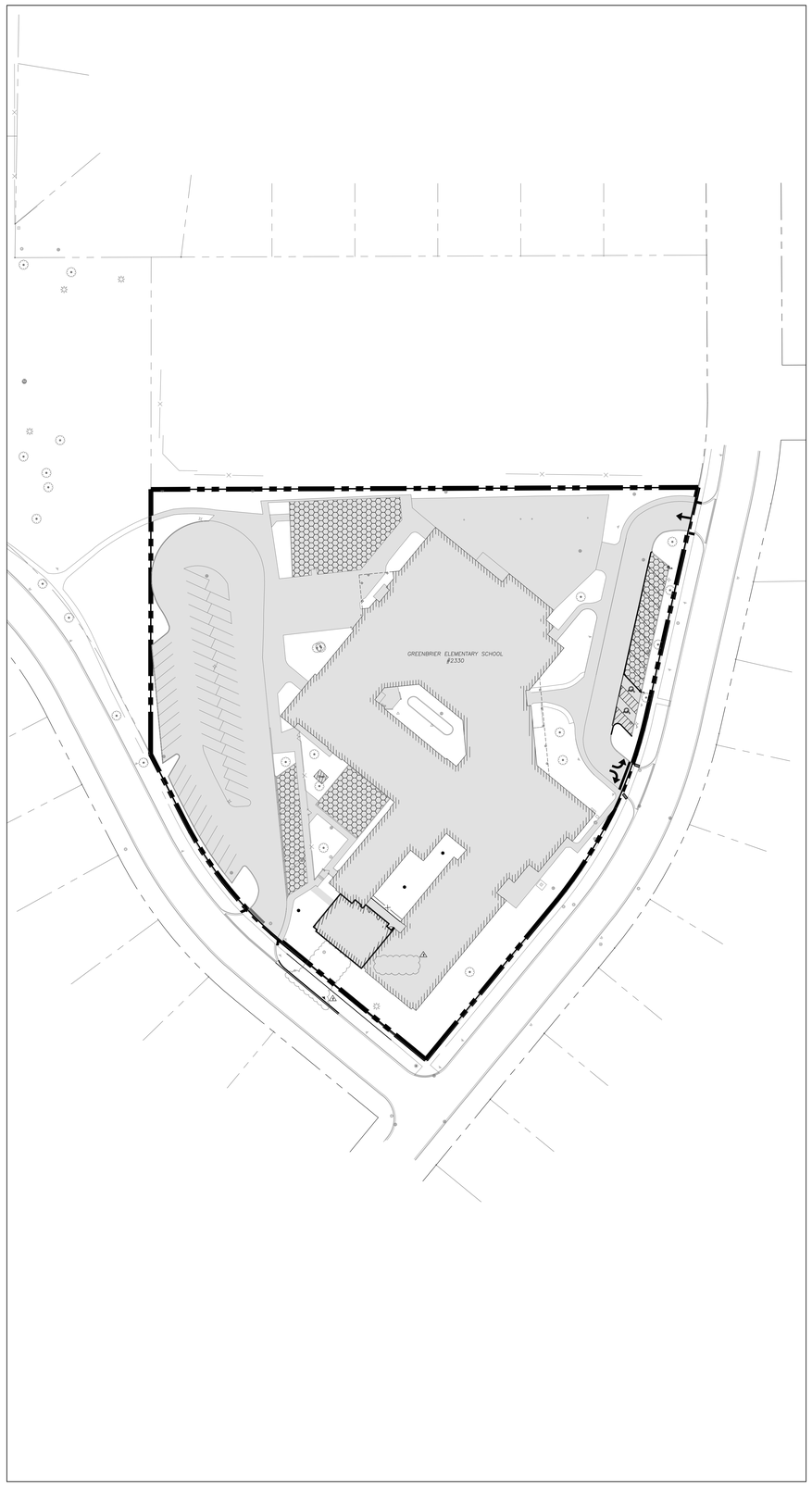
Sheet No:

C602

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Plotted: 2/03/23 @ 9:46am By: jgrassard



EXISTING CONDITIONS



PROPOSED CONDITIONS

N

50 0 50 100 150

Scale: 1"=50'

EXHIBIT LEGEND

IMPERVIOUS AREA

PERMEABLE AREA

PROPERTY LINE
173,147 SF
3.97 ACRES

EXISTING SITE CONDITIONS

IMPERVIOUS AREA
120,470 SF = 2.76 ACRES

PERMEABLE AREA
9,460 SF = 0.22 ACRES

PERVIOUS AREA
43,217 SF = 0.99 ACRES

RUNOFF COEFFICIENT
C = 0.83

PROPOSED SITE CONDITIONS

IMPERVIOUS AREA
122,565 SF = 2.81 ACRES

PERMEABLE AREA
9,460 SF = 0.22 ACRES

PERVIOUS AREA
41,122 SF = 0.94 ACRES

RUNOFF COEFFICIENT
C = 0.83

SUMMARY

IMPERVIOUS AREA
= +0.05 ACRES

PERVIOUS AREA
= -0.05 ACRES

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JC	JC	02/02/23

Sheet Title:

EXISTING VS. PROPOSED SITE COVERAGE

Sheet No:

CX101

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EXHIBIT LEGEND

IMPERVIOUS AREA
680 SF
0.02 ACRES

REDEVELOPMENT AREA
5,580 SF
0.13 ACRES

VILLAGE STORMWATER DETENTION REQUIREMENT FOR REDEVELOPMENT AREA

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

EXISTING CONDITIONS

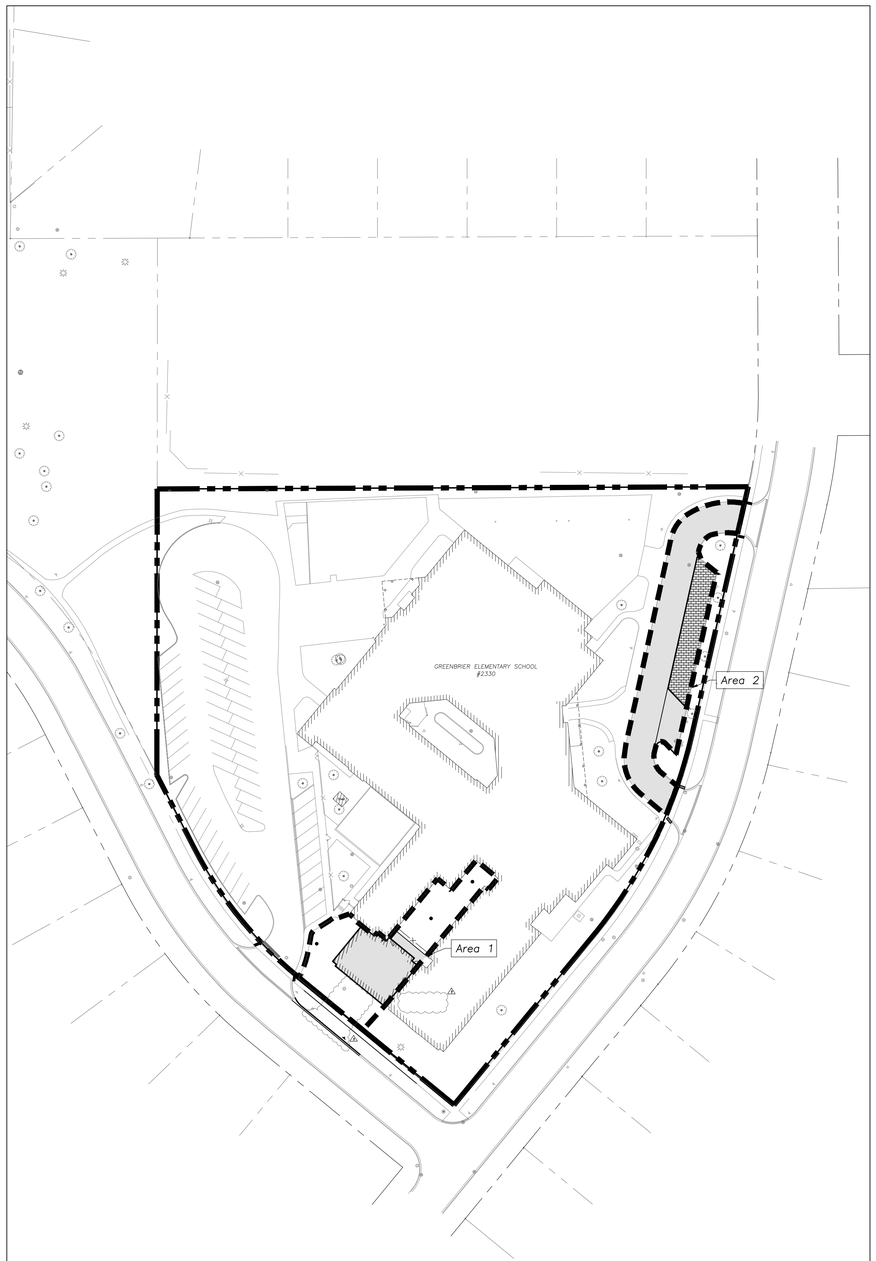


EXHIBIT LEGEND (AREA 1)

IMPERVIOUS AREA
2,690 SF
0.06 ACRES

REDEVELOPMENT AREA
8,000 SF
0.18 ACRES

VILLAGE STORMWATER DETENTION REQUIREMENT FOR REDEVELOPMENT (AREA 1)

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

EXHIBIT LEGEND (AREA 2)

IMPERVIOUS AREA
7,540 SF
0.17 ACRES

PERMEABLE PAVER AREA
2,000 SF
0.05 ACRES

DEVELOPMENT AREA
9,490 SF
0.22 ACRES

VILLAGE STORMWATER DETENTION REQUIREMENT FOR REDEVELOPMENT (AREA 2)

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

PROPOSED CONDITIONS

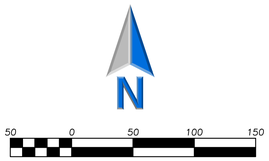


EXHIBIT LEGEND

IMPERVIOUS AREA

PERMEABLE PAVERS

PROPERTY LINE
173,147 SF
3.97 ACRES

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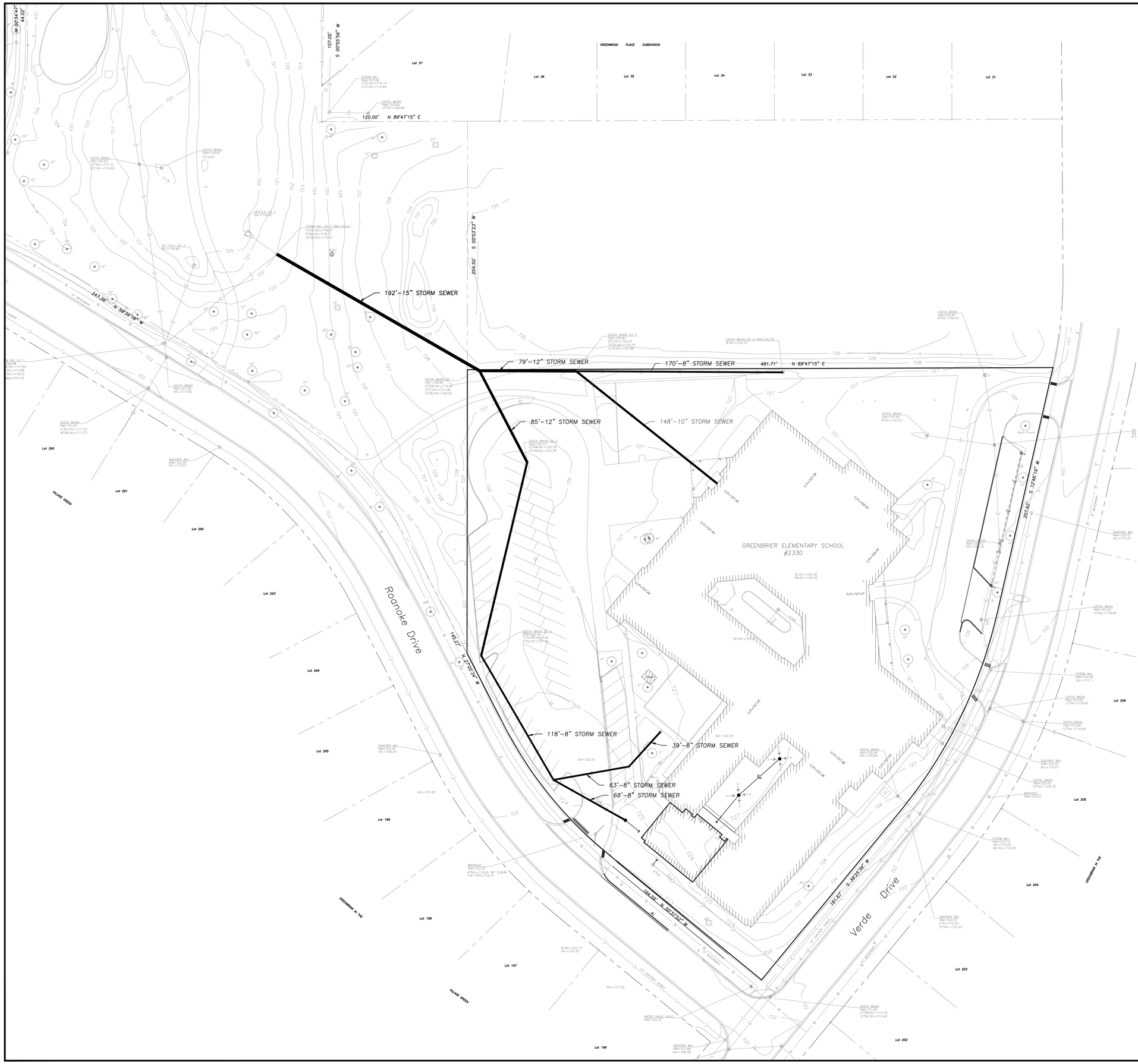
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JG	JC	02/02/23

Sheet Title:
EXISTING VS. PROPOSED REDEVELOPMENT AREA

Sheet No:
CX201



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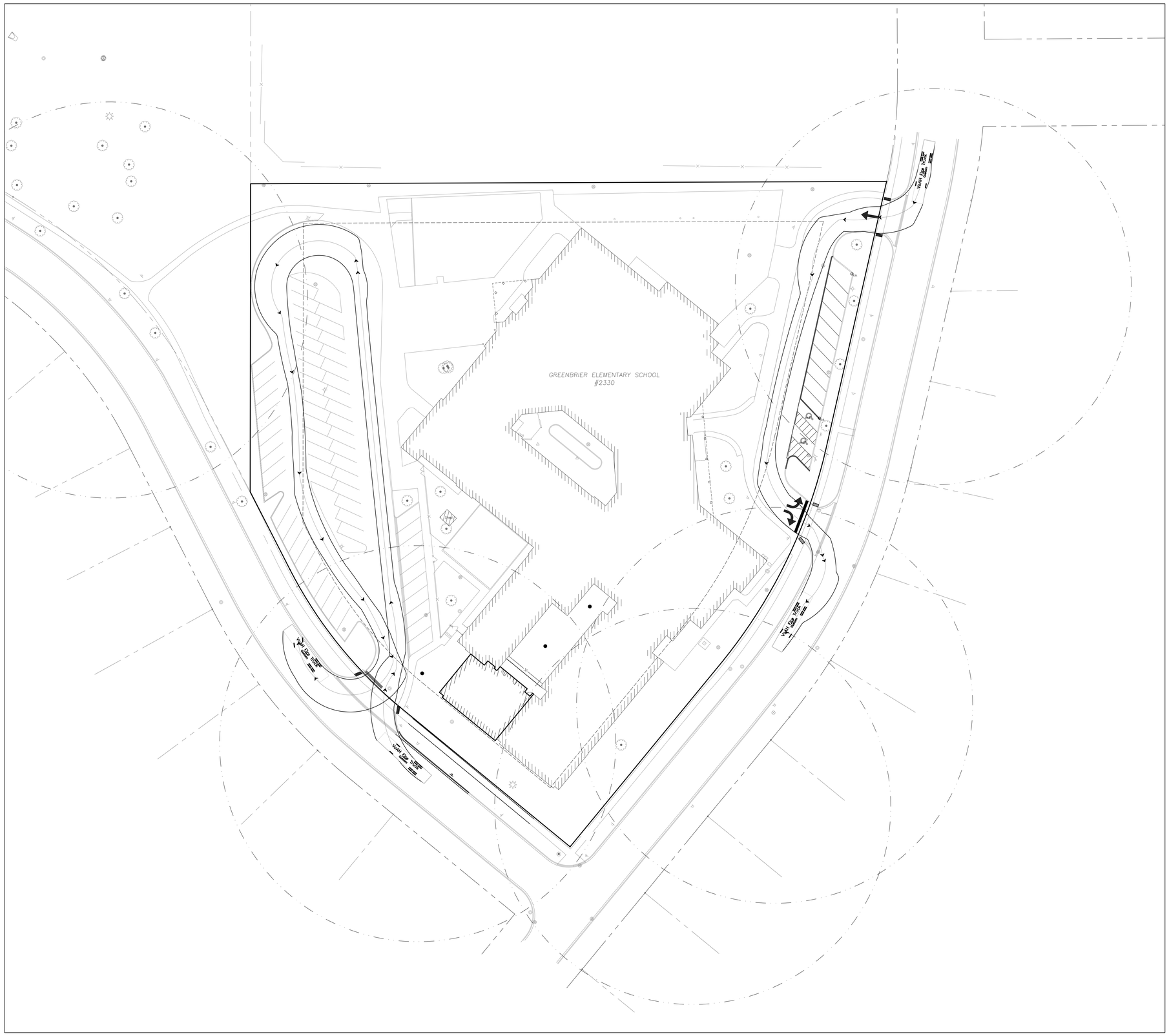
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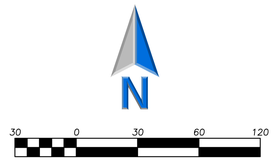
EXISTING STORAGE IN ONSITE PIPE

Sheet No:

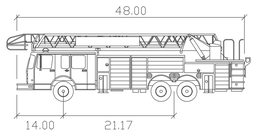
CX301

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Scale: 1"=30'



VoAH Fire Truck

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

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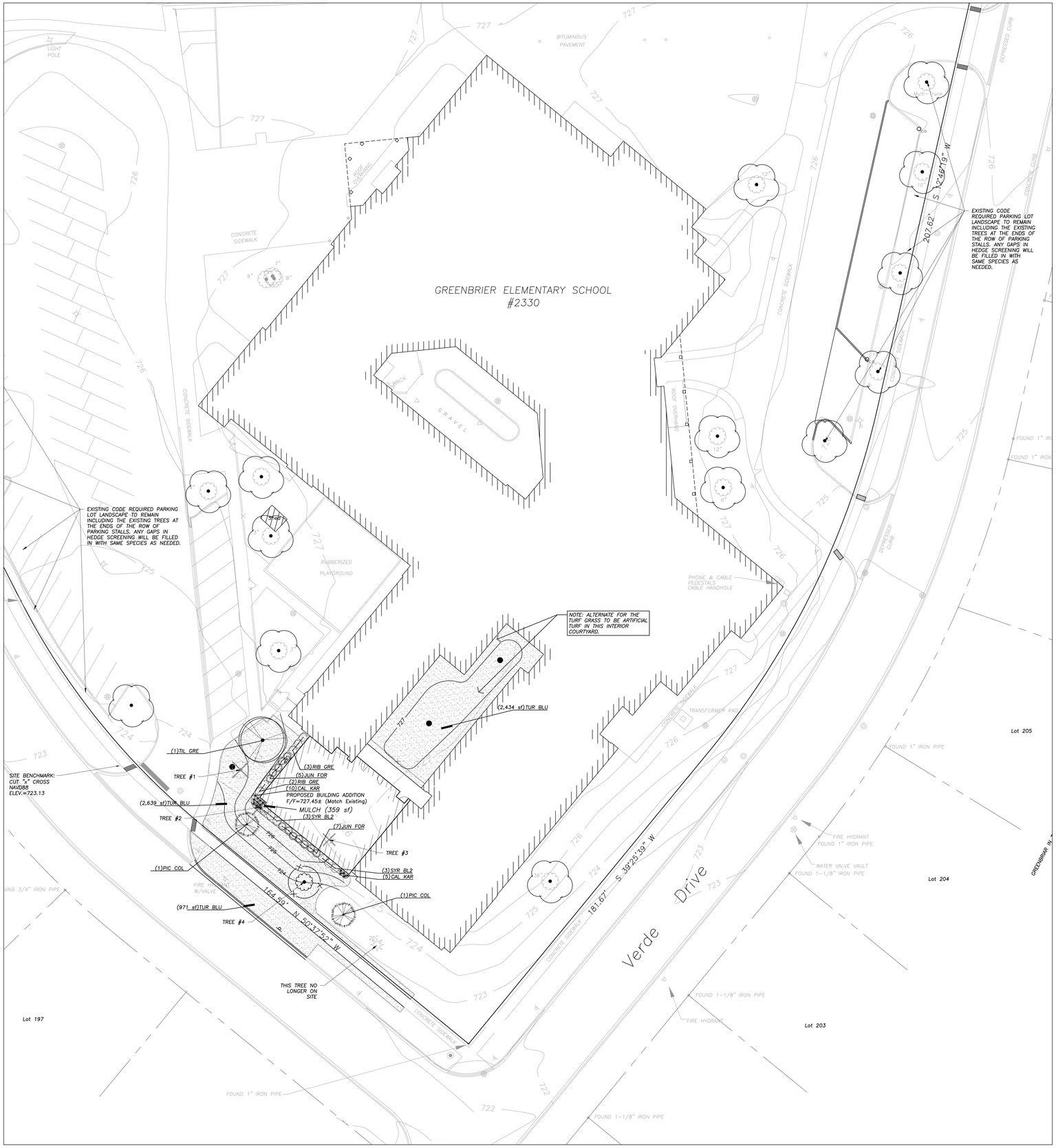
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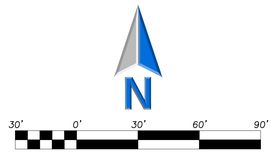
VILLAGE FIRE TRUCK EXHIBIT

Sheet No:

CX401

EEA — P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Greenbrier\Siteplan — Greenbrier.dwg
Plotted: 2/03/23 @ 9:38am By: jgossard





Scale: 1"= 30'

PLANT SCHEDULE

CANOPY TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
TIL GRE	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	4" CAL.	1
EVERGREEN TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
PIC COL	PICEA PUNGENS 'COLORADO GREEN' / COLORODO GREEN SPRUCE	B & B	8' HT.	2
DECIDUOUS SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	30\" HT.	5
SYR BL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30\" HT.	6
EVERGREEN SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24\" SPREAD	12
GRASSES	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	CONT.	1 GAL.	15
TURF GRASS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	SOD	S.F.	6,044 SF

SITE MATERIALS SCHEDULE

	EXISTING DECIDUOUS TREE	14
	MULCH	359 SF

LANDSCAPE NOTES:

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

EXISTING TREE INVENTORY: (Development Area Only)

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

TREE PRESERVATION NOTES:

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

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

GREENBRIER ELEMENTARY SCHOOL BUILDING ADDITIONS

2330 N. VERDE DRIVE
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

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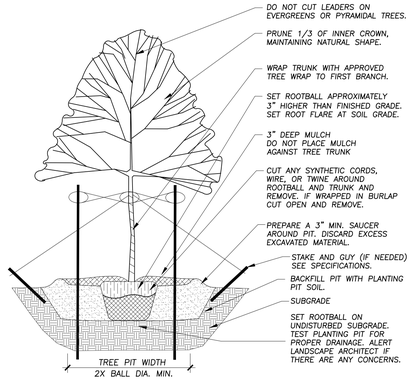
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LANDSCAPE PLAN

Sheet No:

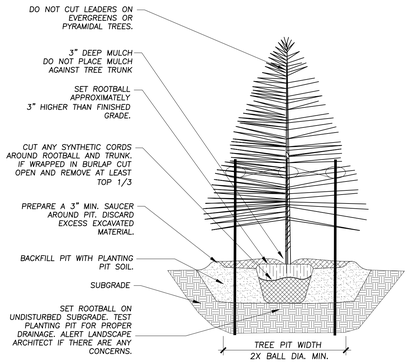
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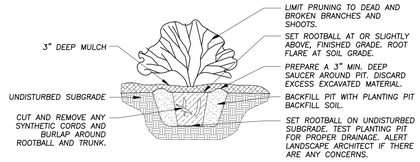
1 TREE PLANTING DETAIL

Not To Scale 329343-Ø1



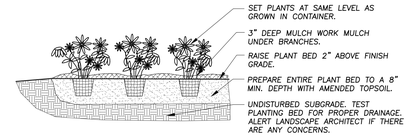
2 EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE 329343-Ø2



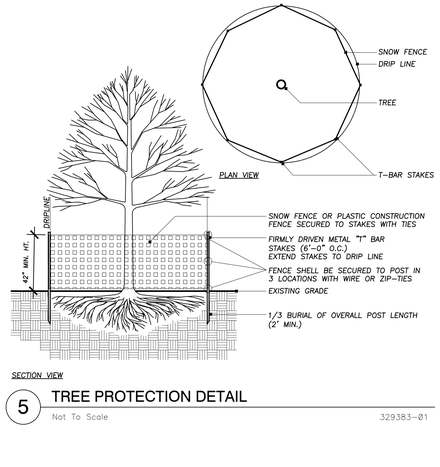
3 SHRUB PLANTING DETAIL

Not To Scale 329333-Ø1



4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

Not To Scale 329301-Ø3



5 TREE PROTECTION DETAIL

Not To Scale 329383-Ø1

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Sheet Title:

LANDSCAPE DETAILS

Sheet No:

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Plotted: 2/03/23 @ 12:56pm By: sgregory

Greenbrier Elementary School
Traffic and Parking Study
Arlington Heights, Illinois



Prepared For:

Arlington Heights
School District 25

Prepared by:

Eriksson Engineering Associates, Ltd.

ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 Commerce Drive, Ste A, Grayslake, IL 60030

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INTRODUCTION

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

EXISTING CONDITIONS

Site Location and Area Land-Uses

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

Bicycle and Pedestrian Routes

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

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

Roadway Characteristics

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

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

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

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

Existing Traffic Volumes

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

School Observations

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

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

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

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

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

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



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

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

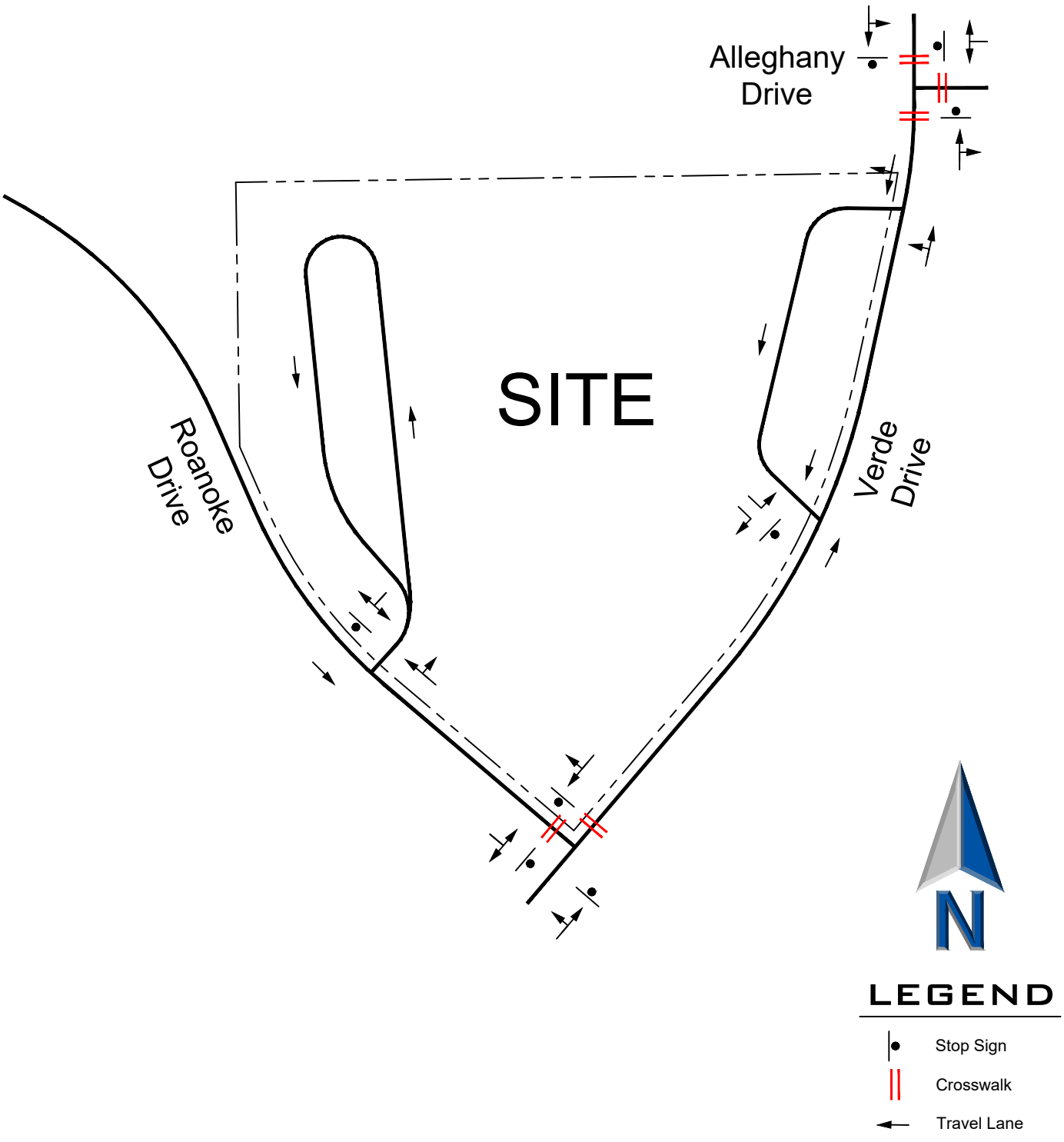




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Site Location & Area Roadways

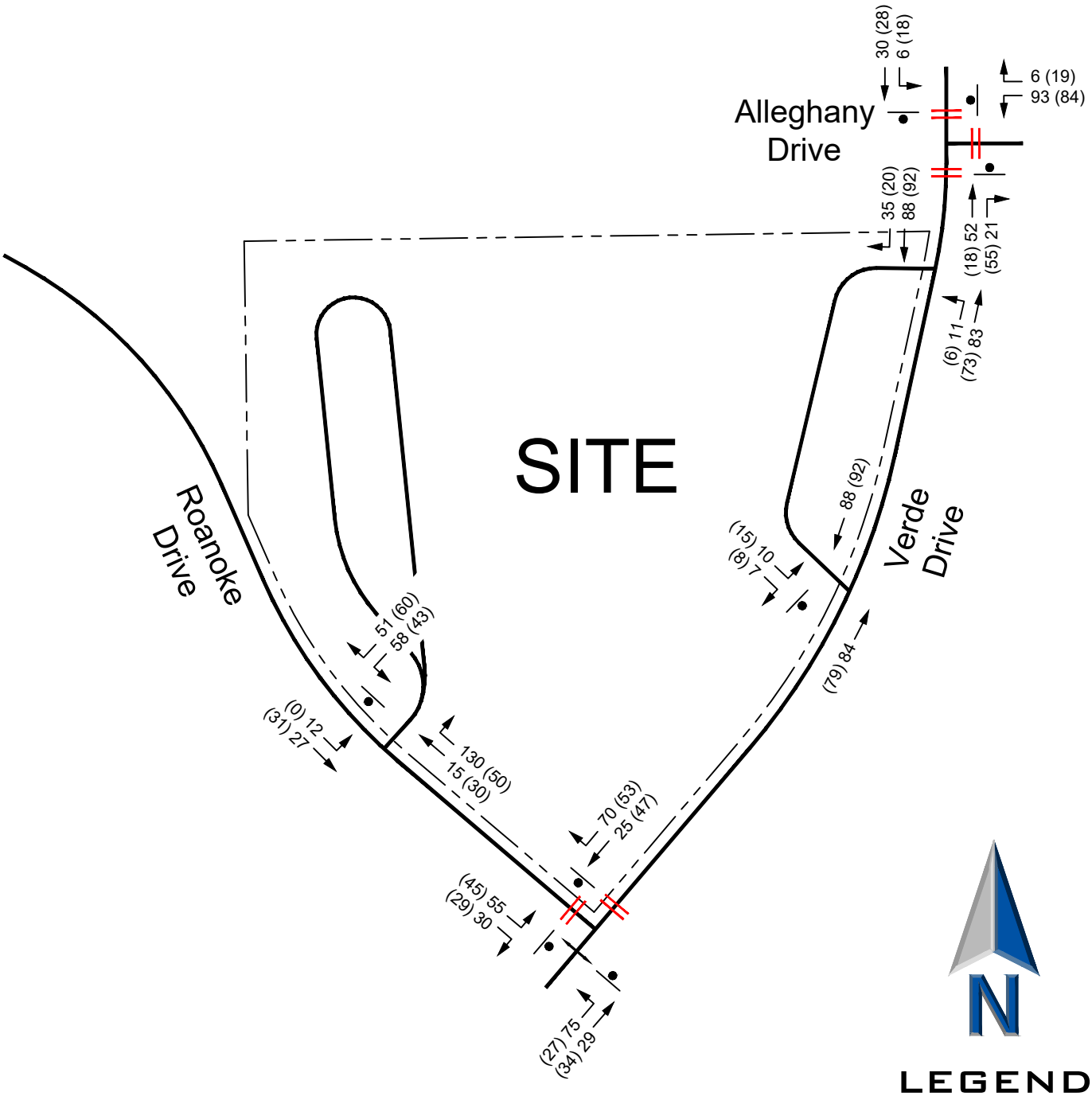
Figure 1



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Existing Roadway Geometrics

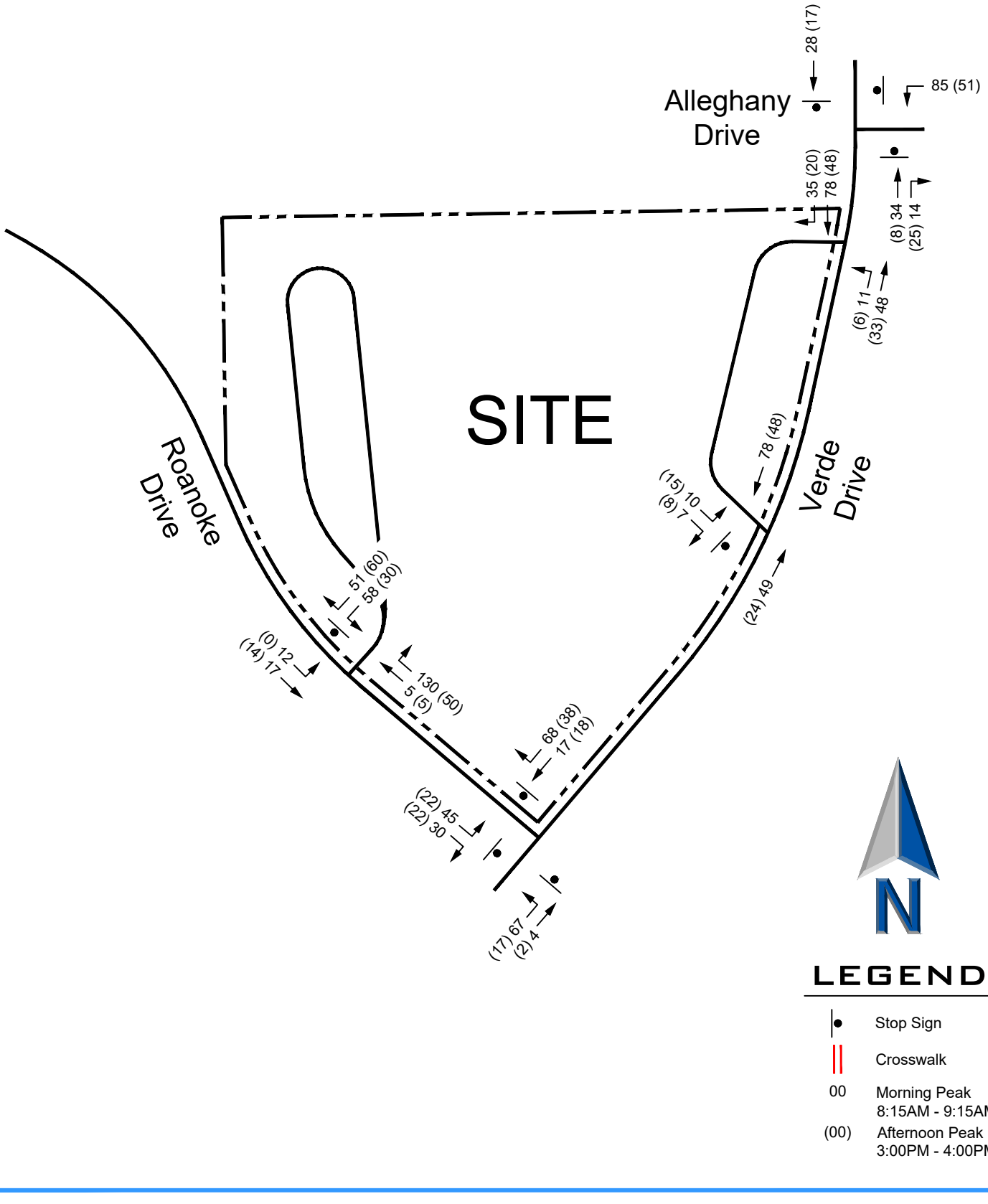
Figure 2



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Existing Traffic Volumes

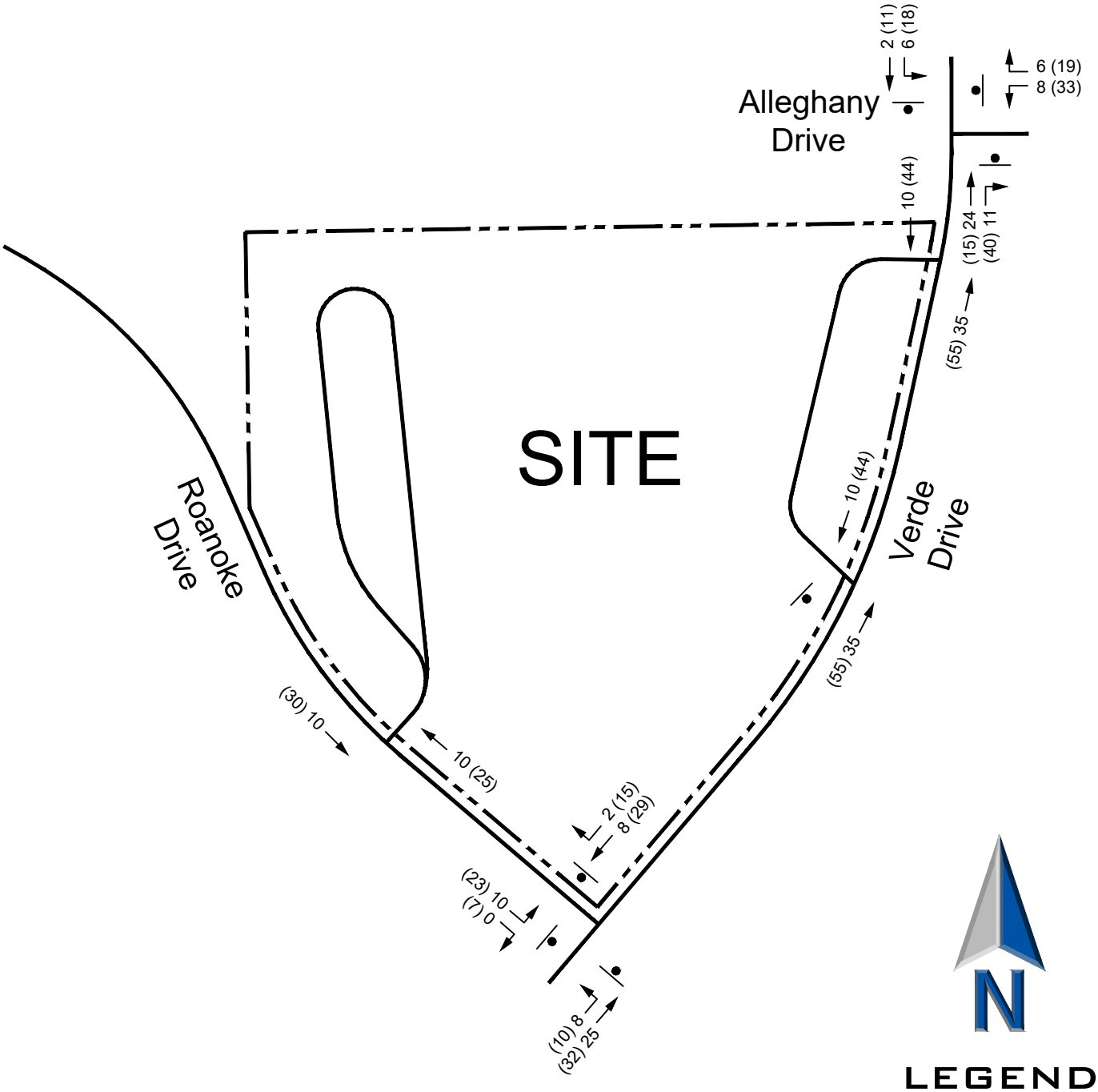
Figure 3A



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Existing School Traffic Volumes

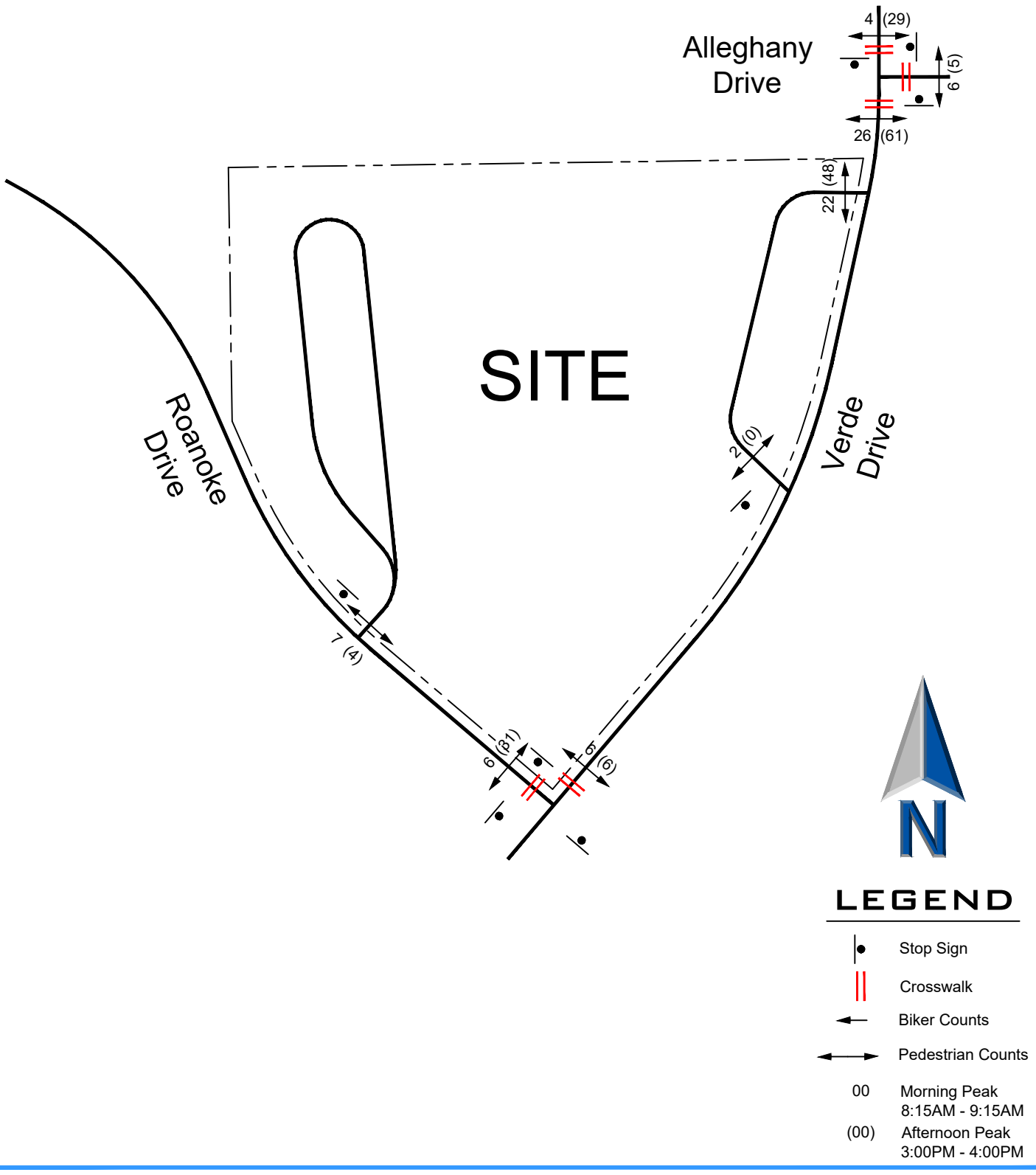
Figure 3B



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Existing Non-School Traffic Volumes

Figure 3C



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Year 2022 Pedestrian and Bike Volumes

Figure 4

SITE TRAFFIC CHARACTERISTICS

Site Plan

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

School Trip Generation and Distribution

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

Table 1
School Expansion Traffic Volumes

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

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

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

Table 2
Existing Directional Distribution

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

Trip Assignment

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

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

ANALYSES

Intersection Capacity Analyses

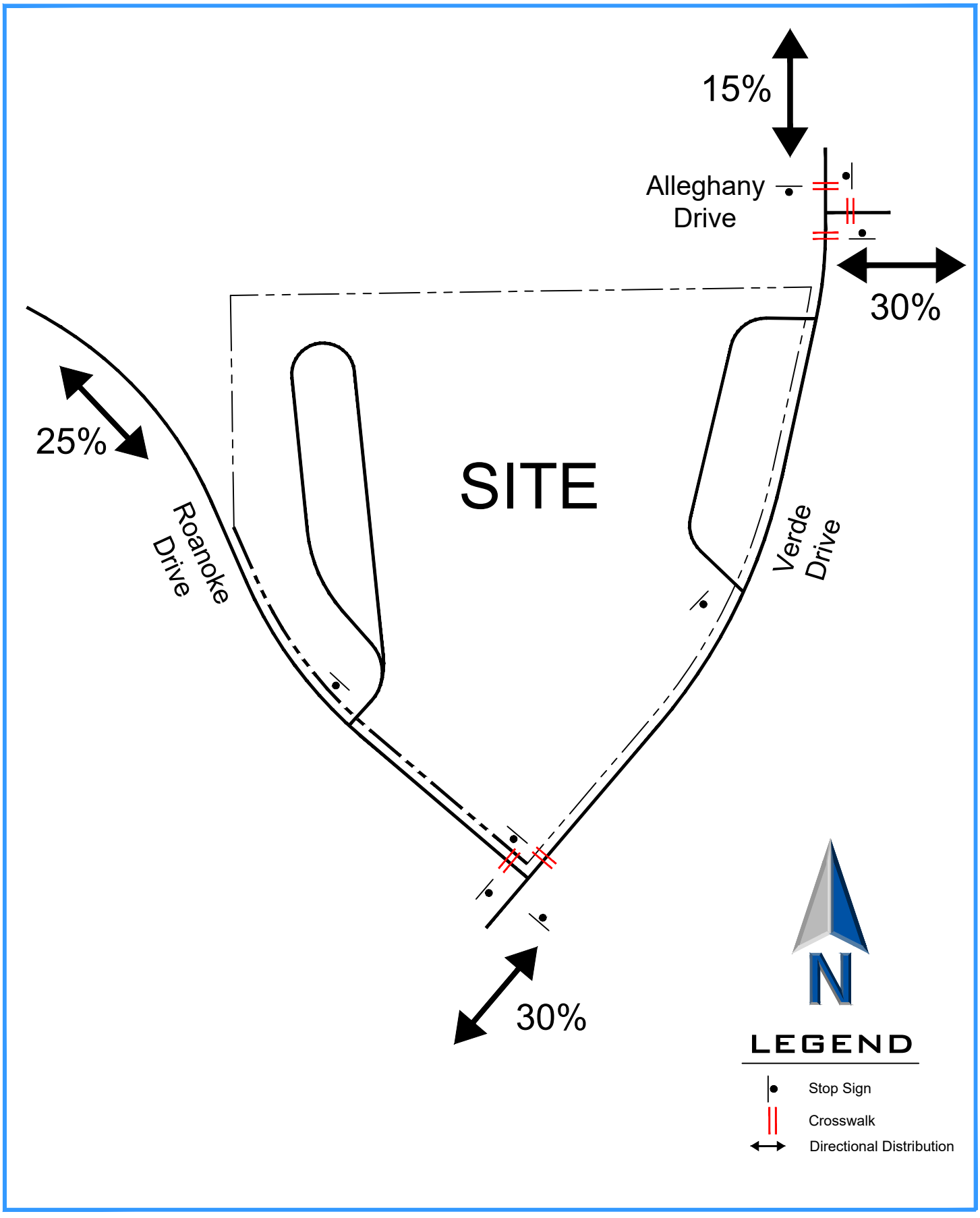
An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic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

Table 3
Level of Service Criteria for Intersections

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

Source: Highway Capacity Manual

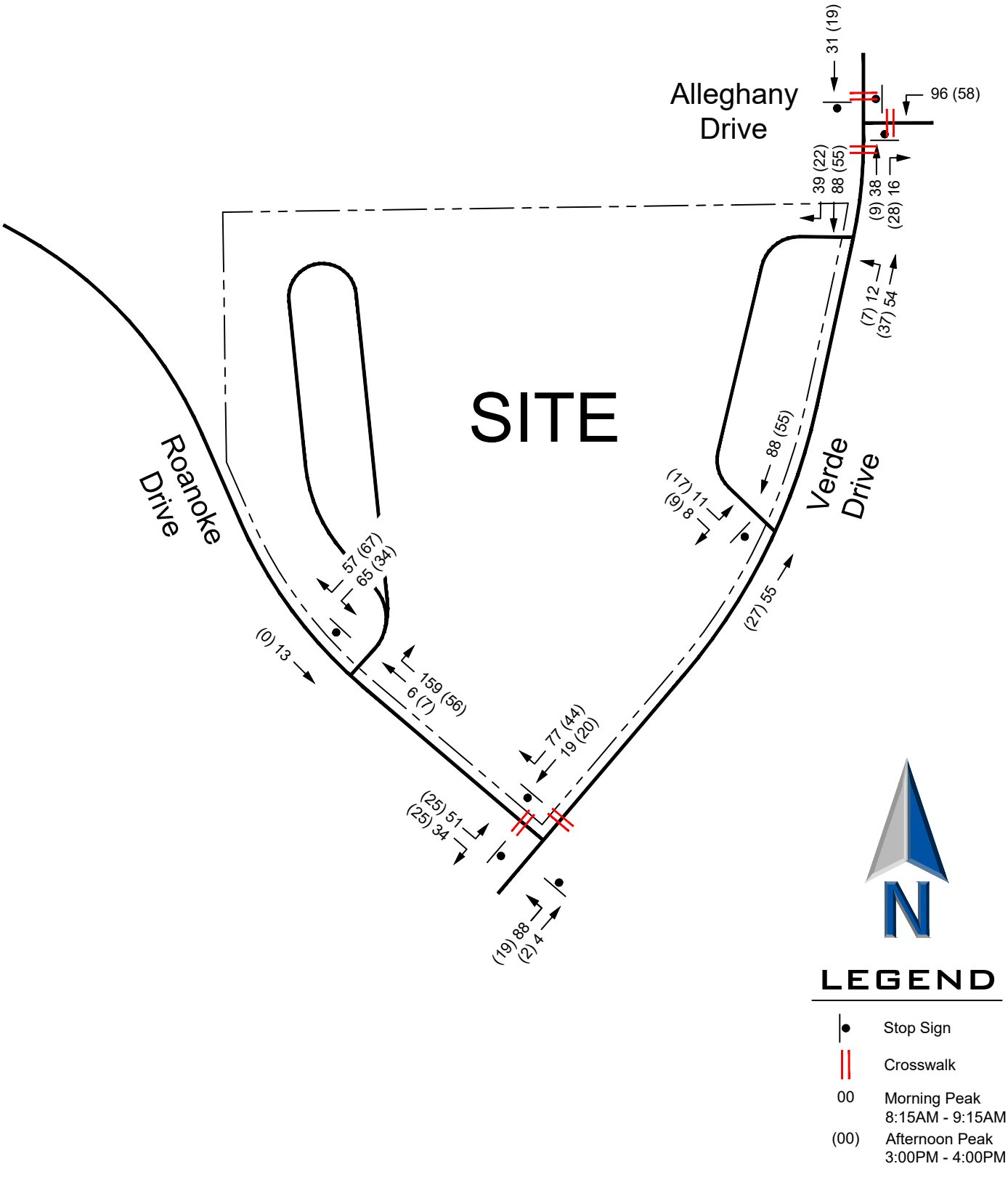
Capacity analyses were conducted for each intersection using the computer program Highway Capacity Software (HCS) to determine the existing operating conditions of the access system. These analyses were performed for the school's peak arrival and dismissal periods. **Table 4** shows the existing and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



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Directional Distribution

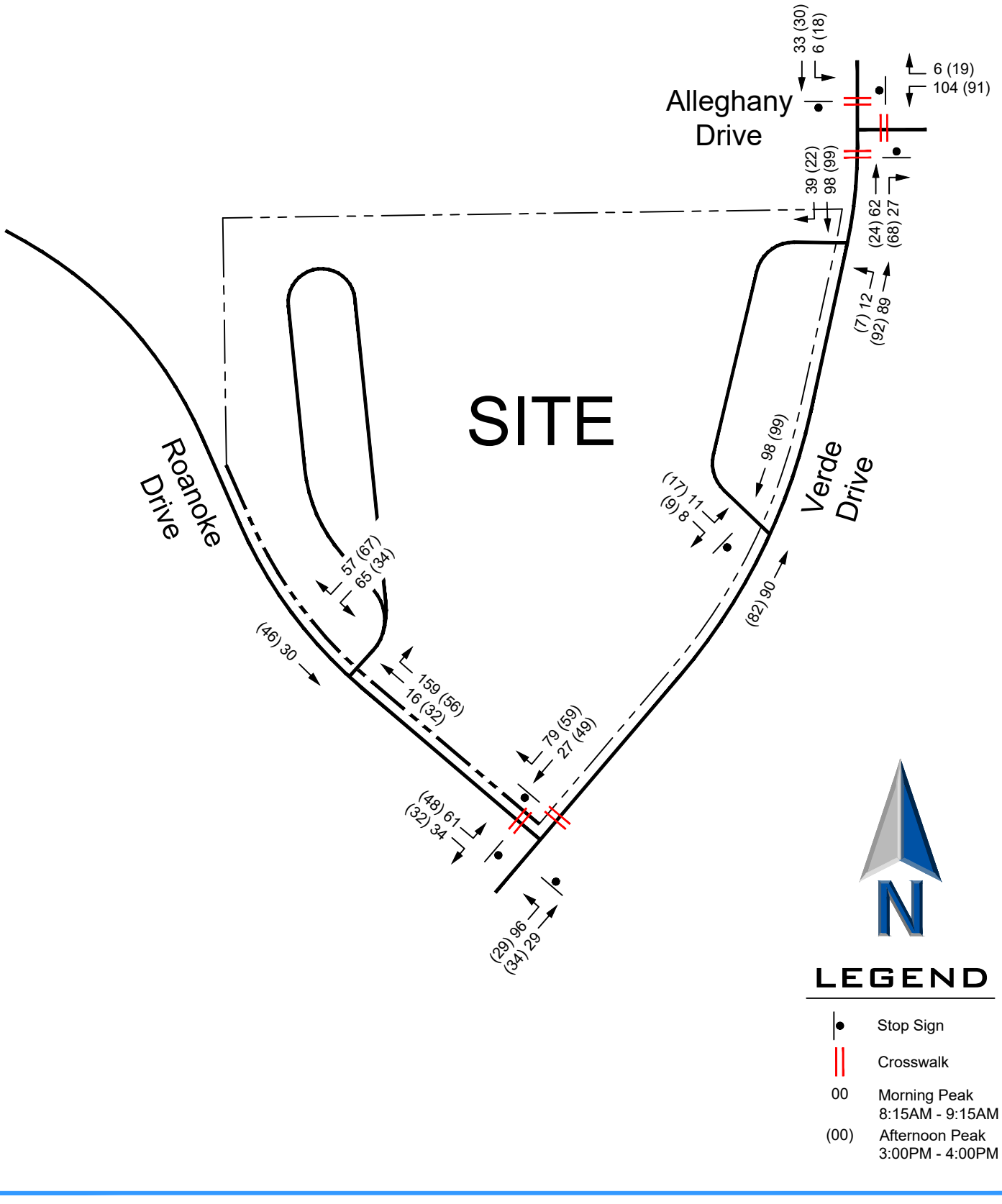
Figure 5



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Projected School Traffic Volumes

Figure 6



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Total Traffic Volumes

Figure 7

Alleghany Drive at Verde Drive

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

East Parking Lot Entrance and Exit

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

Verde Drive at Roanoke Drive

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

Verde Drive at West Parking Lot

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

Table 4
Intersection Level of Service and Delay

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

Parking

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

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

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

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

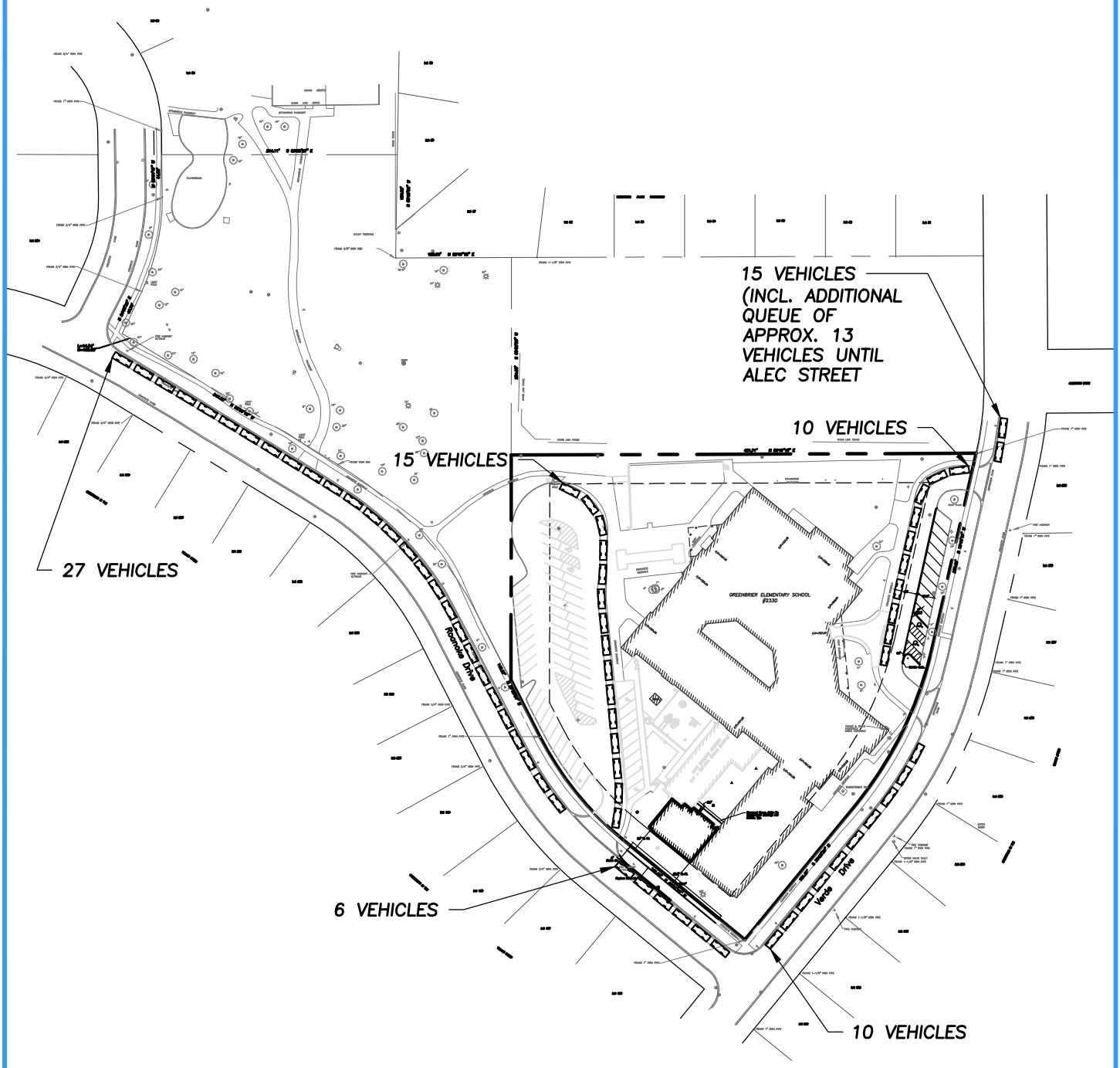
Table 5
Existing Greenbrier School Parking Inventory and Survey

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

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

Stacking

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



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Parent On-Site Stacking

Figure 8

SUMMARY

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

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

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Appendix

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

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

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

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

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

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

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

Intersection Counts
Verde Drive at Alleghany Drive

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

Intersection Counts
Greenbrier Elementary School - Total Movements

Arlington Heights, Illinois

ERIKSSON ENGINEERING ASSOCIATES, LTD.

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

Legend

SIGNS



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

2 NO PARKING HERE TO DRIVEWAY

3 NO PARKING HERE TO CORNER

4 STUDENT DROP OFF AND PICK UP BETWEEN SIGNS PROHIBITED

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

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

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

8 NO STUDENT DROP-OFF OR PICK UP
PARKING PERMITTED

9 STOPPING OR STANDING WITHIN INTERSECTION PROHIBITED

10 IDLE FREE ZONE



0 55 110 220 Feet

N W E S

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

Disclaimer:
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GREENBRIER ELEMENTARY SCHOOL

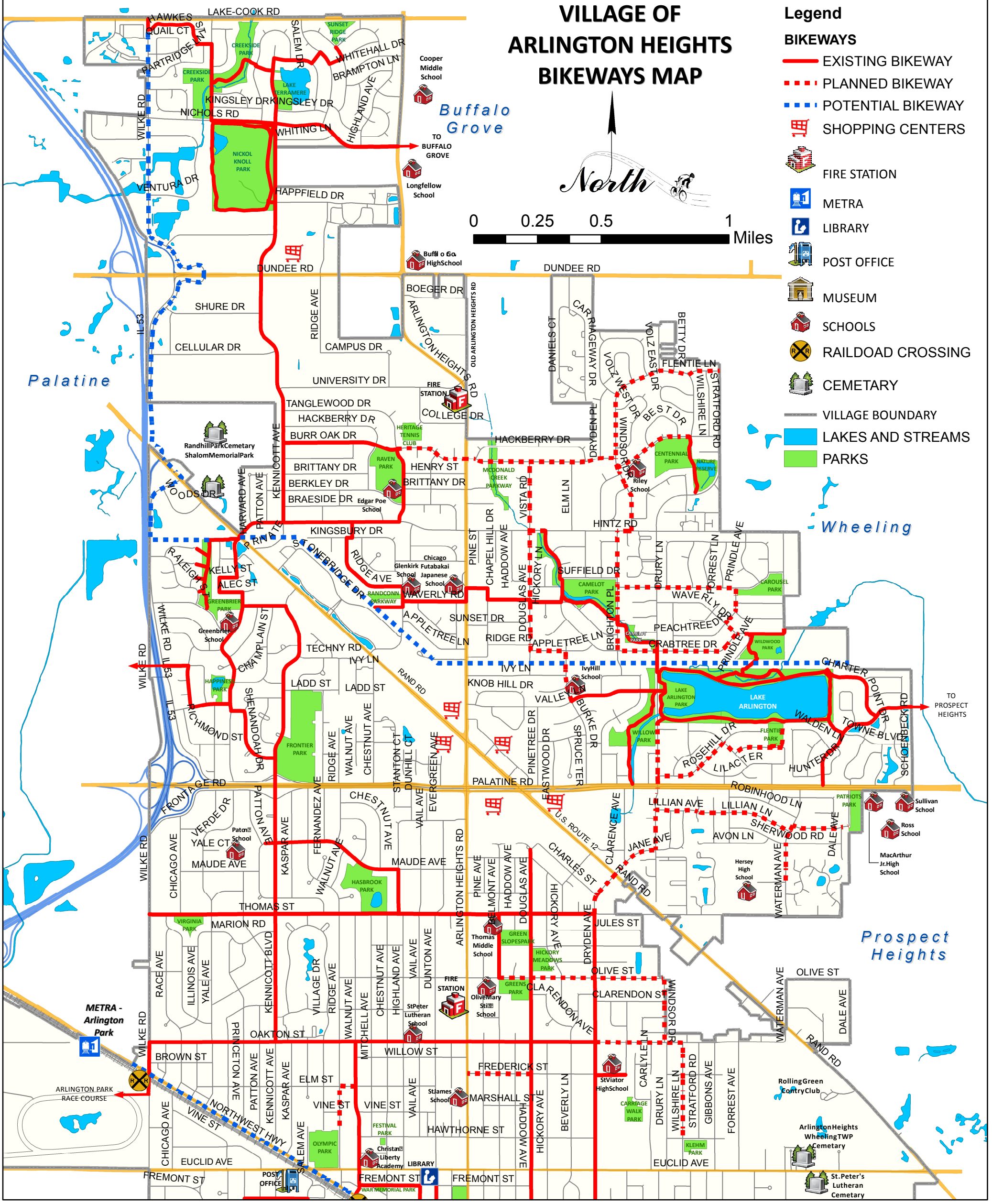
SCHOOL SITE MAP

VILLAGE OF ARLINGTON HEIGHTS

PUBLIC WORKS DEPARTMENT

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

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



BICYCLE SAFETY RULES

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

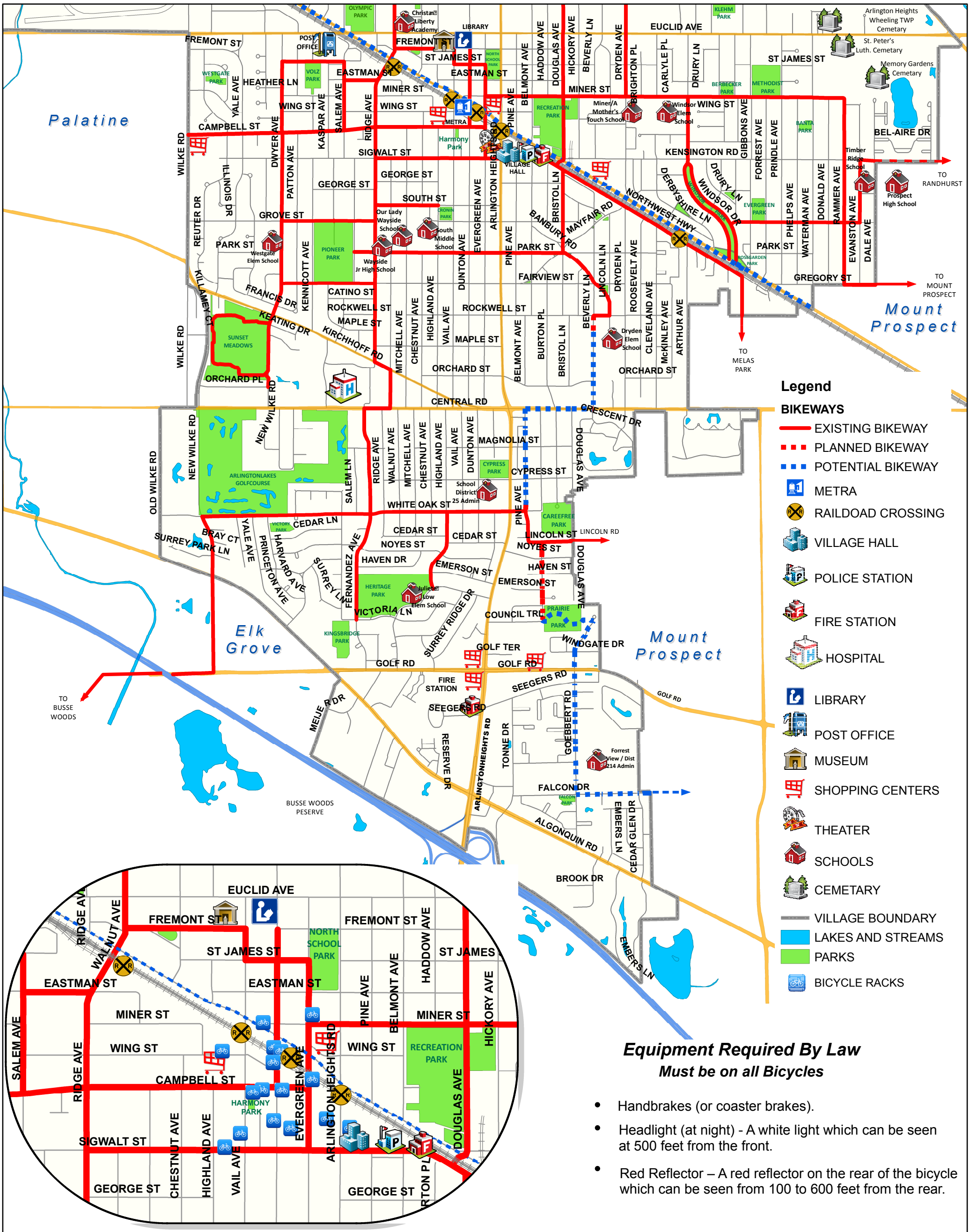
Source:

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

Prepared by the Village of Arlington Heights Engineering Department.

June, 2014

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



DOWNTOWN

Equipment Required By Law

Must be on all Bicycles

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

Village of Arlington Heights

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

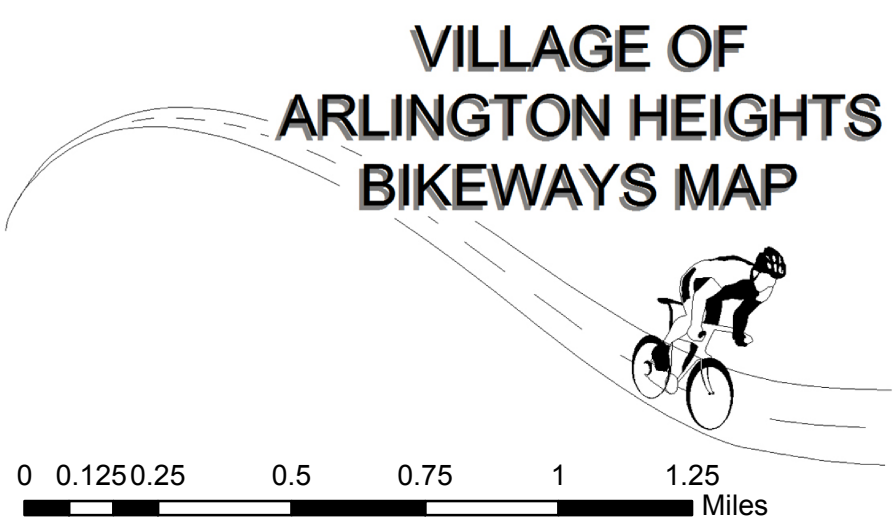
Reporting Bicycle Accidents

Police Department (847) 368-5300
Emergency 911

Bicycle Advisory Commission

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

Bike Map Information
(847) 368-5250



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

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

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

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

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

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

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

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

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

NOTES.-

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

Crossing Guard Locations

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

Traffic Safety Procedures
Early Childhood

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

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

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



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

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

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

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

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

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

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

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

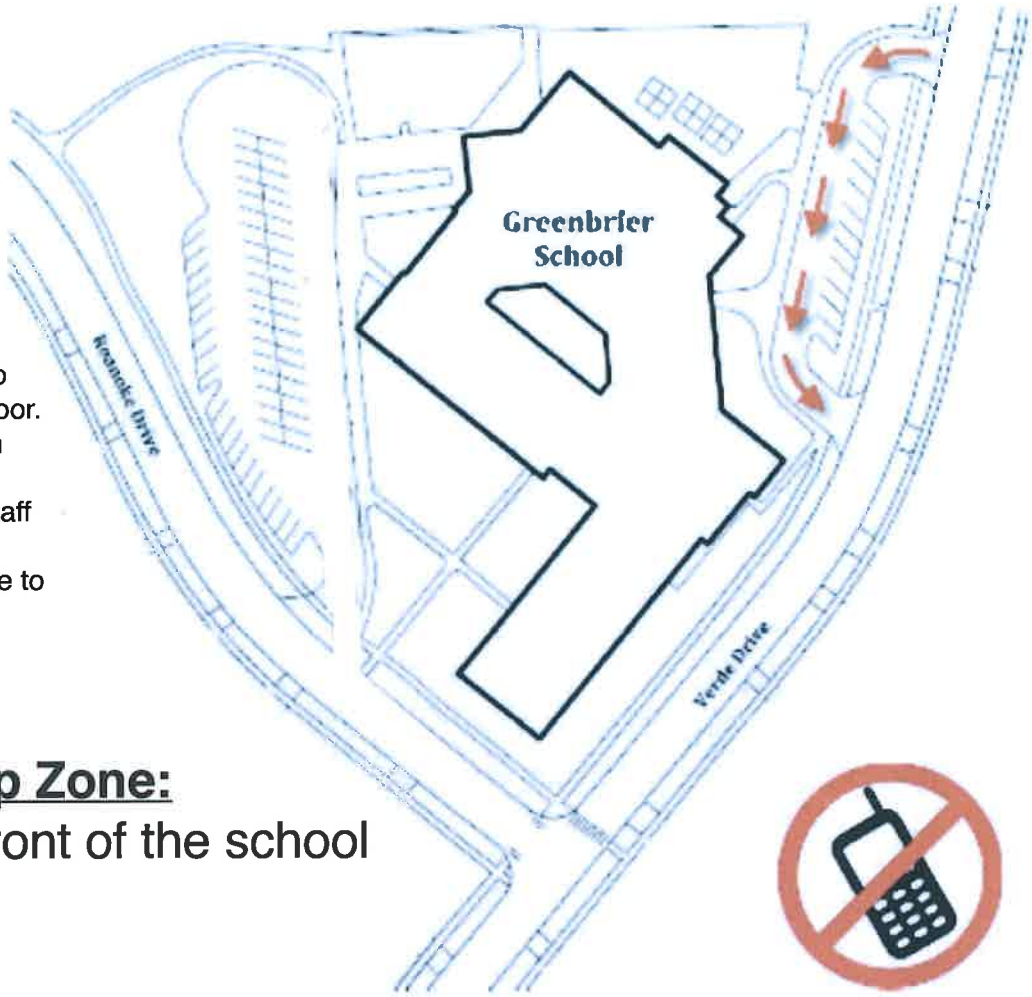
Phono Drop Off 1:20
Phono Pick Up 3:20

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

Traffic Safety Procedures

Early Childhood

Mrs Repsher
Mrs Sullivan
Phono Class



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

Drop Off/Pick up Zone:

- Circle drive in front of the school

Car Line Drop Off/ Pick Up Procedures:

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

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

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

Greenbrier Elementary Traffic Safety Procedures

First - Fifth Grade

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

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

Options:

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



Walkers will exit the front doors of the school.

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

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

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

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

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

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

Greenbrier Elementary Traffic Safety Procedures

A.M. Kindergarten

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

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

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

Students will exit the front doors of the school.



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

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

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

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

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

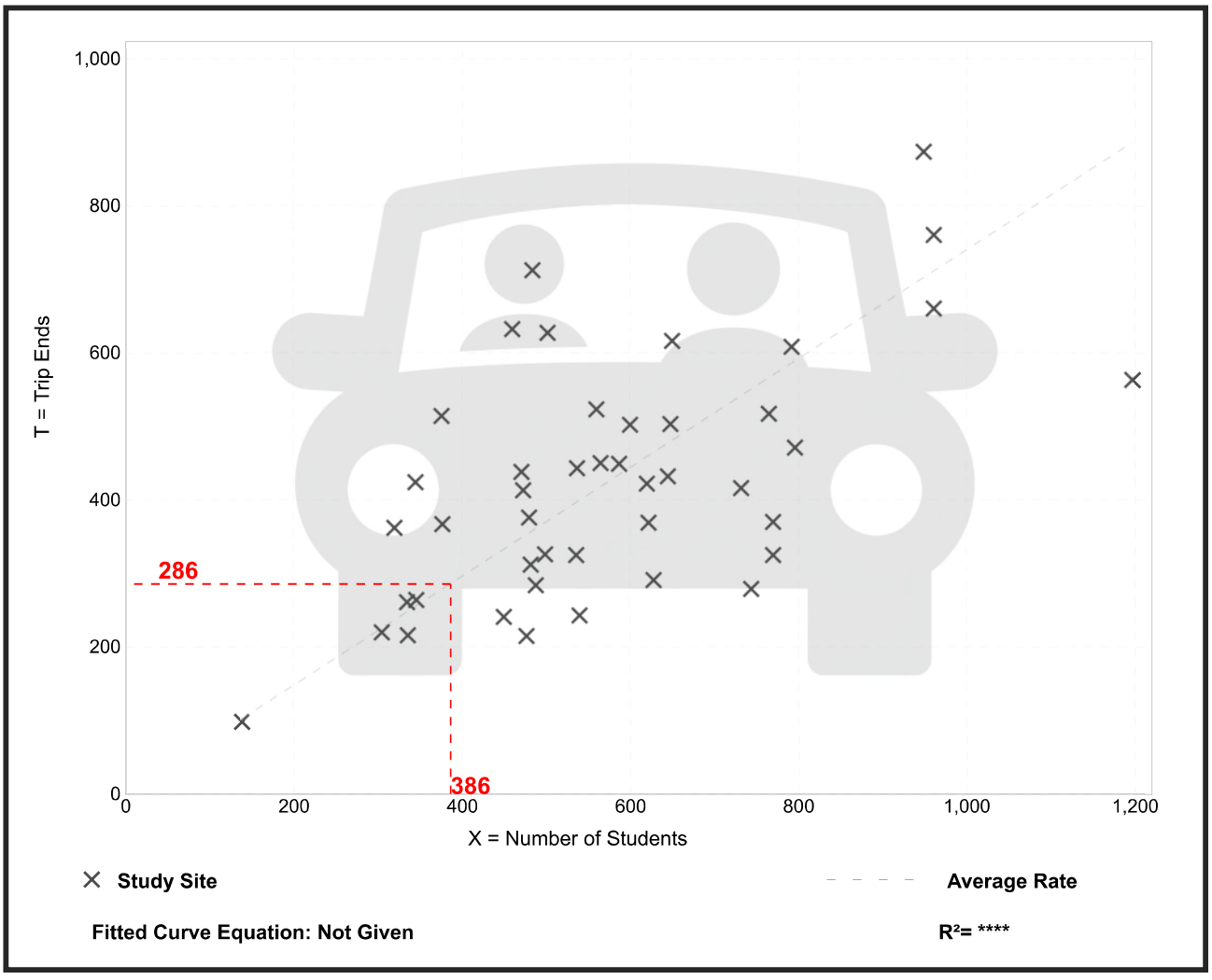
Elementary School
(520)

Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. Num. of Students: 575
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Student

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

Data Plot and Equation



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

Elementary School
(520)

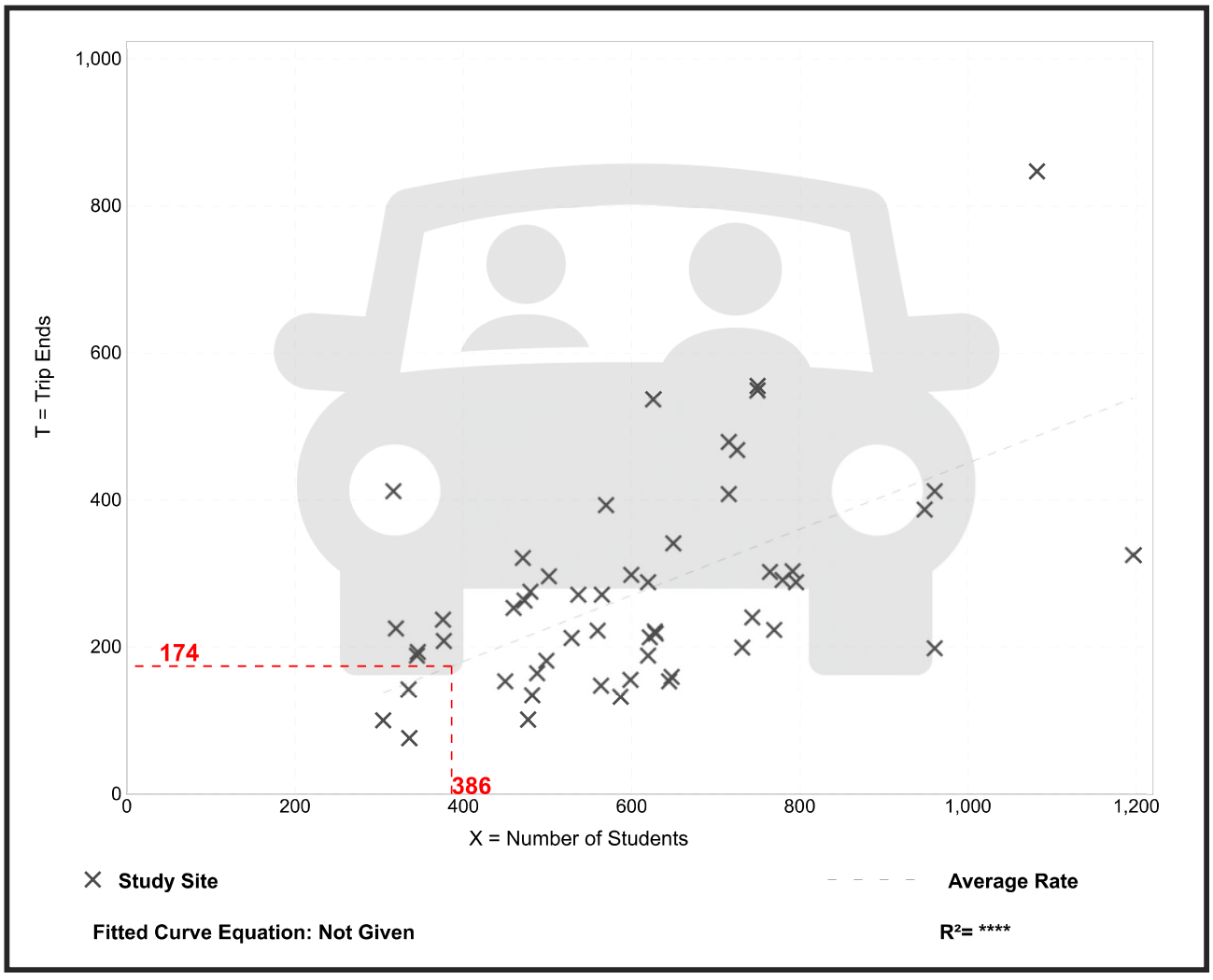
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
PM Peak Hour of Generator

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

Vehicle Trip Generation per Student

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

Data Plot and Equation



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

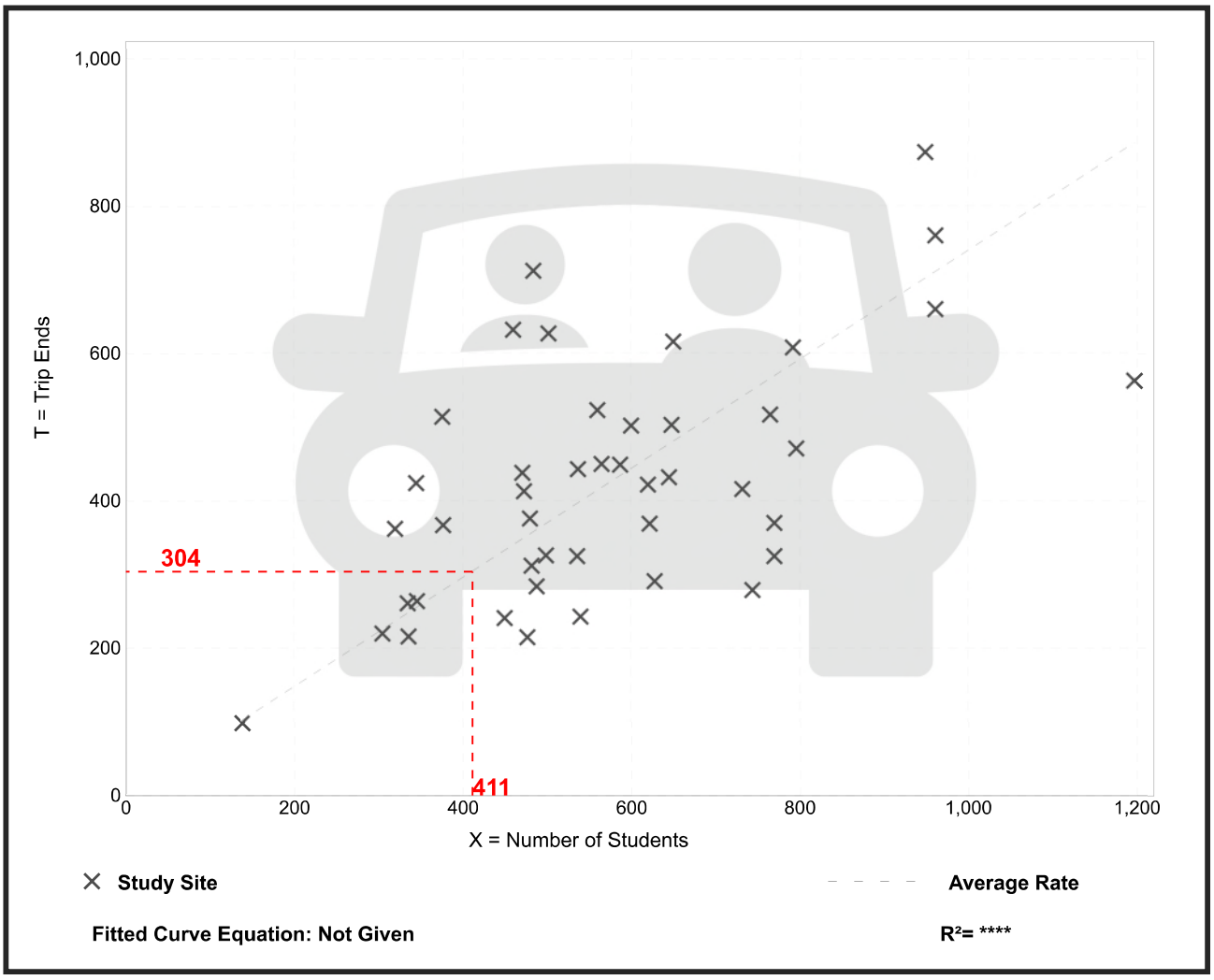
Elementary School
(520)

Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
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Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Student

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0.74	0.38 - 1.47	0.25

Data Plot and Equation



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

Elementary School
(520)

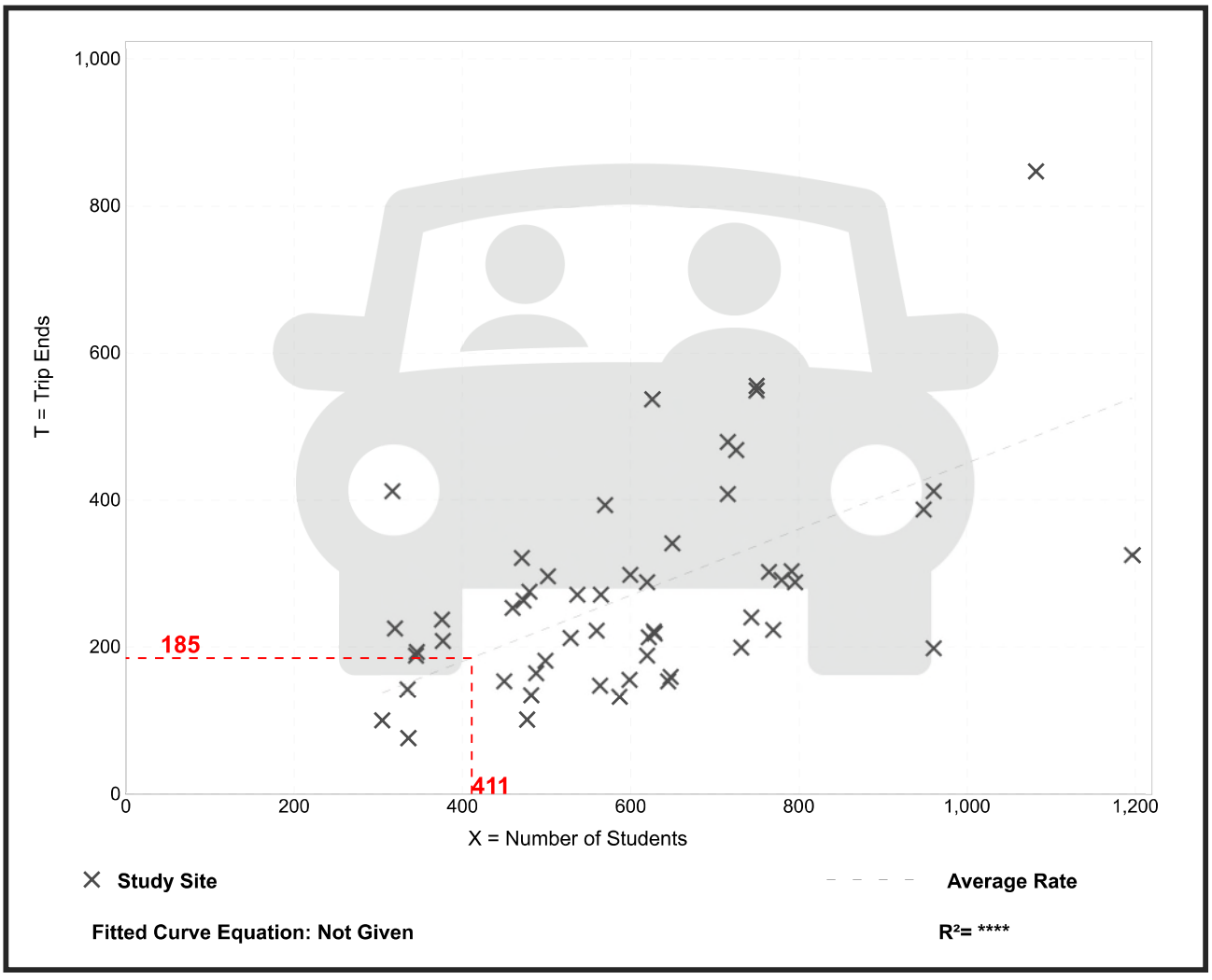
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 54
Avg. Num. of Students: 608
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Vehicle Trip Generation per Student

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

Data Plot and Equation



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

HCS Two-Way Stop-Control Report

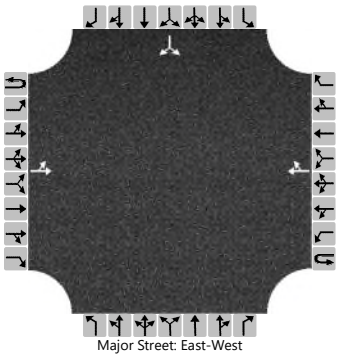
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Greenbrier School

Site Information

Intersection	Roanoke and West Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	West Lot
Peak Hour Factor	0.43
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		12	27				15	130						58		51
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28													253	
Capacity, c (veh/h)		1233													744	
v/c Ratio		0.02													0.34	
95% Queue Length, Q_{95} (veh)		0.1													1.5	
Control Delay (s/veh)		8.0	0.2												12.3	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	2.6												12.3			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

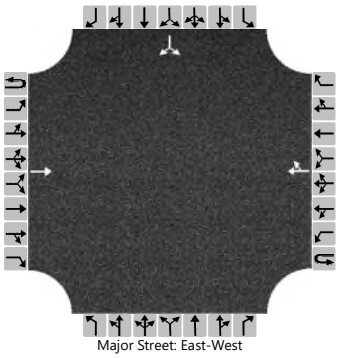
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Greenbrier School

Site Information

Intersection	Roanoke and West Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	West Lot
Peak Hour Factor	0.43
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			T					TR							LR	
Volume (veh/h)			30				16	159						65		57
Percent Heavy Vehicles (%)														0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																
	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.40		6.20
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)															284	
Capacity, c (veh/h)															747	
v/c Ratio															0.38	
95% Queue Length, Q_{95} (veh)															1.8	
Control Delay (s/veh)															12.7	
Level of Service (LOS)															B	
Approach Delay (s/veh)														12.7		
Approach LOS														B		

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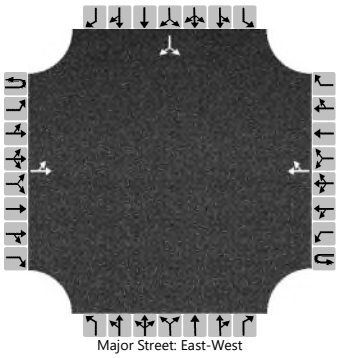
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Greenbrier School

Site Information

Intersection	Roanoke and West Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	West Lot
Peak Hour Factor	0.51
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	44				30	50						30		60
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													176	
Capacity, c (veh/h)		1435													890	
v/c Ratio		0.00													0.20	
95% Queue Length, Q_{95} (veh)		0.0													0.7	
Control Delay (s/veh)		7.5	0.0												10.0	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.0												10.0		
Approach LOS		A												B		

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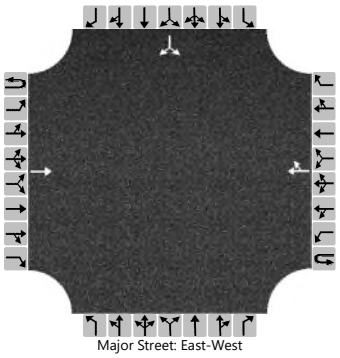
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Greenbrier School

Site Information

Intersection	Roanoke and West Lot
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	West Lot
Peak Hour Factor	0.51
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			T					TR							LR	
Volume (veh/h)			46				32	56						34		67
Percent Heavy Vehicles (%)														0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.40		6.20
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)															198	
Capacity, c (veh/h)															876	
v/c Ratio															0.23	
95% Queue Length, Q_{95} (veh)															0.9	
Control Delay (s/veh)															10.3	
Level of Service (LOS)															B	
Approach Delay (s/veh)													10.3			
Approach LOS													B			

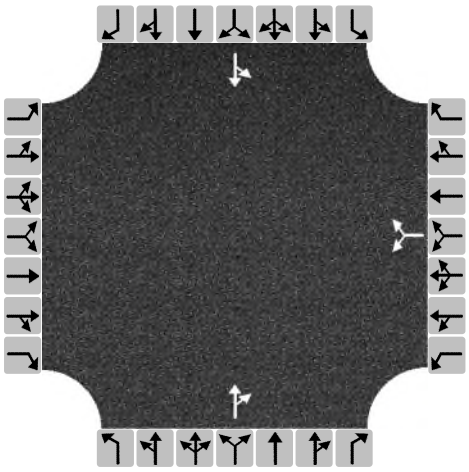
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	10/25/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Greenbrier School
Intersection	Verde and Alleghany
Jurisdiction	Arlington Heights
East/West Street	Alleghany Drive
North/South Street	Verde Drive
Peak Hour Factor	0.71

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)				93		6		52	21	6	30	
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				139			103			51		
Percent Heavy Vehicles				0			0			0		
Initial Departure Headway, h_d (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.124			0.091			0.045		
Final Departure Headway, h_d (s)				4.38			4.11			4.36		
Final Degree of Utilization, x				0.170			0.117			0.061		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, t_s (s)				2.38			2.11			2.36		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				139			103			51		
Capacity (veh/h)				821			876			825		
95% Queue Length, Q_{95} (veh)				0.6			0.4			0.2		
Control Delay (s/veh)				8.3			7.7			7.7		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh) | LOS				8.3		A	7.7		A	7.7		A
Intersection Delay (s/veh) | LOS	7.9						A					

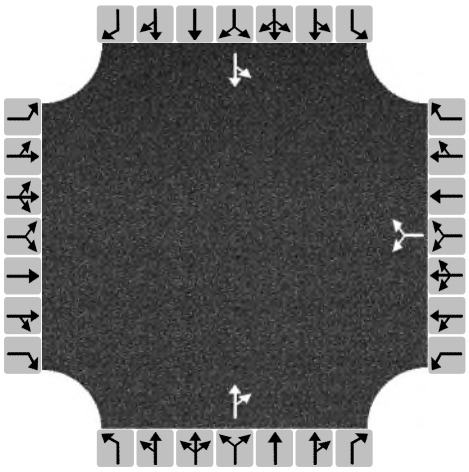
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	10/25/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Greenbrier School
Intersection	Verde and Alleghany
Jurisdiction	Arlington Heights
East/West Street	Alleghany Drive
North/South Street	Verde Drive
Peak Hour Factor	0.71

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)				104		6		62	27	6	33	
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				155			125			55		
Percent Heavy Vehicles				0			0			0		
Initial Departure Headway, h_d (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.138			0.111			0.049		
Final Departure Headway, h_d (s)				4.46			4.15			4.43		
Final Degree of Utilization, x				0.192			0.144			0.068		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, t_s (s)				2.46			2.15			2.43		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				155			125			55		
Capacity (veh/h)				808			868			812		
95% Queue Length, Q_{95} (veh)				0.7			0.5			0.2		
Control Delay (s/veh)				8.5			7.8			7.8		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh) | LOS				8.5		A	7.8		A	7.8		A
Intersection Delay (s/veh) | LOS	8.1						A					

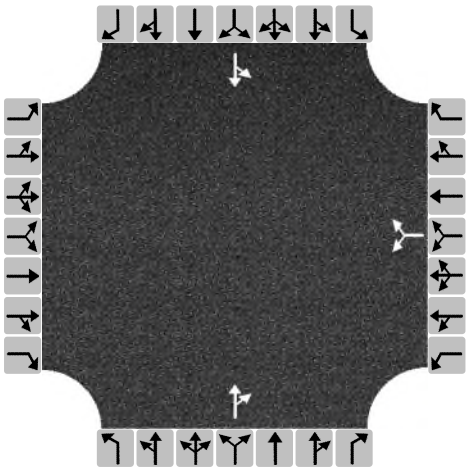
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	10/25/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Greenbrier School
Intersection	Verde and Alleghany
Jurisdiction	Arlington Heights
East/West Street	Alleghany Drive
North/South Street	Verde Drive
Peak Hour Factor	0.65

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)				84		19		18	55	18	28	
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				158			112			71		
Percent Heavy Vehicles				0			0			0		
Initial Departure Headway, h_d (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.141			0.100			0.063		
Final Departure Headway, h_d (s)				4.35			3.89			4.46		
Final Degree of Utilization, x				0.191			0.121			0.088		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, t_s (s)				2.35			1.89			2.46		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				158			112			71		
Capacity (veh/h)				828			924			808		
95% Queue Length, Q_{95} (veh)				0.7			0.4			0.3		
Control Delay (s/veh)				8.4			7.4			7.9		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh) | LOS				8.4		A	7.4		A	7.9		A
Intersection Delay (s/veh) | LOS	8.0						A					

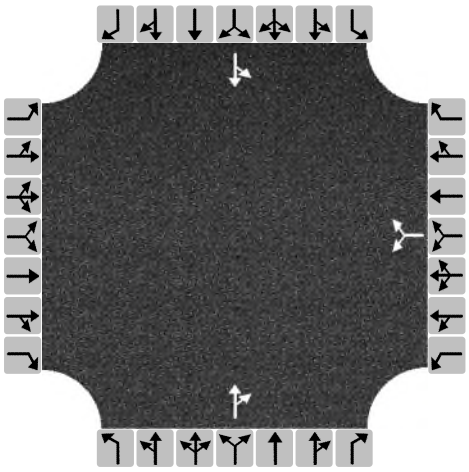
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	10/25/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Greenbrier School
Intersection	Verde and Alleghany
Jurisdiction	Arlington Heights
East/West Street	Alleghany Drive
North/South Street	Verde Drive
Peak Hour Factor	0.65

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)				91		19		24	68	18	30	
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				169			142			74		
Percent Heavy Vehicles				0			0			0		
Initial Departure Headway, h_d (s)				3.20			3.20			3.20		
Initial Degree of Utilization, x				0.150			0.126			0.066		
Final Departure Headway, h_d (s)				4.43			3.94			4.52		
Final Degree of Utilization, x				0.208			0.155			0.093		
Move-Up Time, m (s)				2.0			2.0			2.0		
Service Time, t_s (s)				2.43			1.94			2.52		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration				LR			TR			LT		
Flow Rate, v (veh/h)				169			142			74		
Capacity (veh/h)				813			914			797		
95% Queue Length, Q_{95} (veh)				0.8			0.5			0.3		
Control Delay (s/veh)				8.6			7.7			8.0		
Level of Service, LOS				A			A			A		
Approach Delay (s/veh) | LOS				8.6		A	7.7		A	8.0		A
Intersection Delay (s/veh) | LOS	8.1						A					

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HCS Two-Way Stop-Control Report

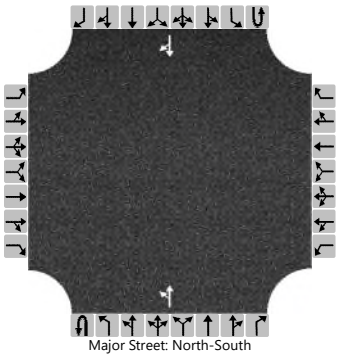
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										11	83				88	35
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										15						
Capacity, c (veh/h)										1416						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.6	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									1.0							
Approach LOS									A							

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HCS Two-Way Stop-Control Report

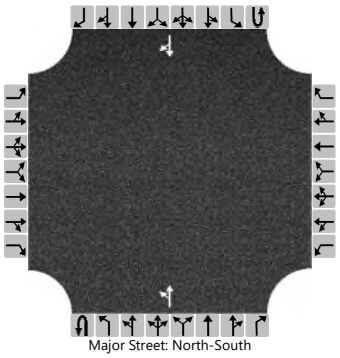
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										12	89				98	39
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										17						
Capacity, c (veh/h)										1392						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.6	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									1.0							
Approach LOS									A							

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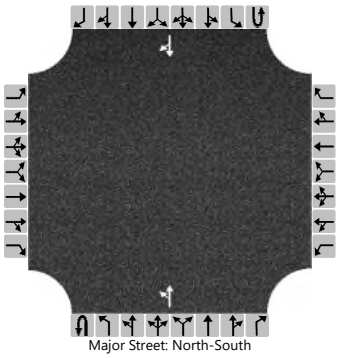
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										6	73				92	20
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										11						
Capacity, c (veh/h)										1388						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.6	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									0.6							
Approach LOS									A							

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HCS Two-Way Stop-Control Report

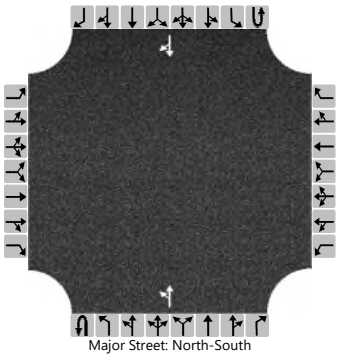
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration										LT						TR
Volume (veh/h)										7	92				99	22
Percent Heavy Vehicles (%)										0						
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1						
Critical Headway (sec)										4.10						
Base Follow-Up Headway (sec)										2.2						
Follow-Up Headway (sec)										2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										12						
Capacity, c (veh/h)										1370						
v/c Ratio										0.01						
95% Queue Length, Q_{95} (veh)										0.0						
Control Delay (s/veh)										7.7	0.1					
Level of Service (LOS)										A	A					
Approach Delay (s/veh)									0.6							
Approach LOS									A							

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HCS Two-Way Stop-Control Report

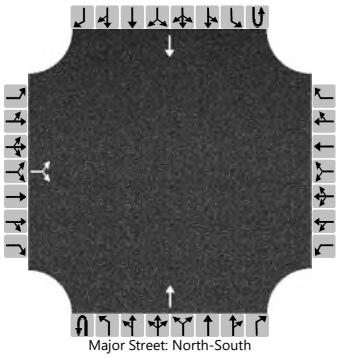
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		10		7							84				88	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24													
Capacity, c (veh/h)			815													
v/c Ratio			0.03													
95% Queue Length, Q_{95} (veh)			0.1													
Control Delay (s/veh)			9.6													
Level of Service (LOS)			A													
Approach Delay (s/veh)		9.6														
Approach LOS		A														

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HCS Two-Way Stop-Control Report

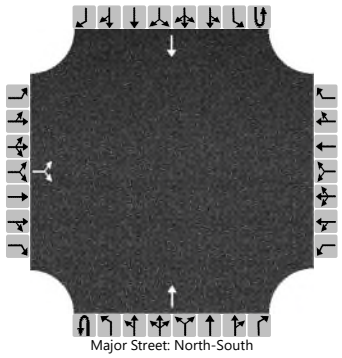
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		11		8							90				98	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27													
Capacity, c (veh/h)			796													
v/c Ratio			0.03													
95% Queue Length, Q_{95} (veh)			0.1													
Control Delay (s/veh)			9.7													
Level of Service (LOS)			A													
Approach Delay (s/veh)		9.7														
Approach LOS		A														

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HCS Two-Way Stop-Control Report

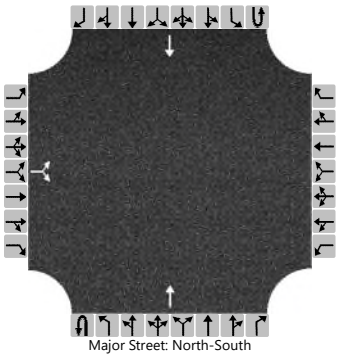
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		15		8							79				92	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			40													
Capacity, c (veh/h)			753													
v/c Ratio			0.05													
95% Queue Length, Q_{95} (veh)			0.2													
Control Delay (s/veh)			10.1													
Level of Service (LOS)			B													
Approach Delay (s/veh)		10.1														
Approach LOS		B														

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HCS Two-Way Stop-Control Report

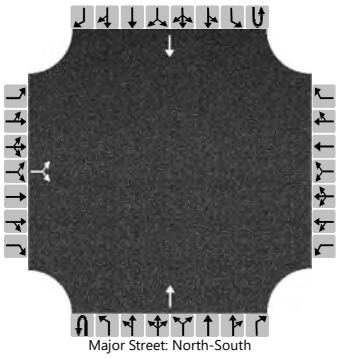
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Greenbrier School

Site Information

Intersection	Verde and East Lot
Jurisdiction	Arlington Heights
East/West Street	East Lot
North/South Street	Verde Drive
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		17		9							82				99	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46													
Capacity, c (veh/h)			737													
v/c Ratio			0.06													
95% Queue Length, Q_{95} (veh)			0.2													
Control Delay (s/veh)			10.2													
Level of Service (LOS)			B													
Approach Delay (s/veh)		10.2														
Approach LOS		B														

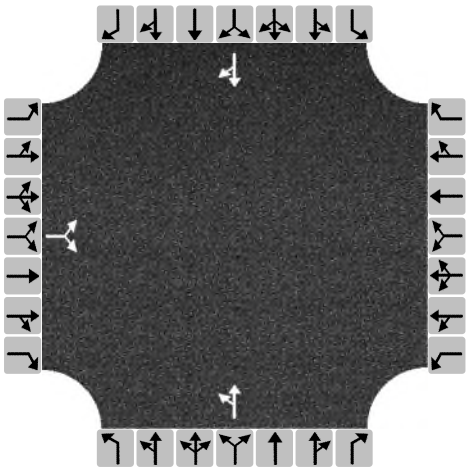
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Greenbrier School
Intersection	Verde and Roanoke
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Verde Drive
Peak Hour Factor	0.50

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	55		30				75	29			25	70
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	170						208			190		
Percent Heavy Vehicles	0						0			0		
Initial Departure Headway, h_d (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.151						0.185			0.169		
Final Departure Headway, h_d (s)	4.71						4.68			4.14		
Final Degree of Utilization, x	0.223						0.270			0.218		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, t_s (s)	2.71						2.68			2.14		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	170						208			190		
Capacity (veh/h)	764						769			870		
95% Queue Length, Q_{95} (veh)	0.8						1.1			0.8		
Control Delay (s/veh)	9.1						9.4			8.3		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh) | LOS	9.1	A					9.4	A		8.3	A	
Intersection Delay (s/veh) | LOS	8.9						A					

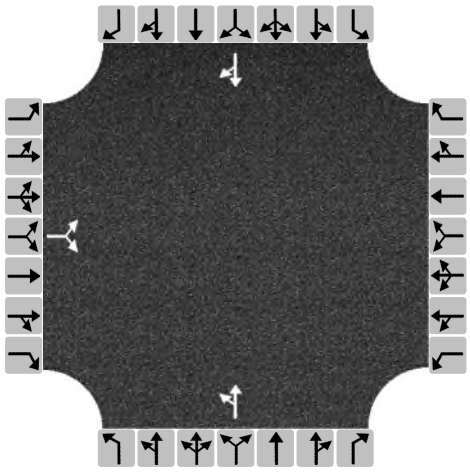
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Greenbrier School
Intersection	Verde and Roanoke
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Verde Drive
Peak Hour Factor	0.50

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	61		34				96	29			27	79
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	190						250			212		
Percent Heavy Vehicles	0						0			0		
Initial Departure Headway, h_d (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.169						0.222			0.188		
Final Departure Headway, h_d (s)	4.87						4.79			4.26		
Final Degree of Utilization, x	0.257						0.333			0.251		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, t_s (s)	2.87						2.79			2.26		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	190						250			212		
Capacity (veh/h)	739						752			845		
95% Queue Length, Q_{95} (veh)	1.0						1.5			1.0		
Control Delay (s/veh)	9.6						10.2			8.7		
Level of Service, LOS	A						B			A		
Approach Delay (s/veh) | LOS	9.6	A					10.2	B		8.7	A	
Intersection Delay (s/veh) | LOS	9.5						A					

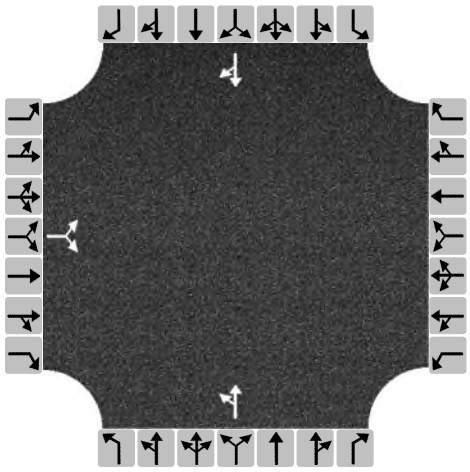
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Greenbrier School
Intersection	Verde and Roanoke
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Verde Drive
Peak Hour Factor	0.63

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	45		29				27	34			47	53
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	117						97			159		
Percent Heavy Vehicles	0						0			0		
Initial Departure Headway, h_d (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.104						0.086			0.141		
Final Departure Headway, h_d (s)	4.32						4.41			3.95		
Final Degree of Utilization, x	0.141						0.119			0.174		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, t_s (s)	2.32						2.41			1.95		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	117						97			159		
Capacity (veh/h)	833						816			910		
95% Queue Length, Q_{95} (veh)	0.5						0.4			0.6		
Control Delay (s/veh)	8.0						8.0			7.8		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh) | LOS	8.0	A					8.0	A		7.8	A	
Intersection Delay (s/veh) | LOS	7.9						A					

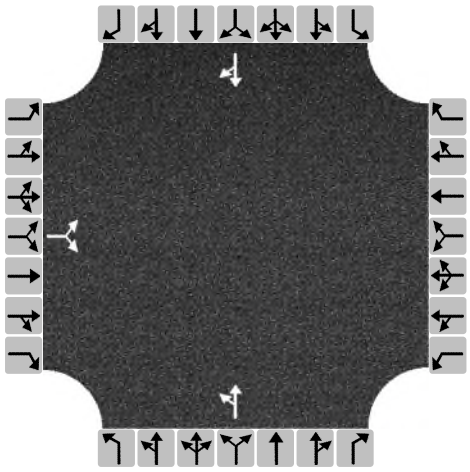
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/9/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Greenbrier School
Intersection	Verde and Roanoke
Jurisdiction	Arlington Heights
East/West Street	Roanoke Drive
North/South Street	Verde Drive
Peak Hour Factor	0.63

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	48		32				29	34			49	59
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	127						100			171		
Percent Heavy Vehicles	0						0			0		
Initial Departure Headway, h_d (s)	3.20						3.20			3.20		
Initial Degree of Utilization, x	0.113						0.089			0.152		
Final Departure Headway, h_d (s)	4.37						4.46			3.98		
Final Degree of Utilization, x	0.154						0.124			0.190		
Move-Up Time, m (s)	2.0						2.0			2.0		
Service Time, t_s (s)	2.37						2.46			1.98		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LR						LT			TR		
Flow Rate, v (veh/h)	127						100			171		
Capacity (veh/h)	824						807			904		
95% Queue Length, Q_{95} (veh)	0.5						0.4			0.7		
Control Delay (s/veh)	8.2						8.1			7.9		
Level of Service, LOS	A						A			A		
Approach Delay (s/veh) | LOS	8.2	A					8.1	A		7.9	A	
Intersection Delay (s/veh) | LOS	8.0						A					

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COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **GREENBRIER ELEMENTARY - EXISTING SITE** **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: SITE

CONDITION (SELECT WITH DROP-DOWN)

___ PROPOSED CONDITION

X EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	2.76	2.62
Pervious (Village C)	0.50	0.99	0.50
Permeable (Permeable Pavers and Playground)	0.75	0.22	0.16
TOTALS:		3.97	3.28

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{3.28}{3.97} \rightarrow \text{Composite C} = \mathbf{0.83}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - EXISTING SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	3.970	acres
2. Composite Runoff Coefficient	0.830	
3. Actual Release Rate	0.715	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	1.416	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	40.73	40.01	0.276	
10 min	10.80	35.59	34.87	0.480	
15 min	9.28	30.58	29.86	0.617	
20 min	8.04	26.49	25.78	0.710	
30 min	6.34	20.89	20.18	0.834	
40 min	5.28	17.40	16.68	0.919	
50 min	4.55	14.99	14.28	0.983	
1 hr	4.03	13.28	12.56	1.038	
1.5 hr	3.03	9.98	9.27	1.149	
2 hr	2.49	8.20	7.49	1.238	
3 hr	1.83	6.03	5.32	1.318	
4 hr	1.48	4.88	4.16	1.376	
5 hr	1.25	4.12	3.40	1.407	
6 hr	1.07	3.53	2.81	1.394	
7 hr	0.96	3.16	2.45	1.416	←
8 hr	0.86	2.83	2.12	1.401	
9 hr	0.79	2.60	1.89	1.404	
10 hr	0.72	2.37	1.66	1.370	
11 hr	0.67	2.21	1.49	1.357	
12 hr	0.62	2.05	1.33	1.321	
18 hr	0.45	1.47	0.76	1.130	
24 hr	0.36	1.18	0.46	0.916	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **GREENBRIER ELEMENTARY - PROPOSED SITE** **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: SITE

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION

___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	2.81	2.67
Pervious (Village C)	0.50	0.94	0.47
Permeable (Permeable Pavers and Playground)	0.75	0.22	0.17
TOTALS:		3.97	3.30

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{3.30}{3.97} \rightarrow \text{Composite C} = \mathbf{0.83}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - PROPOSED SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	3.970	acres
2. Composite Runoff Coefficient	0.830	
3. Actual Release Rate	0.715	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	1.416	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	40.73	40.01	0.276	
10 min	10.80	35.59	34.87	0.480	
15 min	9.28	30.58	29.86	0.617	
20 min	8.04	26.49	25.78	0.710	
30 min	6.34	20.89	20.18	0.834	
40 min	5.28	17.40	16.68	0.919	
50 min	4.55	14.99	14.28	0.983	
1 hr	4.03	13.28	12.56	1.038	
1.5 hr	3.03	9.98	9.27	1.149	
2 hr	2.49	8.20	7.49	1.238	
3 hr	1.83	6.03	5.32	1.318	
4 hr	1.48	4.88	4.16	1.376	
5 hr	1.25	4.12	3.40	1.407	
6 hr	1.07	3.53	2.81	1.394	
7 hr	0.96	3.16	2.45	1.416	←
8 hr	0.86	2.83	2.12	1.401	
9 hr	0.79	2.60	1.89	1.404	
10 hr	0.72	2.37	1.66	1.370	
11 hr	0.67	2.21	1.49	1.357	
12 hr	0.62	2.05	1.33	1.321	
18 hr	0.45	1.47	0.76	1.130	
24 hr	0.36	1.18	0.46	0.916	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **GREENBRIER ELEMENTARY - AREA 1 EXISTING** **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- ___ UNRESTRICTED AREA
- ___ UPSTREAM AREA
- ___ MAJOR STORMWATER SYSTEM
- **X** OTHER: AREA 1

CONDITION (SELECT WITH DROP-DOWN)

- ___ PROPOSED CONDITION
- **X** EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.02	0.02
Pervious (Village C)	0.50	0.17	0.08
TOTALS:		0.18	0.10

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.10}{0.18} \rightarrow \text{Composite C} = \mathbf{0.54}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - AREA 1 EXISTING **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.183	acres
2. Composite Runoff Coefficient	0.540	
3. Actual Release Rate	0.033	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	0.037	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	1.22	1.19	0.008	
10 min	10.80	1.07	1.04	0.014	
15 min	9.28	0.92	0.89	0.018	
20 min	8.04	0.80	0.76	0.021	
30 min	6.34	0.63	0.59	0.025	
40 min	5.28	0.52	0.49	0.027	
50 min	4.55	0.45	0.42	0.029	
1 hr	4.03	0.40	0.37	0.030	
1.5 hr	3.03	0.30	0.27	0.033	
2 hr	2.49	0.25	0.21	0.035	
3 hr	1.83	0.18	0.15	0.037	
4 hr	1.48	0.15	0.11	0.037	←
5 hr	1.25	0.12	0.09	0.037	
6 hr	1.07	0.11	0.07	0.036	
7 hr	0.96	0.09	0.06	0.036	
8 hr	0.86	0.09	0.05	0.034	
9 hr	0.79	0.08	0.05	0.034	
10 hr	0.72	0.07	0.04	0.032	
11 hr	0.67	0.07	0.03	0.030	
12 hr	0.62	0.06	0.03	0.028	
18 hr	0.45	0.04	0.01	0.017	
24 hr	0.36	0.04	0.00	0.005	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - AREA 1 PROPOSED **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

- [X] DETAINED AREA
- [ ] UNRESTRICTED AREA
- [ ] UPSTREAM AREA
- [ ] MAJOR STORMWATER SYSTEM
- [X] OTHER: AREA 1

CONDITION (SELECT WITH DROP-DOWN)

- [X] PROPOSED CONDITION
- [ ] EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.06	0.06
Pervious (Village C)	0.50	0.12	0.06
TOTALS:		0.18	0.12

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.12}{0.18} \rightarrow \text{Composite C} = \mathbf{0.65}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - AREA 1 PROPOSED **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.183	acres
2. Composite Runoff Coefficient	0.650	
3. Actual Release Rate	0.033	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	0.048	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	1.47	1.44	0.010	
10 min	10.80	1.29	1.25	0.017	
15 min	9.28	1.11	1.07	0.022	
20 min	8.04	0.96	0.92	0.025	
30 min	6.34	0.75	0.72	0.030	
40 min	5.28	0.63	0.60	0.033	
50 min	4.55	0.54	0.51	0.035	
1 hr	4.03	0.48	0.45	0.037	
1.5 hr	3.03	0.36	0.33	0.041	
2 hr	2.49	0.30	0.26	0.044	
3 hr	1.83	0.22	0.18	0.046	
4 hr	1.48	0.18	0.14	0.047	
5 hr	1.25	0.15	0.12	0.048	←
6 hr	1.07	0.13	0.09	0.047	
7 hr	0.96	0.11	0.08	0.047	
8 hr	0.86	0.10	0.07	0.046	
9 hr	0.79	0.09	0.06	0.045	
10 hr	0.72	0.09	0.05	0.044	
11 hr	0.67	0.08	0.05	0.043	
12 hr	0.62	0.07	0.04	0.041	
18 hr	0.45	0.05	0.02	0.030	
24 hr	0.36	0.04	0.01	0.019	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **GREENBRIER ELEMENTARY - AREA 2 PROPOSED** **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: AREA 2

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION

___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.22	0.21
Pervious (Village C)	0.50	0.00	0.00
TOTALS:		0.22	0.21

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.21}{0.22} \rightarrow \text{Composite C} = \mathbf{0.95}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: GREENBRIER ELEMENTARY - AREA 2 PROPOSED **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.217	acres
2. Composite Runoff Coefficient	0.950	
3. Actual Release Rate	0.039	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	0.092	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	2.54	2.50	0.017	
10 min	10.80	2.22	2.18	0.030	
15 min	9.28	1.91	1.87	0.039	
20 min	8.04	1.65	1.62	0.044	
30 min	6.34	1.30	1.27	0.052	
40 min	5.28	1.09	1.05	0.058	
50 min	4.55	0.94	0.90	0.062	
1 hr	4.03	0.83	0.79	0.065	
1.5 hr	3.03	0.62	0.58	0.072	
2 hr	2.49	0.51	0.47	0.078	
3 hr	1.83	0.38	0.34	0.084	
4 hr	1.48	0.30	0.27	0.088	
5 hr	1.25	0.26	0.22	0.090	
6 hr	1.07	0.22	0.18	0.090	
7 hr	0.96	0.20	0.16	0.092	
8 hr	0.86	0.18	0.14	0.091	
9 hr	0.79	0.16	0.12	0.092	←
10 hr	0.72	0.15	0.11	0.090	
11 hr	0.67	0.14	0.10	0.090	
12 hr	0.62	0.13	0.09	0.088	
18 hr	0.45	0.09	0.05	0.079	
24 hr	0.36	0.07	0.03	0.068	

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG NUMBER	ACCEPTABLE MANUFACTURER
W1	ARCHITECTURAL EXTERIOR WALL MOUNTED LUMINAIRE WITH TYPE 4 DISTRIBUTION, DARK BRONZE FINISH, AND INTEGRAL MOTION SENSOR CONTROLS	MOUNTED @ 10'-0" A.F.G.	L.E.D. 23 WATT 6000K	MVOLT	LITHONIA DSXW1 LED 20C 350 80K T4M MVOLT PIR DDBXD	APPROVED EQUAL

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.6 fc	4.8 fc	0.0 fc	N/A	N/A

Luminaire Locations

No.	Label	Location X	Location Y	MH	Orientation	Tilt
3	W1	393.05	442.30	8'	0.00	0.00
2	W1	373.60	411.60	8'	270.00	0.00



1 SITE PLAN - ELECTRICAL

SCALE: 1" = 30'

0 10' 20' 40'

N

Actual size to read at scale
2 IN
1 IN
0 IN

ARCHITECTS:

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  837 Oakton Street
  Elk Grove Village, IL 60007
  (847) 981-1880
- CONSTRUCTION MANAGER:
  NICHOLAS & ASSOCIATES
  1001 Feehanville Drive
  Mount Prospect, IL 60056
  (847) 394-6205

KEY PLAN

SCOPE DOCUMENT

This drawing is one drawing within a complete set of documents and shall not be considered separately from the Drawings as a whole. The Drawings indicate the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements and the type of structural, mechanical, and electrical systems. As Scope Documents, the Drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the Construction Documents. On the basis of the general scope indicated or described, the Contractor shall furnish all items required for the proper execution and completion of the Work.

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PROJECT

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

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
1200 South Dunton Avenue
Arlington Heights, IL 60005

CLIENT PROJECT NUMBER

STR PROJECT NUMBER
22049

DRAWING DATES

NUMBER	DATE	COMMENTS
	FEB. 2, 2023	ISSUE FOR PLAN COMMISSION

IN-PROGRESS
NOT FOR CONSTRUCTION
2/2/23

DRAWING TITLE

SITE PLAN - PHOTOMETRIC CALCULATION

SHEET NUMBER

PH0.0



D-Series Size 1
LED Wall Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

d-series

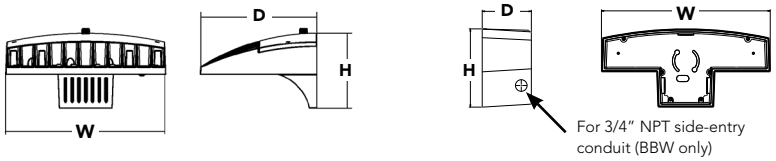
Specifications

Luminaire

Width:	13-3/4" (34.9 cm)	**Weight:**	12 lbs (5.4 kg)
Depth:	10" (25.4 cm)		
Height:	6-3/8" (16.2 cm)		

Back Box (BBW, E20WC)

Width:	13-3/4" (34.9 cm)	**BBW Weight:**	5 lbs (2.3 kg)
Depth:	4" (10.2 cm)	**E20WC Weight:**	10 lbs (4.5 kg)
Height:	6-3/8" (16.2 cm)		



Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines) [1]	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A) [1]	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT [2] 120 [3] 208 [3] 240 [3] 277 [3] 347 [3,4] 480 [3,4]	**Shipped included** (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) [5]	**Shipped installed** PE Photoelectric cell, button type [6] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) PIR 180° motion/ambient light sensor, <15' mtg ht [1,7] PIRH 180° motion/ambient light sensor, 15-30' mtg ht [1,7] PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [1,7] PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [1,7] E20WC Emergency battery backup (includes external component enclosure), CA Title 20 compliant [8,9]

Other Options

Shipped installed

SF	Single fuse (120, 277 or 347V) [3,10]
DF	Double fuse (208, 240 or 480V) [3,10]
HS	House-side shield [11]
SPD	Separate surge protection [12]

Shipped separately [11]

BSW	Bird-deterrent spikes
VG	Vandal guard
DDL	Diffused drop lens

Finish *(required)*

DDBXD	Dark bronze	DSSXD	Sandstone	DWHGXD	Textured white
DBLXD	Black	DDBTXD	Textured dark bronze	DSSTXD	Textured sandstone
DNAXD	Natural aluminum	DBLBXD	Textured black		
DWHXD	White	DNATXD	Textured natural aluminum		

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1VG U	Vandal guard accessory

NOTES

1. 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRH1FC3V.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4. Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
5. Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
6. Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
7. Reference Motion Sensor table on page 3.
8. Same as old ELCW. Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
9. Not available with SPD.
10. Not available with E20WC.
11. Also available as a separate accessory; see Accessories information.
12. Not available with E20WC.

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70CRI)					40K (4000 K, 70CRI)					50K (5000 K, 70CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	350mA	13W	T2S	1,415	0	0	1	109	1,520	0	0	1	117	1,530	0	0	1	118	894	0	0	1	69
			T2M	1,349	0	0	1	104	1,448	0	0	1	111	1,458	0	0	1	112	852	0	0	1	66
			T3S	1,399	0	0	1	108	1,503	0	0	1	116	1,512	0	0	1	116	884	0	0	1	68
			T3M	1,385	0	0	1	107	1,488	0	0	1	114	1,497	0	0	1	115	876	0	0	1	67
			T4M	1,357	0	0	1	104	1,458	0	0	1	112	1,467	0	0	1	113	858	0	0	1	66
			TFTM	1,411	0	0	1	109	1,515	0	0	1	117	1,525	0	0	1	117	892	0	0	1	69
	530 mA	19W	T2S	2,053	1	0	1	108	2,205	1	0	1	116	2,220	1	0	1	117	1,264	0	0	1	67
			T2M	1,957	1	0	1	103	2,102	1	0	1	111	2,115	1	0	1	111	1,205	0	0	1	63
			T3S	2,031	1	0	1	107	2,181	1	0	1	115	2,194	1	0	1	115	1,250	0	0	1	66
			T3M	2,010	1	0	1	106	2,159	1	0	1	114	2,172	1	0	1	114	1,237	0	0	1	65
			T4M	1,970	1	0	1	104	2,115	1	0	1	111	2,129	1	0	1	112	1,212	0	0	1	64
			TFTM	2,047	0	0	1	108	2,198	1	0	1	116	2,212	1	0	1	116	1,260	0	0	1	66
	700 mA	26W	T2S	2,623	1	0	1	101	2,816	1	0	1	108	2,834	1	0	1	109	1,544	0	0	1	59
			T2M	2,499	1	0	1	96	2,684	1	0	1	103	2,701	1	0	1	104	1,472	0	0	1	57
			T3S	2,593	1	0	1	100	2,785	1	0	1	107	2,802	1	0	1	108	1,527	0	0	1	59
			T3M	2,567	1	0	1	99	2,757	1	0	1	106	2,774	1	0	1	107	1,512	0	0	1	58
			T4M	2,515	1	0	1	97	2,701	1	0	1	104	2,718	1	0	1	105	1,481	0	0	1	57
			TFTM	2,614	1	0	1	101	2,808	1	0	1	108	2,825	1	0	1	109	1,539	0	0	1	59
	1000 mA	39W	T2S	3,685	1	0	1	94	3,957	1	0	1	101	3,982	1	0	1	102	2,235	1	0	1	57
			T2M	3,512	1	0	1	90	3,771	1	0	1	97	3,794	1	0	1	97	2,130	1	0	1	55
			T3S	3,644	1	0	1	93	3,913	1	0	1	100	3,938	1	0	1	101	2,210	1	0	1	57
			T3M	3,607	1	0	1	92	3,873	1	0	1	99	3,898	1	0	1	100	2,187	1	0	1	56
			T4M	3,534	1	0	2	91	3,796	1	0	2	97	3,819	1	0	2	98	2,143	1	0	1	55
			TFTM	3,673	1	0	1	94	3,945	1	0	1	101	3,969	1	0	1	102	2,228	1	0	1	57
20C (20 LEDs)	350mA	23W	T2S	2,820	1	0	1	123	3,028	1	0	1	132	3,047	1	0	1	132	1,777	1	0	1	77
			T2M	2,688	1	0	1	117	2,886	1	0	1	125	2,904	1	0	1	126	1,693	1	0	1	74
			T3S	2,789	1	0	1	121	2,994	1	0	1	130	3,014	1	0	1	131	1,757	0	0	1	76
			T3M	2,760	1	0	1	120	2,965	1	0	1	129	2,983	1	0	1	130	1,739	1	0	1	76
			T4M	2,704	1	0	1	118	2,905	1	0	1	126	2,922	1	0	1	127	1,704	1	0	1	74
			TFTM	2,811	1	0	1	122	3,019	1	0	1	131	3,038	1	0	1	132	1,771	0	0	1	77
	530 mA	35W	T2S	4,079	1	0	1	117	4,380	1	0	1	125	4,407	1	0	1	126	2,504	1	0	1	72
			T2M	3,887	1	0	1	111	4,174	1	0	1	119	4,201	1	0	1	120	2,387	1	0	1	68
			T3S	4,033	1	0	1	115	4,331	1	0	1	124	4,359	1	0	1	125	2,477	1	0	1	71
			T3M	3,993	1	0	2	114	4,288	1	0	2	123	4,315	1	0	2	123	2,451	1	0	1	70
			T4M	3,912	1	0	2	112	4,201	1	0	2	120	4,227	1	0	2	121	2,402	1	0	1	69
			TFTM	4,066	1	0	2	116	4,366	1	0	2	125	4,394	1	0	2	126	2,496	1	0	1	71
	700 mA	46W	T2S	5,188	1	0	1	113	5,572	1	0	1	121	5,607	1	0	1	122	3,065	1	0	1	67
			T2M	4,945	1	0	2	108	5,309	1	0	2	115	5,343	1	0	2	116	2,921	1	0	1	64
			T3S	5,131	1	0	2	112	5,510	1	0	2	120	5,544	1	0	2	121	3,031	1	0	1	66
			T3M	5,078	1	0	2	110	5,454	1	0	2	119	5,487	1	0	2	119	3,000	1	0	1	65
			T4M	4,975	1	0	2	108	5,343	1	0	2	116	5,376	1	0	2	117	2,939	1	0	1	64
			TFTM	5,172	1	0	2	112	5,554	1	0	2	121	5,589	1	0	2	122	3,055	1	0	1	66
	1000 mA	73W	T2S	7,204	1	0	2	99	7,736	2	0	2	106	7,784	2	0	2	107	4,429	1	0	1	61
			T2M	6,865	1	0	2	94	7,373	2	0	2	101	7,419	2	0	2	102	4,221	1	0	1	58
			T3S	7,125	1	0	2	98	7,651	1	0	2	105	7,698	1	0	2	105	4,380	1	0	1	60
			T3M	7,052	1	0	2	97	7,573	2	0	2	104	7,620	2	0	2	104	4,335	1	0	2	59
			T4M	6,909	1	0	2	95	7,420	1	0	2	102	7,466	1	0	2	102	4,248	1	0	2	58
			TFTM	7,182	1	0	2	98	7,712	1	0	2	106	7,761	1	0	2	106	4,415	1	0	2	60

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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	**77°F**	**1.00**
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A) 120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	24 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	74 W	0.69	0.40	0.35	0.30	0.23	0.17

Motion Sensor Default Settings

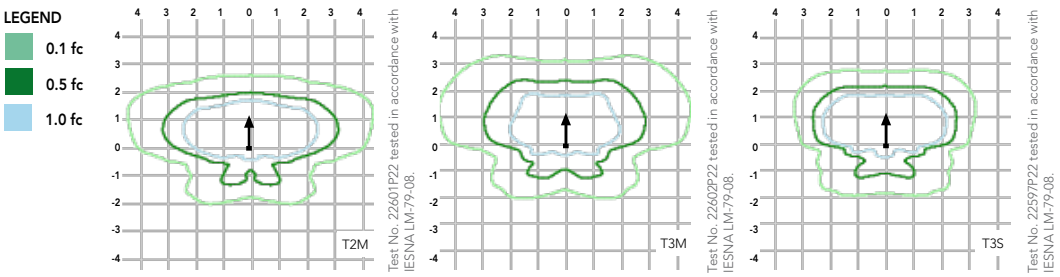
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*For use when motion sensor is used as dusk to dawn control

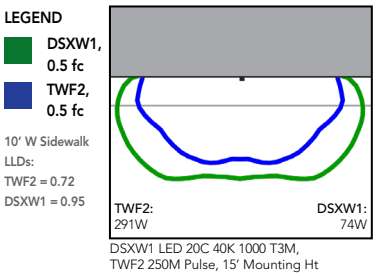
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Wall Size 1 homepage.

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Distribution overlay comparison to 250W metal halide.



DSXW1 LED 20C 40K 1000 T3M, TWF2 250M Pulse, 15' Mounting Ht

Options and Accessories



T3M (left)



HS - House-side shields



BSW - Bird-deterrent spikes



VG - Vandal guard



DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE
The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION
Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (70 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 min. CRI) configurations.

ELECTRICAL
Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION
Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS
CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

BUY AMERICAN ACT
This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations.
Please refer to www.acuitybrands.com/resources/buy-american for additional information.

WARRANTY
Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 22-020
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-18-112-003
Location: Greenbrier Elem. School, 2330 N. Verde Dr
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: ✓ For: parking stalls
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 173,147 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

1. PUBLIC IMPROVEMENTS REQUIRED:	YES	NO	COMMENTS
a. Underground Utilities			
Water		NO	
Sanitary Sewer			
Storm Sewer			
b. Surface Improvement			
Pavement			
Curb & Gutter			
Sidewalks			
Street Lighting			
c. Easements			
Utility & Drainage			
Access			

2. PERMITS REQUIRED OTHER THAN VILLAGE:
a. MWRDGC X b. IDOT ____
c. ARMY CORP ____ d. IEPA ____
e. CCHD ____

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?		X	
4. SITE PLAN ACCEPTABLE?		X	
5. PRELIMINARY PLAT ACCEPTABLE?		N/A	
6. TRAFFIC STUDY ACCEPTABLE?		X	
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: ERIKSSON ENG.
DATE OF PLANS: 12/6/2022

~~Director~~ VILLAGE ENGINEER 12/27/22 Date

PLAN COMMISSION PC #22-020
Greenbrier School Expansion
2330 North Verde Avenue
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

13. The existing detention and proposed volume control facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations.
    a) An MWRD permit is required.
    b) The brief stormwater summary provided with an explanation of the methodology is acceptable. Provide a storm water report with calculations to verify that both the Village and MWRD storage requirements are met.
    c) Minimum restrictor size allowed for maintenance reasons is 2". If the restrictor size required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.
    d) Provide a detail showing the restrictor structure.
    e) The parking lot is shown to be reconstructed. This area should be accounted for in the detention.
    f) The existing topography indicates that the parking lot off of Verde Ave may have detention on the lot. This must be accounted for in the detention.
    g) Show the overflow route.
    h) Additional comments will be forthcoming once preliminary stormwater calculations are received.

15. If on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot and building mounted luminaires. All fixtures must be flat bottom sharp cut-off, and no wall pack style fixtures are permitted.

16. Fire access for the building shall comply with Section 503 of the International Fire Code. Provide an exhibit showing the distance from the fire lane(s) to the entire building confirming that the 150 ft rule is met.

17. Provide clarification if the addition will have an approved automatic sprinkler system.

18. If the addition is to have an approved automatic sprinkler system, verify that the existing water service is sufficient.

19. Verify the condition of the existing ductile iron sanitary sewer to remain in place.

20. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. The heavy-duty pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.

21. The existing parking lot off of Verde Ave has directional arrows, stop bar for the exit and additional signage not shown on the plans.
    a) Provide a full striping plan for the parking lot, including signage.
    b) The exit is under stop control. Provide detectable warning panels for the exit.

22. The existing parking lot off of Roanoke Dr does not show any proposed work.
    a) The entrance to the parking lot is shown to be the construction entrance. In the event the pavement, curb or sidewalk is damaged as a result of the construction, the entrance shall be repaired.
    b) The existing parking lot access off of Roanoke Dr is under stop control. Provide detectable warning panels.

Public Works:

23. Any roadway cuts or pavement removal in the right-of-way shall have a 2 ft wide section of asphalt removed at a minimum.

Traffic:

24. The Traffic & Parking Study observed parents queueing on the north side of Roanoke east of the school drive in anticipation of the second arrival period causing vehicles to be stacked side by side, blocking the westbound lane of Roanoke Drive, creating an undesirable situation as this left the south curb lane acting as a single lane. During the afternoon, the queueing and stacking began earlier than the designated pick-up time, resulting in cars stacking side by side, again blocking the westbound lane of Roanoke Drive. The school district should review current guidelines and provide a plan to eliminate the traffic congestion created by the cars double parking.

25. At this time, staff does not have any concerns with the requested parking variation; however, in the event the traffic conditions change once the all-day kindergarten has been implemented, staff may reassess the variance. The petitioner shall acknowledge that they accept this understanding.

12/27/22

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

PLAN COMMISSION PC #22-020
Greenbrier School Expansion
2330 North Verde Avenue
Round 1 (stormwater additional comments)

26. The Stormwater Management Report for the 2017 Greenbrier addition and renovations and the volume control requirements from MWRD permit 17-318 show the following:

2017 SWM Report for Greenbrier addition & renovations summary:

MWRD volume control required	0.013 ac-ft
Additional net volume required by VAH	0.006 ac-ft
Total volume required	**0.019 ac-ft**
Volume control provided	0.061 ac-ft
Excess volume in volume control	**0.042 ac-ft**
Volume allocated to SD 25 from Park District	0.70 ac-ft
Volume required by VAH	0.68 ac-ft
Excess volume in Park District Facility	**0.02 ac-ft**
TOTAL EXCESS VOLUME AVAILABLE	**0.062 ac-ft (0.042+0.02)**

The SWM exhibit CX201 shows 0.03 ac-ft is available in the existing pipe storage, the total excess storage available is 0.11 ac-ft, and storage required for the addition is 0.103 ac-ft.

a) Provide a detailed SWM report with a narrative.
b) Provide calculations for the storage in the pipe.
c) Provided there is 0.03 ac-ft of storage in the pipe, the overall total excess volume calculates to 0.092 ac-ft, not 0.11 ac-ft as shown on CX201. Please explain this discrepancy.
d) Additional storage of approximately 0.011 ac-ft (0.103 – 0.092) is required, assuming pipe storage of 0.03 ac-ft.
e) The runoff from the parking lot off of Verde Ave is not tributary to either the regional Park District facility or the volume control installed in 2017. The narrative should explain whether or not this area is included in the storage calculations provided. Is there detention provided in the existing parking lot? If not, provide calculations on how detention for this parking lot reconstruction will be provided (the plan shows permeable pavers as an alternate).

1/19/23

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

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

_____

_____

_____

_____

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_____

NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Greenbrier School Building Expansion
2330 N Verde Ave

Round 1 Review Comments **12/26/2022**

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

   - Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

   - This project includes plans for addition LED light sources installed on the building and around the property. Please consider the following: The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

3. **Present traffic problems?**
   There are no traffic problems at this location.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

General comments:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

- With the sizeable addition to Greenbrier School, upgraded mechanicals will need to be utilized. Mechanicals should be secured and/or positioned far enough away from the school to prevent people from gaining roof access. This is a current problem at some of our local schools. People use the mechanicals as a ladder of sorts and are able to climb onto/gain access to the roof.

- Windows should be elevated to prevent someone at ground level from peering into the classrooms/students are shielded from someone at ground level viewing them in their classrooms.

- The plans for this project do not indicate upgrades/additions to the number of bathrooms located inside the school. If new bathrooms are not considered with the addition of extra classrooms, this could force the youngest students in the building to utilize bathrooms not adjacent/near their assigned classroom. This creates a security risk in the event of a lockdown.

- All new doors should be lockable from the interior of the classroom by a lock other than one that requires a key. Interior locks should be able to be locked quickly in the event of an emergency. An interior lock that requires a key is not practical in a stress inducing situation.

Natural Surveillance and Access Management – Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

Landscaping:

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access.

- Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet. Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

- The use of bushes or plants with thorns or sharp foliage is not recommended for this facility as children are the primary patrons of this space.

Parking Lot:

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility. One point of entry and exit is recommended for parent pick up/drop off.

- Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers.

- Parking lots and pedestrian pathways should be well maintained and in good condition. The parking lot should be up to Village of Arlington Heights Code. This parking lot has heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Maintenance, adequate lighting and signage could be utilized to help vehicles entering, exiting, and navigating the parking lot to make other vehicles and pedestrians easily

visible. Due to the location of this development, street parking adjacent to the entrances/exits should be prohibited, especially during parent drop off and pickup.

- CCTV is an essential part of CPTED and is highly recommended for school facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV. Consider surveillance camera upgrades for this project.

Address Visibility:

- Directional signage located at the entry to the complex should be utilized, clearly indicating location of staff parking, parent drop-off and pick-up areas and the front entrance.

- Signage should also be used to delineate school property boundaries from adjacent properties.

- Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

- Interior and exterior of school building should prominently display door numbers in the event an emergency occurs. Interior hallways and doorways should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. With the addition of 2 new classrooms, it will be essential to renumber all exterior doors and to update the school's crisis manual as soon as possible.

Parent drop-off/pick-ups:

- One designated drop-off/pick-up area should be utilized. Drop off locations should be clearly marked by signage, pavement and/or curb treatments

- There should be sufficient space and capacity for vehicles in the drop-off/pick-up area (especially during peak traffic times) to allow for the orderly movement of vehicles.

Territoriality and Maintenance – Territoriality involved creating a welcoming environment. This involves creating a strong sense of ownership and community through artwork, color, pavement treatments, landscaping design and maintenance of the property. Maintenance includes making timely repairs and the general upkeep of interior and exterior spaces.

- Create clear separation between public, semi-private and private zones through landscaping and attractive, well-maintained fencing and/or other types of natural barriers.

- Throughout the school year, displaying student artwork prominently is a great way to create a welcoming environment with distinct territoriality.

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

583

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

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

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

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

Print Form (To Mail)

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

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 22-020
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-18-112-003
Location: Greenbrier Elem. School, 2330 N. Verde Dr
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: ✓ For: parking stalls
_____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 173,147 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments.

12-14-22
Environmental Health Officer Date

12/14/22
for Direc Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 22-020
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-18-112-003
Location: Greenbrier Elem. School, 2330 N. Verde Dr
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: ✓ For: parking stalls
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 173,147 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

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

Comments:

Please see attached comments.

Sam Hubbard 12/29/22
Date

Planning & Community Development Dept. Review

December 29, 2022

REVIEW ROUND 1

Project: Greenbrier School Building Expansion
2330 N. Verde Patton Ave.

Case Number: PC 22-020

Zoning:

7. The Plan Commission must review, and the Village Board must approve, the following actions:
   - Amendment to SUP Ordinance #17-035 to allow a building addition.
   - Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.
   - Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'
   - Additional Variations may be required depending upon your response to certain comments.

General:

8. The project narrative and traffic/parking study is based on the expected student population peak in the years 2026-2027 with 23 classrooms and the expected student enrollment and staffing at 23 classrooms. However, the school is being constructed to include 25 classrooms for a maximum future capacity at 15% over the 5-year average. The narrative must be revised to outline what the expected student capacity and employee count would be if full capacity usage of the 25 classrooms is necessary. Furthermore, the traffic and parking study must be revised to analyze the future traffic and parking impact at the maximum built capacity of the school (max capacity usage of all 25 classrooms with associated student population and staffing).

9. Please ensure that all plans/documents revised as a result of these comments include a revision date.

10. Provide all resubmittal documents in a USB/flash drive along with one full sized hard copy.

Project Narrative:

11. The project narrative shall be revised as follows:
    - Please revise the project narrative to outline the requested zoning actions, which are summarized above.
    - The 1st floor total square footage within the table is incorrect.
    - The bar chart shows 24 existing classrooms and a total of 26 classrooms upon completion of the building addition.
    - The parking demand section needs editing.
    - Provide a summary of any exterior site changes proposed (reconstructed parking lots, any changes to the play areas, etc.).

Floorplans and Elevations:

12. No floorplan was included for the 2nd floor. How is that area used? The 1st floor shows 18 classrooms (assuming the Early Childhood room and Kindergarten rooms are used as classrooms); are the remaining 7 classrooms located on the 2nd floor?

13. The required front yard setback is along Roanoke as this is a corner lot with the shorter of the frontages being along Roanoke. Per section 5.1-3.3a, the front yard is determined by the average of the structures on the frontage, with the existing building establishing that average (26'). The proposed building addition is proposed

at 26' setback from the Roanoke property line, however, the roof overhang projects 3' into the setback where Code restricts the maximum encroachment to be 2.5' (Section 6.6-5.1). Please either revise the elevations to reduce the overhang to conform to the code requirement or request a variation and revise the Project Narrative and Written Justification accordingly. The Staff Development Committee would be supportive of this variation as it is assumed the proposed overhang would mirror the existing overhang in this location.

Site:

14. The architectural site plan shall be revised to show the correct required setbacks for the site, as follows:
    - Front (southwest): 26'
    - Side (west): 36.8'
    - Exterior side (east): 13.2 (per previously granted variation via Ord. 17-035)

15. The parking lot striping within the East lot is different as shown on the architectural plans and engineering plans. Please revise the applicable plan for consistency. Assuming the engineering plans show the correct striping, the East lot will contain 12 parking stalls (a reduction of one stall from the existing 13 stalls), equating to a site total of 74 stalls. Please revise the Project Narrative accordingly and Written Justification accordingly.

16. Identify any newly proposed ground mounted mechanical equipment (generators, transformers, utility pedestals etc.) on the site plan and landscape plan. These elements must be appropriately located and screened from view.

17. If any landscape variations are requested, please clearly identify what variations have been requested and update the Project Narrative and Written Justification document accordingly.

Traffic/Circulation/Parking:

18. The traffic and parking study must be revised per maximum building capacities for associated student populations and employees necessary, as identified in comment #8. Show impact for current build outs (as presented) and maximum capacity impact and identify any improvements that may be necessary to accommodate such capacity if it were to be realized.

19. Traffic counts during drop-off and pick-up were based on a warm and sunny day. To what extent will drop-off and pick-up activities increase during the winter and/or inclement weather?

20. Double stacking along Roanoke Drive during both arrival and dismissal is a concern. How does the traffic consultant recommend addressing and enforcing this issue? No stopping/standing/parking is allowed on Roanoke between the West lot and Verde, however, this appears to be the primary cause of the double stacking on Roanoke. Does Greenbrier actively monitor and enforce this restriction?

21. During the 2017 Special Use Permit approval process it was recommended that egress from the West lot be restricted to right-out only during drop-off and pick-up times. Was this implemented and is it actively enforced?

22. Would assigning certain grade levels to use Roanoke Drive for any drop-off and pick-up be effective in reducing the queue from overflowing the West lot and stacking to the Roanoke/Verde intersection?

Prepared by: 

Greenbrier School Building Expansion
2330 N. Verde Avenue
PC #22-020
December 20, 2022

Landscape Issues

1) The ends of all parking rows shall include a landscape island that includes a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Please indicate on the landscape plan that the existing code required trees will remain.

2) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. For the parking area on the east side of the building, please indicate on the plan that the existing three foot high screen will remain. In addition, infill where there are any gaps in the required landscape screen.

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

February 6, 2023

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

Re: Plan Commission PC #22-020
Responses to Round 1 Comments

Greenbrier Elementary School
2330 N. Verde Dr.
Arlington Heights, IL 60004

STR Project #22049

Dear Mr. Hubbard:

Responses to Round 1 comments for the addition at the above referenced school in Arlington Heights School District 25 follow.

ENGINEERING DEPARTMENT:

1. Public Improvements Required:
   a) Underground Utilities: No
      Water: No
      Sanitary Sewer: No
      Storm Sewer: No
   b) Surface Improvement: No
      Pavement: No
      Curb & Gutter: No
      Sidewalks: No
      Street Lighting: No
   c) Easements: No
      Utility & Drainage: No
      Access: No

RESPONSE: Noted.

2. Permits Required Other Than Village:
    a) MWRDGC

    RESPONSE: Noted. This project will receive the appropriate MWRD permits. An IEPA permit shall be applied for if the increased flow exceeds 15 PE.

3. R.O.W. Dedications? No.

    RESPONSE: Noted.

4. Site Plan Acceptable? No.

    RESPONSE: Noted.

5. Preliminary Plat Acceptable? N/A.

    RESPONSE: Noted.

6. Traffic Study Acceptable? No.

    RESPONSE: See response in Comment #24 for correction made.

7. Storm Water Detention Required? Yes.

    RESPONSE: Noted. Stormwater management shall be provided in compliance with the Village and MWRDGC requirements.

8. Contribution Ordinance Existing? No.

    RESPONSE: Noted.

9. Flood Plain or Floodway Existing? No.

    RESPONSE: Noted.

10. Wetland Existing? No.

    RESPONSE: Noted.

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction.

Detail plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

RESPONSE: With the exception that plans for the building permit will be submitted to the North Cook Intermediate Service Center/Regional Office of Education who will issue the Building Permit, we acknowledge this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System - Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North American_1983
Datum:	D_North American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

RESPONSE: Final engineering plans will be georeferenced.

13. The existing detention and proposed volume control facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

RESPONSE: An Onsite Utility Maintenance Agreement will be provided as part of the final engineering review.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations.
    a) An MWRD permit is required.
    b) The brief storm water summary provided with an explanation of the methodology is acceptable. Provide a storm water report with calculations to verify that both the Village and MWRD storage requirements are met.

c) Minimum restrictor size allowed for maintenance reasons is 2". If the restrictor size required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1. 00 per cubic foot.
d) Provide a detail showing the restrictor structure.
e) The parking lot is shown to be reconstructed. This area should be accounted for in the detention.
f) The existing topography indicates that the parking lot off of Verde Ave may have detention on the lot. This must be accounted for in the detention.
g) Show the overflow route.
h) Additional comments will be forthcoming once preliminary storm water calculations are received.

RESPONSE: This information will be provided as part of the final engineering review.

15. If on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot and building mounted luminaires. All fixtures must be flat bottom sharp cut-off, and no wall pack style fixtures are permitted.

RESPONSE: A site photometric plan and the catalog cuts are provided.

16. Fire access for the building shall comply with Section 503 of the International Fire Code. Provide an exhibit showing the distance from the fire lane(s) to the entire building confirming that the 150 ft rule is met.

RESPONSE: A preliminary Village Fire Truck Exhibit has been prepared. Additional information will be provided as required for final engineering.

17. Provide clarification if the addition will have an approved automatic sprinkler system.

RESPONSE: The addition will have an approved automatic sprinkler system complying with the codes required by an Illinois public school, International Building Code 2015 Edition, International Fire Code 2015 Edition and 2013 NFPA 13.

18. If the addition is to have an approved automatic sprinkler system, verify that the existing water service is sufficient.

    RESPONSE: Water flow testing will be coordinated with the Village to determine current static pressure, residual pressure and flow. The bid documents will require the contractor to provide a complete hydraulically calculated and operating sprinkler system to comply with International Building Code 2015 Edition, International Fire Code 2015 Edition and NFPA 2013 Edition.

19. Verify the condition of the existing ductile iron sanitary sewer to remain in place.

    RESPONSE: Noted. The condition will be verified. We will work with Village staff to verify the condition of the sanitary sewer through Final Engineering review.

20. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. The heavy-duty pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.

    RESPONSE: The heavy-duty pavement section has been revised.

21. The existing parking lot off of Verde Ave has directional arrows, stop bar for the exit and additional signage not shown on the plans.
    a) Provide a full striping plan for the parking lot, including signage.
    b) The exit is under stop control. Provide detectable warning panels for the exit.

    RESPONSE: The striping plan has been revised.

22. The existing parking lot off of Roanoke Dr does not show any proposed work.
    a) The entrance to the parking lot is shown to be the construction entrance. In the event the pavement, curb or sidewalk is damaged as a result of the construction, the entrance shall be repaired.
    b) The existing parking lot access off of Roanoke Dr is under stop control. Provide detectable warning panels.

    RESPONSE: The construction entrance has been relocated to the proposed location of curb and gutter removal and replacement along Roanoke Dr. The final location of the construction entrance shall be determined by the contractor. Should the walk be damaged, new detectable warning tiles shall be incorporated into the removal and replacement of the walk.

PUBLIC WORKS:

23. Any roadway cuts or pavement removal in the right-of-way shall have a 2 ft wide section of asphalt removed at a minimum.

    RESPONSE: Noted. The proposed roadway cuts in the right-of-way are 4' in width.

TRAFFIC:

24. The Traffic & Parking Study observed parents queueing on the north side of Roanoke east of the school drive in anticipation of the second arrival period causing vehicles to be stacked side by side, blocking the westbound lane of Roanoke Drive, creating an undesirable situation as this left the south curb lane acting as a single lane. During the afternoon, the queueing and stacking began earlier than the designated pick-up time, resulting in cars stacking side by side, again blocking the westbound lane of Roanoke Drive. The school district should review current guidelines and provide a plan to eliminate the traffic congestion created by the cars double parking.

    RESPONSE: Text Corrected. There are stacking for 18 vehicles in the south lot and 10 vehicles on the west side of Patton next to the school.

25. At this time, staff does not have any concerns with the requested parking variation; however, in the event the traffic conditions change once the all-day kindergarten has been implemented, staff may reassess the variance. The petitioner shall acknowledge that they accept this understanding.

    RESPONSE: No, it is a staff lot.

26. The Stormwater Management Report for the 2017 Greenbrier addition and renovations and the volume control requirements from MWRD permit 17-318 show the following:

2017 SWM Report for Greenbrier addition & renovations summary:	
MWRD volume control required	0.013 ac-ft
Additional net volume required by VAH	0.006 ac-ft
Total volume required	**0.019 ac-ft**
Volume control provided	0.061 ac-ft
Excess volume in volume control	**0.042 ac-ft**
Volume allocated to SD 25 from Park District	0.70 ac-ft

Volume required by VAH	0.68 ac-ft
Excess volume in Park District Facility	**0.02 ac-ft**
TOTAL EXCESS VOLUME AVAILABLE	**0.062 ac-ft (00.042+0.02)**

The SWM exhibit CX201 shows 0.03 ac-ft is available in the existing pipe storage, the total excess storage available is 0.11 ac-ft, and storage required for the addition is 0.103 ac-ft.

a) Provide a detailed SWM report with a narrative.
b) Provide calculations for the storage in the pipe.
c) Provided there is 0.03 ac-ft of storage in the pipe, the overall total excess volume calculates to 0.092 ac-ft, not 0.11 ac-ft as shown on CX201. Please explain this discrepancy.
d) Additional storage of approximately 0.011 ac-ft (0.103 - 0.092) is required, assuming pipe storage of 0.03 ac-ft.
e) The runoff from the parking lot off of Verde Ave is not tributary to either the regional Park District facility or the volume control installed in 2017. The narrative should explain whether or not this area is included in the storage calculations provided. Is there detention provided in the existing parking lot? If not, provide calculations on how detention for this parking lot reconstruction will be provided (the plan shows permeable pavers as an alternate).

RESPONSE: These items have been coordinated under a separate cover. Additional information will be provided as necessary for final engineering review.

FIRE DEPARTMENT:

1. All spaces added should be covered by the fire alarm and/or fire suppression systems.

   RESPONSE: All spaces will be covered by fire alarm and fire sprinkler systems. The fire alarm will comply with current National Electric Code (NEC). The fire sprinkler system will comply with International Building Code 2015 Edition, International Fire Code 2015 Edition and 2013 NFPA 13 as required for Illinois public schools.

2. Alarm and suppression systems should be tested upon completion of the work.

   RESPONSE: The fire alarm and sprinkler systems will be tested as is required by the Illinois State Board of Education (ISBE) to obtain a Certificate of Occupancy from the North Cook Intermediate Service Center/Regional Office of Education.

VAH POLICE:

1. Character of use:
   The character of use is consistent with the area and is not a concern.

   RESPONSE: Noted.

2. Are lighting requirements adequate?
   - Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

   RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

   - Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

   RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

   - This project includes plans for addition LED light sources installed on the building and around the property. Please consider the following: The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12-to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

   RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

3. Present traffic problems? There are no traffic problems at this location.

   RESPONSE: Noted.

4. Traffic accidents at particular location? This is not a problem area in relation to traffic accidents.

   RESPONSE: Noted.

5. Traffic problems that may be created by the development. This development should not create any additional traffic problems.

   RESPONSE: Noted.

General comments:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

  RESPONSE: Noted. District 25 believes the Arlington Heights Police Department continuously has up to date contact information for District 25 facilities with their School Resource Officers.

- With the sizeable addition to Greenbrier School, upgraded mechanicals will need to be utilized. Mechanicals should be secured and/or positioned far enough away from the school to prevent people from gaining roof access. This is a current problem at some of our local schools. People use the mechanicals as a ladder of sorts and are able to climb onto/gain access to the roof.

  RESPONSE: Noted. We do not intend to place any mechanical equipment in locations that would allow roof or building access.

- Windows should be elevated to prevent someone at ground level from peering into the classrooms/students are shielded from someone at ground level viewing them in their classrooms.

  RESPONSE: Noted. We will comply with VAH Zoning and Design commission requirements related to building aesthetics and may not always be able to accommodate the windows height request due to the current aesthetics of the building and the incorporation of the new addition design.

- The plans for this project do not indicate upgrades/additions to the number of bathrooms located inside the school. If new bathrooms are not considered with the addition of extra classrooms, this could force the youngest students in the

building to utilize bathrooms not adjacent/near their assigned classroom. This creates a security risk in the event of a lockdown.

RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. Classrooms will be assigned based on administrator input and not necessarily be assigned to the youngest students.

- All new doors should be lockable from the interior of the classroom by a lock other than one that requires a key. Interior locks should be able to be locked quickly in the event of an emergency. An interior lock that requires a key is not practical in a stress inducing situation.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. District 25 is internally exploring various security measures that they will inform first responders of any potential changes to normal operations or procedures.

Natural Surveillance and Access Management:

- Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to landscaping and placement of items.

Landscaping:

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access.

  RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items.

- Plantingss higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.

Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items. The height and placement of items noted in this comment is a recommendation through CPTED and may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- The use of bushes or plants with thorns or sharp foliage is not recommended for this facility as children are the primary patrons of this space.

RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items. The height and placement of items noted in this comment is a recommendation through CPTED and may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

Parking Lot:

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility. One point of entry and exit is recommended for parent pick up/drop off.

RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers.

RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- Parking lots and pedestrian pathways should be well maintained and in good condition. The parking lot should be up to Village of Arlington Heights Code. This parking lot has heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Maintenance, adequate lighting and signage could be utilized to help vehicles entering,

exiting, and navigating the parking lot to make other vehicles and pedestrians easily visible. Due to the location of this development, street parking adjacent to the entrances/exits should be prohibited, especially during parent drop off and pickup.

RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- CCTV is an essential part of CPTED and is highly recommended for school facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV. Consider surveillance camera upgrades for this project.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

Address Visibility:

- Directional signage located at the entry to the complex should be utilized, clearly indicating location of staff parking, parent drop-off and pick-up areas and the front entrance.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We will comply with VAH zoning requirements related to parking and traffic.

- Signage should also be used to delineate school property boundaries from adjacent properties.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Interior and exterior of school building should prominently display door numbers in the event an emergency occurs. Interior hallways and doorways should prominently/adequately display floor plans. This is essential for first responders as

well as persons unfamiliar with the complex layout that may need emergency services. With the addition of 2 new classrooms, it will be essential to renumber all exterior doors and to update the school's crisis manual as soon as possible.

RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We intend to install the appropriate exterior door numbers and relay any changes to local first responders.

Parent drop-off/pick-ups:

- One designated drop-off/pick-up area should be utilized. Drop off locations should be clearly marked by signage, pavement and/or curb treatments

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. It is not always feasible for one pick-up and drop-off location to be utilized based on site layout and the necessary capacity needed to load and unload the building on a daily basis.

- There should be sufficient space and capacity for vehicles in the drop-off/pick-up area (especially during peak traffic times) to allow for the orderly movement of vehicles.

  RESPONSE: Noted. We will comply with Village zoning requirements related to parking and traffic.

Territoriality and Maintenance:

- Territoriality involved creating a welcoming environment. This involves creating a strong sense of ownership and community through artwork, color, pavement treatments, landscaping design and maintenance of the property. Maintenance includes making timely repairs and the general upkeep of interior and exterior spaces.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Create clear separation between public, semi-private and private zones through landscaping and attractive, well-maintained fencing and/or other types of natural barriers.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We will comply with Village zoning requirements as it relates to site and landscaping items.

- Throughout the school year, displaying student artwork prominently is a great way to create a welcoming environment with distinct territoriality.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

HEALTH SERVICES DEPARTMENT:

1. No comments.

   RESPONSE: Noted.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT:

1. Complies with Comprehensive Plan? Yes

   RESPONSE: Noted.

2. Complies with Thoroughfare Plan? Yes.

   RESPONSE: Noted.

3. Variations needed from Zoning Regulations? Yes.

   RESPONSE: Noted. Variations are being requested. See Written Justification for Special Use and Variations.

4. Variations needed from Subdivision Regulations? No.

   RESPONSE: Noted.

5. Subdivision Required? No.

   RESPONSE: Noted.

6. School/Park District Contributions Required? No.

   RESPONSE: Noted.

Zoning:

7. The Plan Commission must review, and the Village Board must approve, the following actions:
    - Amendment to SUP Ordinance #17-035 to allow a building addition.
    - Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.
    - Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'.
    - Additional Variations may be required depending upon your response to certain comments.

    RESPONSE: Noted. See revised Written Justification for Special Use and Variation provided.

General:

8. The project narrative and traffic/parking study is based on the expected student population peak in the years 2026-2027 with 23 classrooms and the expected student enrollment and staffing at 23 classrooms. However, the school is being constructed to include 25 classrooms for a maximum future capacity at 15% over the 5-year average. The narrative must be revised to outline what the expected student capacity and employee count would be if full capacity usage of the 25 classrooms is necessary. Furthermore, the traffic and parking study must be revised to analyze the future traffic and parking impact at the maximum built capacity of the school (max capacity usage of all 25 classrooms with associated student population and staffing).

    RESPONSE: AHSD25 will work with VAH to determine what measures, if any, should be taken at Greenbrier should the student enrollment exceed the 406 students anticipated.

9. Please ensure that all plans/documents revised as a result of these comments include a revision date.

    RESPONSE: All new and revised plans/documents include the date they are issued or revised.

10. Provide all resubmittal documents in a USB/flash drive along with one full sized hard copy.

    RESPONSE: One full size hard copy and a USB/flash drive is provided for all new and revised plans/documents.

Project Narrative:

11. The project narrative shall be revised as follows:
    - Please revise the project narrative to outline the requested zoning actions, which are summarized above.
    - The 1st floor total square footage within the table is incorrect.
    - The bar chart shows 24 existing classrooms and a total of 26 classrooms upon completion of the building addition.
    - The parking demand section needs editing.
    - Provide a summary of any exterior site changes proposed (recontructed parking lots, any changes to the play areas, etc.)

    RESPONSE: The revised project narrative is provided.

Floorplans and Elevations:

12. No floorplan was included for the 2nd floor. How is that area used? The 1st floor shows 18 classrooms (assuming the Early Childhood room and Kindergarten rooms are used as classrooms); are the remaining 7 classrooms located on the 2nd floor?

    RESPONSE: The 2nd floor is provided. The rooms are labeled. The revised 1st floor plan with uses corrected is provided.

Site:

13. The required front yard setback is along Roanoke as this is a corner lot with the shorter of the frontages being along Roanoke. Per section 5.1-3.3a, the front yard is determined by the average of the structures on the frontage, with the existing building establishing that average (26'). The proposed building addition is proposed at 26' setback from the Roanoke property line, however, the roof overhang projects 3' into the setback where Code restricts the maximum encroachment to be 2.5' (Section 6.6-5.1). Please either revise the elevations to reduce the overhang to conform to the code requirement or request a variation and revise the Project Narrative and Written Justification accordingly. The Staff Development Committee would be supportive of this variation as it is assumed the proposed overhang would mirror the existing overhang in this location.

    RESPONSE: A variance is requested. A revised Written Justification is provided.

14. The architectural site plan shall be revised to show the correct required setbacks for the site, as follows:
    - Front (southwest): 26'
    - Side (west): 36.8'
    - Exterior side (east): 13.2' (per previously granted variation via Ord. 17-035)

    RESPONSE: The architectural site plan is revised.

15. The parking lot striping within the East lot is different as shown on the architectural plans and engineering plans. Please revise the applicable plan for consistency. Assuming the engineering plans show the correct striping, the East lot will contain 12 parking stalls (a reduction of one stall from the existing 13 stalls), equating to a site total of 74 stalls. Please revise the Project Narrative accordingly and Written Justification accordingly.

    RESPONSE: The architectural site plan is revised for consistency. The Project Narrative and Written Justification are revised accordingly.

16. Identify any newly proposed ground mounted mechanical equipment (generators, transformers, utility pedestals etc.) on the site plan and landscape plan. These elements must be appropriately located and screened from view.

    RESPONSE: No new ground mounted equipment is proposed.

17. If any landscape variations are requested, please clearly identify what variations have been requested and update the Project Narrative and Written Justification document accordingly.

    RESPONSE: No landscape variations are requested.

Traffic/Circulation/Parking:

18. The traffic and parking study must be revised per maximum building capacities for associated student populations and employees necessary, as identified in comment #8. Show impact for current build outs (as presented) and maximum capacity impact and identify any improvements that may be necessary to accommodate such capacity if it were to be realized.

    RESPONSE: See comment 8.

19. Traffic counts during drop-off and pick-up were based on a warm and sunny day. To what extent will drop-off and pick-up activities increase during the winter and/or inclement weather?

RESPONSE: During cold or inclement weather, some of the students that walk to school would be driven instead. Reviewing the number of pedestrian crossings, the morning peak may see an additional 1- to 20 vehicles and the afternoon peak may see 30 to 40 additional vehicles.

20. Double stacking along Roanoke Drive during both arrival and dismissal is a concern. How does the traffic consultant recommend addressing and enforcing this issue? No stopping/standing/parking is allowed on Roanoke between the West lot and Verde, however, this appears to be the primary cause of the double stacking on Roanoke. Does Greenbrier actively monitor and enforce this restriction?

    RESPONSE: Communication to the parents and enforcement by staff would be required.

21. During the 2017 Special Use Permit approval process it was recommended that egress from the West lot be restricted to right-out only during drop-off and pick-up times. Was this implemented and is it actively enforced?

    RESPONSE: It is not currently restricted and the traffic study has not recommended restricting the left-turn out.

22. Would assigning certain grade levels to use Roanoke Drive for any drop-off and pick-up be effective in reducing the queue from overflowing the West lot and stacking to the Roanoke/Verde intersection?

    RESPONSE: The school district will consider the suggestion and it could work for the morning drop-off period. However, the concern is that Grade 1-5 parents would arrive early in the east lot and interfere with the afternoon pick-up of the EC students.

LANDSCAPE ISSUES:

1. The ends of all parking rows shall include a landscape island that includes a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Please indicate on the landscape plan that the existing code required trees will remain.

    RESPONSE: The landscape plan is revised to indicate that the existing code required trees will remain.

2. Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. For the parking area on the east side of the building, please indicate on the plan that the existing three foot high

screen will remain. In addition, infill where there are any gaps in the required landscape screen.

RESPONSE: The landscape plan is revised to indicate that the existing three foot high screen will remain and that any gaps in hedge screening will be filled in with the same species as needed.

Sincerely,
STR Partners LLC

Don Hansen, AIA, LEED AP
Senior Project Manager

PLAN COMMISSION PC #22-020
Greenbrier School Expansion
2330 North Verde Avenue
Round 2

27. The petitioner's responses to comments 12-23, & 26 are acceptable.

28. The petitioner's response to comment no. 11 is noted. To clarify, the Village building permit is required for the stormwater items and work within the Village ROW and does not include any work related to the building structure addition.

29. Please clarify the response to comment no. 24: the response mentions Patton Avenue and does not directly address the comment.

30. Please clarify the response to comment no. 25: the response does not directly address the comment.

2/9/23

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

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Greenbrier School Building Expansion
2330 N Verde Ave

Round 2 Review Comments **02/09/2023**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further.
6. **General comments:**
   Nothing further.

#358

Steven Dinov #358, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

583

Supervisor's Signature

Planning & Community Development Dept. Review

February 15, 2023

REVIEW ROUND 2

Project: Greenbrier School Building Expansion
2330 N. Verde Patton Ave.

Case Number: PC 22-020

23. The responses to the following comments are acceptable: 9, 10, 12-14, 16, and 17.

24. The response to comment #7 is noted. Based on a review of the revised plans, approval of the following actions are required:
    - Amendment to SUP Ordinance #17-035 to allow a building addition.
    - Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.
    - Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'

25. The response to comment #8 is noted. Similar to the four other elementary school building additions currently proposed, a condition of approval will be recommended to require continued cooperation between the Village and Greenbrier School if enrollment exceeds or is projected to exceed 406 students within the proposed building.

26. The response to comment #11 is noted, however, the narrative is still incorrect. Please clarify: aerials of the site show 13 parking stalls currently striped in the east lot, which equates to a site total of 75 parking stalls. The plans submitted with this application show 12 stalls will be restriped in the east lot upon its reconstruction, reducing the site total to 74 parking stalls as a result of this project. The table in the project narrative shows 12 existing stalls in the east lot and 12 proposed stalls in the east lot upon completion of the project.

27. The response to comment #15 is noted. Please see #26 above.

28. The response to comment #18 is noted. Please see #25 above.

29. The response to comment #19 is noted. Parent education and enforcement of drop-off/pick-up and parking procedures will be most important during the winter months and when the weather is poor.

30. The response to comment #20 is noted. What is the Districts plan for communication and enforcement? Please provide specifics on what communications take place now and how they will be improved, as well as what enforcement takes place now and how it will be improved. Additionally, please provide several strategies that the District would employ if better communication and enforcement did not adequately address the problem.

31. The response to comment #21 is noted. This restriction would reduce trips through the congested Verde/Roanoke intersection and the School District may wish to consider it given the double stacking that occurs along Roanoke. Please be aware that the Traffic Safety Procedure sheets for Greenbrier state that left turns out of the west lot are not allowed.

32. The response to comment #22 is noted, however, it is unclear how requiring certain grade levels to utilize the on-street Roanoke loading areas west of the school would contribute to parents using the east lot for early arrival? If these parents were arriving early, wouldn't they wait/stop/stand along the north side of Roanoke west of the school?

Prepared by: 

Greenbrier School Building Expansion
2330 N. Verde Avenue
PC #22-020
February 15, 2023

Landscape Issues

No Comments

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

February 16, 2023

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

Re: Plan Commission PC #22-020
Responses to Round 2 Comments

Greenbrier Elementary School
2330 North Verde Avenue
Arlington Heights, IL 60004

STR Project #22049

Dear Mr. Hubbard:

Responses to Round 2 comments for the addition at the above referenced school in Arlington Heights School District 25 follow.

ENGINEERING DEPARTMENT:

27. The petitioner's responses to comments 12-23, & 26 are acceptable.

    RESPONSE: Noted.

28. The petitioner's response to comment no. 11 is noted. To clarify, the Village building permit is required for the stormwater items and work within the Village ROW and does not include any work related to the building structure addition.

    RESPONSE: We will submit to the Village for required permitting for the stormwater items and work within the Village ROW.

29. The clarify the response to comment no. 24: the response mentions Patton Avenue and does not directly address the comment.

    RESPONSE: Noted. AHSD25 will continue communicating with the School Community to relay expectations with traffic operations and partner with VAH to address concerns abut the double stacking on westbound Roanoke at the west parking lot entrance. The school district will remind parents that they can't come earlier and park prior to the second arrival or dismissal period and their

impact on traffic flow and safety. Signage could be added along prohibiting this activity and school staff can monitor and discourage this activity.

30. Please clarify the response to comment no. 25: the response does not directly address the comment.

    RESPONSE: The school district will work with the village if any unforeseen parking issues arise.

POLICE DEPARTMENT:

1. Character of use: Nothing further.

   RESPONSE: Noted.

2. Are lighting requirements adequate? Nothing further.

   RESPONSE: Noted.

3. Present traffic problems? Nothing further.

   RESPONSE: Noted.

4. Traffic accidents at particular location? Nothing further.

   RESPONSE: Noted.

5. Traffic accidents that may be created by the development. Nothing further.

   RESPONSE: Noted.

6. General comments: Nothing further.

   RESPONSE: Noted.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT:

23. The responses to the following comments are acceptable: 9, 10, 12-14, 16, and 17.

    RESPONSE: Noted.

24. The response to comment #7 is noted. Based on a review of the revised plans, approval of the following actions are required:
    - Amendment to SUP Ordinance #17-035 to allow a building addition.
    - Amendment to the Variation granted in Ordinance #17-035 that allowed 75 parking spaces where 84 spaces are required by code, to now allow 74 spaces where 86 spaces are required by code.
    - A Variation from Chapter 28, Section 6.6-5.1, to allow eaves projecting 3' into a front yard setback where code restricts this distance to 2.5'

    RESPONSE: The Written Justification is revised to indicate now allowing 75 spaces. See Comment #26 below.

25. The response to comment #8 is noted. Similar to the four other elementary school building additions currently proposed, a condition of approval will be recommended to require continued cooperation between the Village and Greenbrier School if enrollment exceeds or is projected to exceed 406 students within the proposed building.

    RESPONSE: Noted. Arlington Heights School District 25 will work with Village staff and Departments to collaborate on reasonable solutions should traffic issues arise.

26. The response to comment #11 is noted, however, the narrative is still incorrect. Please clarify: aerials of the site show 13 parking stalls currently striped in the east lot, which equates to a site total of 75 parking stalls. The plans submitted with this application show 12 stalls will be restriped in the east lot upon its reconstruction, reducing the site total to 74 parking stalls as a result of this project. The table in the project narrative shows 12 existing stalls in the east lot and 12 proposed stalls in the east lot upon completion of the project.

    RESPONSE: The proposed parking lot striping has been revised to match the existing conditions. There are a total of 11 standard parking stalls and 2 accessible parking stalls proposed in the revised condition. The Project Narrative is revised.

27. The response to comment #15 is noted. Please see #26 above.

    RESPONSE: The proposed parking lot striping has been revised to match the existing conditions. There are a total of 11 standard parking stalls and 2 accessible parking stalls proposed in the revised condition. The Project Narrative is revised.

28. The response to comment #18 is noted. Please see #25 above.

    RESPONSE: Noted. Arlington Heights School District 25 will work with Village staff and Departments to collaborate on reasonable solutions should traffic issues arise.

29. The response to comment #19 is noted. Parent education and enforcement of drop-off/pick-up and parking procedures will be most important during the winter months and when the weather is poor.

    RESPONSE: Noted. AHSD25 will continue communicating with the School Community to relay expectations with traffic operations and partner with VAH to address concerns.

30. The response to comment #20 is noted. What is the Districts plan for communication and enforcement? Please provide specifics on what communications take place now and how they will be improved, as well as what enforcement takes place now and how it will be improved. Additionally, please provide several strategies that the District would employ if better communication and enforcement did not adequately address the problem.

    RESPONSE: Noted. AHSD25 will continue communicating with the School Community to relay expectations with traffic operations and partner with VAH to address concerns abut the double stacking on westbound Roanoke at the west parking lot entrance. The school district will remind parents that they can't come earlier and park prior to the second arrival or dismissal period and their impact on traffic flow and safety. Signage could be added along prohibiting this activity and school staff can monitor and discourage this activity. Alternate strategies' could include painting a line delineating the entry lane for the west parking lot the two travel lanes on Roanoke. Also, traffic cones could be used to keep westbound school traffic in the right-lane so vehicles won't stop and block the entrance.

31. The response to comment #21 is noted. This restriction would reduce trips through the congested Verde/Roanoke intersection and the School District may wish to consider it given the double stacking that occurs along Roanoke. Please be aware that the Traffic Safety Procedure sheets for Greenbrier state that left turns out of the west lot are not allowed.

    RESPONSE: The left-out restriction is not signed at the west parking lot which was to minimize the traffic volumes at Verde/Roanoke. However, the observations and changes in the traffic procedures at the school have reduced the congestion at Verde/Roanoke so this restriction is no longer needed.

32. The response to comment #22 is noted, however, it is unclear how requiring certain grade levels to utilize the on-street Roanoke loading areas west of the school would contribute to parents using the east lot for early arrival?If these parents were arriving early, wouldn't they wait/stop/stand along the north side of Roanoke west of the school?

    RESPONSE: Some parents are already using the north side of Roanoke west of the west of the parking lot for pick-up. If this area was designated for 5th grade pick-up, then those other parents, who don't have 5th graders, would be displaced and they would likely use the west parking lot. The district would have to provide additional staff to direct and monitor the students at another loading area.

LANDSCAPE:

1. No comments.

    RESPONSE: Noted.

Sincerely,
STR Partners LLC

Don Hansen, AIA, LEED AP
Senior Project Manager

Plan Commission
2/22/2023

Item: Windsor School Building Expansion - 1315 E. Miner St. - PC#22-021

Department: Planning & Community Development

Requested Action

1. Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition.

Variations Required

- None required.

Recommendation

The Staff Development Committee (SDC) reviewed the proposed Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition on the subject property and recommends APPROVAL of the application subject to the following conditions:

1. If enrollment at Windsor Elementary school exceeds or is projected to exceed 466 students within the proposed building, the school district shall demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is not granted, an amendment to this Special Use Permit shall be required.

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

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

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

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

Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
Justification for SUP	Correspondence
Project Narrative	Exhibits
Neighborhood Meeting Summary	Correspondence
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape Plan	Exhibits
Traffic & Parking Study	Exhibits
Preliminary Stormwater Calculations	Exhibits
Photometric Plan & Light Fixture Specs	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence

VILLAGE OF ARLINGTON HEIGHTS

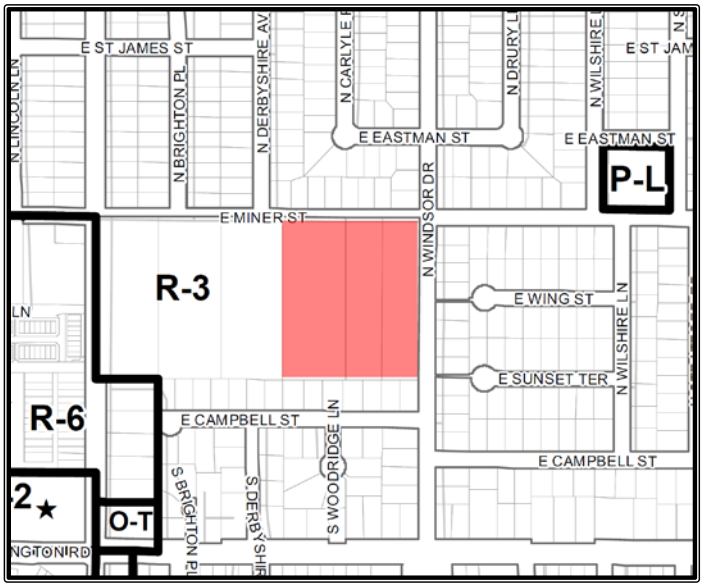
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 22-021*
***Project Title**: Windsor School Building Expansion*
***Address**: 1315 E. Miner Street*
***PIN**: 03-29-412-015, -016, and -042*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: February 22, 2023*
***Date Prepared**: February 17, 2023*

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

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



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
South	R-3, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
East	R-3, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
West	R-3, One-Family Dwelling District	Recreational Playing Fields/Miner School	Parks

Requested Action:

1. Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition.

Variations Required:

- None required.

Project Background:

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

Windsor Elementary School is one of the six schools that needs additional space for the full day kindergarten program. In order to accommodate anticipated kindergarten enrollment, as well as to have the appropriate capacity to absorb future variations in student population, the building needs two new classrooms. In 1990, Windsor School received Special Use Permit approval to allow a two-story building addition and an expansion to their parking lot. In 2017, this approval was amended to allow construction of six new classrooms, an expansion of the gym, and new office areas and bathrooms. The two newly proposed classrooms would be housed in a one-story addition constructed within the southeastern courtyard in an area that is currently occupied by greenspace and service walks.

Windsor School has a single parking lot, which is located to the west of the school building. Primary access to the parking area comes from two curb cuts along Miner Street; the western curb cut is restricted to ingress only and the eastern curb cut is restricted to egress only. Secondary access to the parking lot comes from the shared Miner School/Windsor School parking lot located abutting the subject property to the west and located between Miner School and Windsor School.

Traffic through the Windsor parking lot flows in a counter clockwise direction and the parking area includes a total of 101 parking stalls. Drop-off and pick-up both occur within this parking lot and along Miner Street and Windsor Drive. As part of the 2017 Special Use Permit amendment, 19 parking stalls are land-banked in the area immediately west of the school parking lot. The land-banked parking area is part of the playing fields that are located between Windsor School and Miner School. This area is not part of the subject property but is owned by School District 25. No modifications to the parking lot have been proposed at this time and the land-banked parking would remain as greenspace.

Windsor School currently has 455 students, 91 employees, and 24 classrooms. The school is expected to have 466 students, 93 employees, and 26 classrooms as a result of the building addition and full day kindergarten program. It should be noted that the proposed building addition is meant to provide capacity for 15% above the five-year enrollment and staffing projections in order to accommodate possible future “bumps” in enrollment beyond the five-year projections.

There are no busses that serve the school and this is not anticipated to change as a result of the full day kindergarten. The standard 9:05am arrival and 3:35pm dismissal times would also remain unchanged. Windsor School is also home to district-wide special education programs for students in grades K-5.

Zoning and Comprehensive Plan

The subject property is zoned R-3, One-Family Dwelling District, which allows schools through the issuance of a Special Use Permit. As mentioned above, Windsor School was approved for a Special Use Permit in 1990

(and amended in 2017), however, the proposed building expansion requires another amendment to the previously granted Special Use Permit. In order to justify that the amended Special Use Permit complies with the three standards for Special Use Permit approval, the School District has submitted a written response outlining how each standard will be met. The written response from the School District has been included in the materials provided to the Plan Commission and the standards of approval are summarized below:

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

The Village notes the following with regards to this request:

- The Staff Development Committee recognizes the need for the school and building at this location, which is illustrated by the expected growth in enrollment and passage of a community referendum to provide a full-day kindergarten;
- The additional classrooms are only expected to increase enrollment by 11 students and two staff, which will not have a substantial or undue adverse effect upon adjacent property;
- The school is regularly inspected by the Illinois State Board of Education (ISBE) for compliance with ISBE health and safety regulations which will protect the safety, morals, and general welfare of persons residing or working in the vicinity.

The Village's Comprehensive Plan designates the majority of the subject property as “Schools”, however, a small portion of the western side of the site falls within the “Parks” classification. The Staff Development Committee has reviewed the Comprehensive Plan and verified that the Official Map of the Village also lists the western side of the site as a “Neighborhood Park” site. Given that this portion of the subject property is used by the Park District for some of their youth sports, the existing usage of the site is compatible with the Comprehensive Plan.

Neighborhood Meeting

On November 2, 2022, District 25 held a neighborhood meeting to present their conceptual plans to surrounding property owners and solicit early feedback to understand any potential concerns with the project. According to the petitioner, two residents attended this meeting and had general questions relative to the construction process and height of the building addition. A summary of the discussion, as prepared by School District 25, is part of the materials transmitted to the Plan Commission.

Conceptual Plan Review Committee

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

Design Commission

The Windsor School building addition is expected to go before the Design Commission on February 28, 2023. The School District shall be required to incorporate any design or architectural changes as required by the Design Commission during their meeting.

Building, Site and Landscaping

The proposed building addition would be located at the southeast side of the existing school building within the building courtyard in that area. Upon completion, the courtyard would be completely enclosed by the building addition. The two new classrooms and associated hallways are proposed at one-story in height and comply with all height, setback, and bulk restrictions. As mentioned above, the majority of the property will remain unchanged. There are no changes proposed to parking lot, playgrounds, or to the large underground stormwater trap located on the western side of the site. Based upon review of the preliminary stormwater calculations, the capacity within the existing stormwater system for the school appears sufficient to accommodate for the proposed site improvements.

The proposed building addition will be reviewed by the Regional Office of Education for permitting, however, a Village permit for the site changes will be required. Based on review of the final engineering plans, an MWRD permit relative to the stormwater modifications may be required. While the petitioner has preliminarily demonstrated that the existing stormwater system will be able to comply with all MWRD and Village requirements, final stormwater calculations are needed and minor details/modifications may be necessary prior to site development permit issuance. The petitioner shall continue to work with the Village to provide finalized stormwater information and plans to verify compliance with all applicable MWRD and Village regulations. It should be noted that both the existing building and the proposed addition will be protected by a fire sprinkler system.

The proposed building addition does not trigger any landscaping improvements in order to comply with Code requirements. Nonetheless, the District has proposed foundation plantings along the eastern side of the addition to soften the buildings appearance from the east. Staff has evaluated the existing onsite landscaping and found the site to be well maintained.

Parking and Loading:

Morning arrival and afternoon dismissal are the peak traffic times for elementary schools. With regards to Windsor, drop-off/pick-up occurs primarily within the Windsor parking lot, but also occurs along Windsor and to a lesser extent on Miner. During afternoon pick-up, parents typically begin arriving to the site around 3:10pm and they start queuing in the Windsor parking lot pick-up lane, as well as on the west side of Windsor Drive (south of Miner Street), and on the south side of Miner (west of Windsor Drive). Some parents will park within the Windsor parking lot, and to a lesser extent they may park on Miner east of Windsor or Windsor north of Miner. During observations of the pick-up operations, the queue of cars within the Windsor parking lot was seen stacking outside of the property and into Miner Street west of the Windsor parking lot entrance. While this only lasted approximately 1-2 minutes before the queue was completely contained onsite, it has the potential to create unsafe movements along Miner Street. The School District will need to continually monitor this situation and make adjustments to their procedures as necessary to ensure that queuing is contained onsite. It should be noted that there were ample available parking stalls within the Windsor lot to accommodate for the number of cars observed queuing within Miner Street during the pick-up operations.

The School District provided a traffic and parking study from Ericksson Engineering Associates (EEA), which accessed the drop-off/pick-up operations, traffic, and parking for the school. The study was predicated on

the School District projections for staffing and enrollment in the year 2026/2027 (466 students and 93 staff), however, it is important to note that the number of classrooms proposed is meant to accommodate capacity at 15% above the 2026/2027 projections to allow for future enrollment "bumps" and potential unanticipated growth. Therefore, the school is proposing capacity to accommodate enrollment beyond the findings as outlined within the EEA study. Staff has concerns that, should enrollment increase to fill the 15% excess capacity within the school, unanticipated traffic, parking, and/or drop-off/pick-up issues could be created.

In order to manage possible future problems, should they occur, a condition has been recommended that would require the School District to demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Should it be determined that improvements to the site or modifications to the drop-of/pick up procedures are needed to satisfactorily accommodate an increase beyond 466 students, any such improvements or modifications would need to be implemented upon administrative approval by the Village.

Relative to parking, since approval of the 2017 Windsor School building addition, the Village has modified the parking requirements for elementary schools. Based on these newer requirements, a total of 100 parking stalls are required for Windsor School and a total of 101 parking stalls are included within the existing parking lot at the west of the school. As part of the 2017 building addition, the School District designed an area of land-banked parking that could be located to the west of the existing parking lot and would increase the parking supply by 19 spaces. This land will remain as greenspace until such time as the Village or the School District determine that its construction is necessary. Detailed parking calculations for the site are shown below:

Location	Code Use	Ratio	Number of Employees	Number of Classrooms	Number of Students	Parking Required
1315 E Miner St.	Elementary School	1 per employee + 1 per 5 classrooms	93	34	466	100
					Total Required	100
					Total Provided	101
					Land-banked parking	19
					Surplus/Deficit	20

In review of the adequacy of the onsite parking supply, the existing west lot is well used for staff parking through-out the day. However, based on several surveys over the last three years (see table below), there is still limited capacity within the parking lot to accommodate for additional vehicles. Additionally, the petitioner is exploring a modification to the west lot that would restripe the handicap parking stalls to where they share an accessible aisle, which would increase the parking supply from 101 spaces to 103 spaces.

Parking Lot Usage:

Date	**Time**	**Number of Vacant Stalls in Windsor Lot**	**Number of Vacant Stalls In Shared Miner/Windsor Lot**
2/15/2023	3:30pm	12	3
10/4/2022	12:55pm	20	3
4/12/2022	10:30am	18	7
3/13/2020	11:30am	12	13

The parking study submitted by the petitioner estimates that parking demand on the site will increase by approximately four cars as a result of the building addition. Given the vacancies observed in the Windsor parking lot, along with the existing requirement to install the land-banked parking should the Village believe it necessary, the Staff Development Committee believes the existing parking supply to be suitable. However, it should be noted that through-out the day, on-street parking occurs as a result of the combined capacities of Windsor and Miner School operations. On-street parking was observed on the west side of Dryden Avenue south of Miner Steet, as well as on both the north and south sides of Miner east of Dryden Avenue and west of the Windsor parking lot entrance. It is a delicate balance maintaining greenspace while allowing a certain amount of on-street parking. Given the existing land-banked parking condition from 2017 which will remain, and the proposed conditions below, there should be sufficient mechanisms to continue to monitor this situation in the future.

Per code, 16 bike parking stalls are required. The existing site has five bike parking racks located on the eastern side of the school which contain a total of 45 bike parking spaces.

RECOMMENDATION

The Staff Development Committee (SDC) reviewed the proposed Amendment to SUP Ordinance #90-082 and #17-013 to allow a building addition on the subject property and recommends **APPROVAL** of the application subject to the following conditions:

1. If enrollment at Windsor Elementary school exceeds or is projected to exceed 466 students within the proposed building, the school district shall demonstrate, to the satisfaction of Village staff, that adequate onsite parking can accommodate peak demand and drop-off/pick-up operations will not create unsafe vehicular or pedestrian movements. Improvements needed to satisfactorily accommodate such increase shall be implemented upon administrative approval by the Village. If administrative approval is not granted, an amendment to this Special Use Permit shall be required.
2. The petitioner shall continue to work with the Village and neighbors to address any drop-off/pick-up concerns.
3. The petitioner shall continue to work with the Village to provide stormwater information to verify compliance with all applicable MWRD and Village regulations to the satisfaction of the Village.
4. Compliance with the 2-28-23 Design Commission motion shall be required.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies

_____ February 17, 2023

Charles Witherington-Perkins, Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON FEBRUARY 8, 2023, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 22-021, a request for an Amendment to Special Use Permit Ordinances # 90-082 and #17-013 to allow a building addition, Comprehensive Plan Amendment to reclassify the "parks" portion of the subject property to "schools". The subject property is located at 1315 E. Miner Street in Arlington Heights, Illinois. The subject property is bounded by Miner Street to the north, Windsor Drive to the east, residential homes to the south, and Miner School to the west. The PIN's for the subject property are 03-29-412-042, 03-29-412-016, and 03-29-412-015 and the property is currently occupied by the Windsor Elementary School.

The legal description for the subject property is as follows: WINDSOR SCHOOL, ARLINGTON HEIGHTS, ILLINOIS. IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

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

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

Susan Dawson, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald February 7, 2023 (4595045)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs
Daily Herald

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

I further certify that the **Northwest Suburbs DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy,
was published 02/07/2023
in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

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

Control # 4595045

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

RECEIVED
FEB 13 2023
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

NOTIFICATION AFFIDAVIT

I, Ryan Schulz hereby certify as follows:

1. That on the 6th day of February, 2023, affiant caused to be mailed in the Post Office of Arlington Heights, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose propety is within 250 feet of the subject site for which the hearing is being held..

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

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

Signature

Subscribed and Sworn to before me
this 6th day of February, 2023.

Notary Public

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

Windsor

February 6th, 2023

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for an Amendment to Special Use Permit Ordinances # 90-082 and #17-013 to allow a building addition, Comprehensive Plan Amendment to reclassify the "parks" portion of the subject property to "schools".

The location of the subject property is the Windsor Elementary School at 1315 E. Miner Street, Arlington Heights, IL 60004.

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

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

This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road, Arlington Height, Illinois 3rd floor at 7:30 PM, on Wednesday, February 22nd, 2023.



Signature

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


1315
SCHOOL
NOTICE OF PUBLIC HEARING
HEARING FOR: AMENDMENT TO SUP ORDINANCES # 90-082 AND #17-013 TO ALLOW A BUILDING ADDITION, COMPREHENSIVE PLAN AMENDMENT TO RECLASSIFY THE "PARKS" PORTION OF THE SUBJECT PROPERTY TO "SCHOOLS".
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005
DATE: FEBRUARY 22, 2023 TIME: 7:30 PM
PUBLIC ATTENDANCE AND COMMENTS INVITED
FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: 312.464.1444
OR
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200
NOTICE OF PUBLIC HEARING
HEARING FOR: DESIGN COMMISSION REVIEW FOR NEW SCHOOL ADDITION
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005
DATE: Feb. 28th,2023 TIME: 6:30 PM
PUBLIC ATTENDANCE AND COMMENTS INVITED
FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: 312.464.1444
OR
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200


NOTICE OF PUBLIC HEARING
HEARING FOR: AMENDMENT TO SUP ORDINANCES # 90-082 AND #17-013 TO ALLOW A BUILDING ADDITION, COMPREHENSIVE PLAN AMENDMENT TO RECLASSIFY THE "PARKS" PORTION OF THE SUBJECT PROPERTY TO "SCHOOLS".
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005
DATE: FEBRUARY 22, 2023 TIME: 7:30 PM
PUBLIC ATTENDANCE AND COMMENTS INVITED
FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: 312.464.1444
OR
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200
NOTICE OF PUBLIC HEARING
HEARING FOR: DESIGN COMMISSION REVIEW FOR NEW SCHOOL ADDITION
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BLDG
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005
DATE: Feb. 28th,2023 TIME: 6:30 PM
PUBLIC ATTENDANCE AND COMMENTS INVITED
FOR DETAILS CALL:
DON HANSEN
STR PARTNERS
PHONE: 312.464.1444
OR
VILLAGE OF ARLINGTON HEIGHT
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
PHONE: 847.368.5200

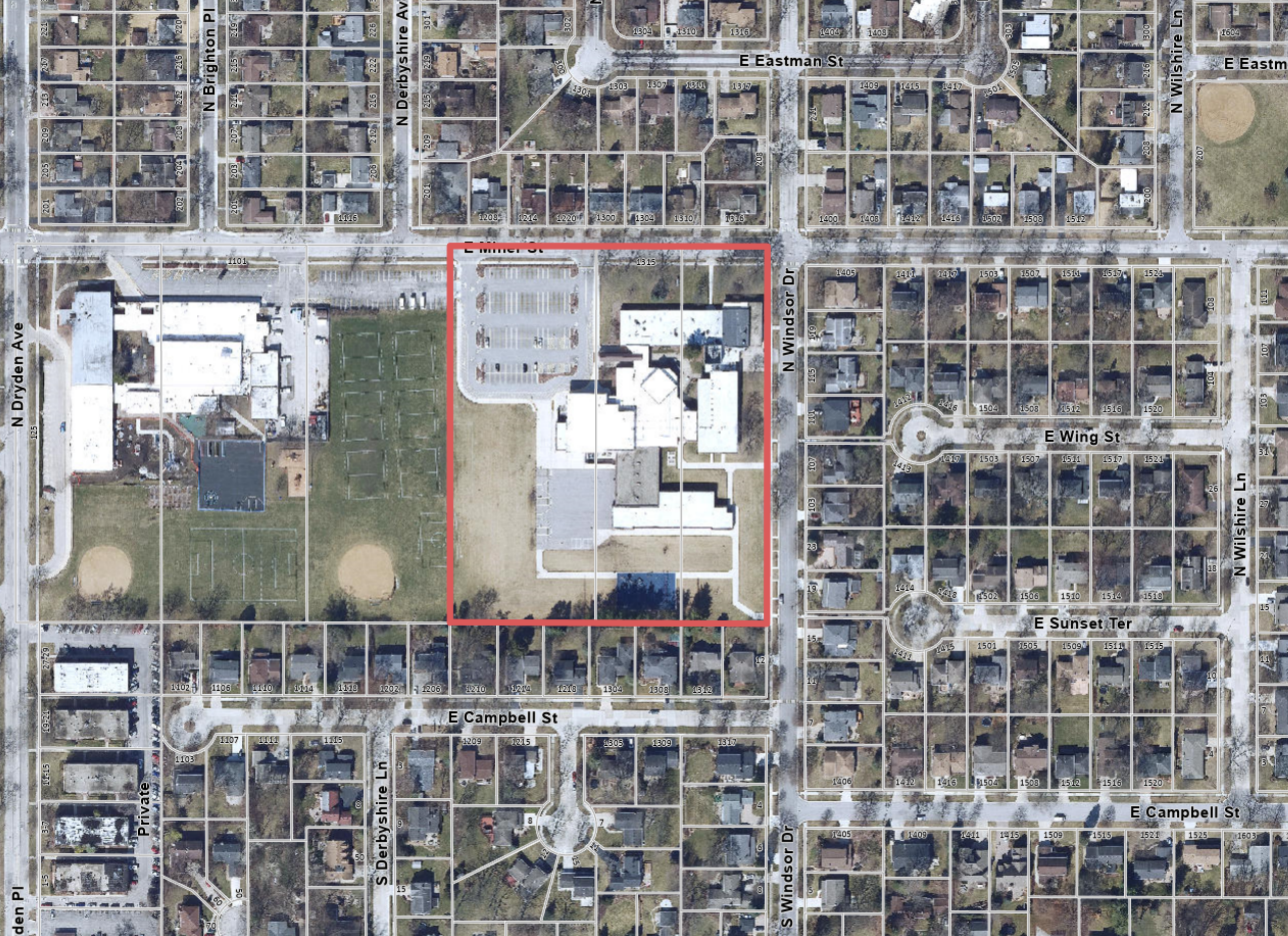
2022.10.18 Windsor 250' Addresses

PIN	mailing_name	mail_address	mailing_city	mailing_state	mailing_zip
03283070140000	LEE E NEWAR	1417 E EASTMAN	ARLNGTON HTS	IL	60004
03283070150000	ANDREW D BARKER JR	1415 E EASTMAN ST	ARLNGTON HTS	IL	60004
03283070160000	MATT&MAUREEN STUKENBER	1409 E EASTMAN ST	ARLNGTON HTS	IL	60004
03283070170000	S RAMANAPUDI & S KOMME	211 N WINDSOR DR	ARLINGTN HTS	IL	60004
03283070180000	MARY VASSOS	1400 E MINER ST	ARLINGTN HTS	IL	60004
03283070190000	JOHN POHL	1408 E MINER ST	ARLNGTON HTS	IL	60004
03283070200000	JOHN P MARINER	1412 E MINER ST	ARLINGTON HT	IL	60004
03283070210000	ERIC COVAL	1416 E MINER ST	ARLNGTON HTS	IL	60004
03283150010000	HEIDI & M WALCZAK	1411 E MINER ST	ARLINGTN HTS	IL	60004
03283150020000	AMANDA CHRISTIAN & BEN	1417 E MINER ST	ARLNGTON HTS	IL	60004
03283150150000	BRADLEY W STAKE	1416 E WING ST	ARLINGTN HTS	IL	60004
03283150160000	MICHAEL GIANNELLI	1412 E WING ST	ARLNGTON HTS	IL	60004
03283150170000	ELIZABETH ANASTASIA	1405 E MINER	ARLINGTON HT	IL	60004
03283150180000	GARY CUNNINGHAM	119 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283150190000	DINA M GEORGAS ESHOO &	115 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283150200000	ARTHUR R SLATERS JR	111 N WINDSOR DRIVE	ARLINGTON HT	IL	60004
03283160010000	1413 WING LLC	1413 E WING	ARLINGTON HT	IL	60004
03283160020000	KENNETH BALINSKI	1417 E WING STREET	ARLINGTN HTS	IL	60004
03283160090000	ROBERT F HORWATH	107 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283160100000	ELLEN N FRIEDMAN	103 N WINDSOR DR	ARLINGTN HTS	IL	60004
03283160110000	YOUNES TAZI	23 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283160120000	DANIEL LAWLOR	19 N WINDSOR DR	ARLINGTN HTS	IL	60004
03283160130000	VINCENT SCALETTA	15 N WINDSOR DR	ARLNGTON HTS	IL	60004
03283160140000	THOMAS & NANCY HUDSON	11 N WINDSOR DR	ARLINGTON HT	IL	60004
03283160150000	WILLIAM & A JOZEFOWSKI	7 N WINDSOR	ARLNGTON HTS	IL	60004
03283160160000	BRIAN DUPEROW	1406 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03283160230000	JEFFREY D ALTHEIDE	1418 E SUNSET TERR	ARLNGTN HTS	IL	60004
03283160240000	JOHN E MIJAL	1414 E SUNSET TER	ARLNGTON HTS	IL	60004
03283160250000	MICHAEL JOHANNESEN	1411 E SUNSET TERR	ARLNGTON HTS	IL	60004
03283160260000	ROBERT M WOODS	1415 E SUNSET TERR	ARLNGTN HTS	IL	60004
03283160400000	RONALD HERRICK	1412 E CAMPBELL ST	ARLINGTON HT	IL	60004

03294120130000	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School
03294120140000	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School	EXEMPT Miner School
03294120150000	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL
03294120160000	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL
03294120390000	REX Q REVESZ	1115 E CAMPBELL ST	ARLINGTN HTS	IL	60004
03294120400000	CHARLES & LISA DUSHANE	8 S DERBYSHIRE LN	ARLNGTON HTS	IL	60004
03294120420000	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL	EXEMPT WINDSOR SCHOOL
03294210070000	GEORGE & C LAROCCA	211 N BRIGHTON PL	ARLNGTON HTS	IL	60004
03294210080000	JEROME & LISA M OAKES	207 N BRIGHTON PL	ARLNGTON HTS	IL	60004
03294210090000	TIMOTHY J GOTTSCHALK	203 N BRIGHTON PL	ARLINGTON HT	IL	60004
03294210160000	ADRIENNE D MEYER	222 N DERBYSHIRE	ARLNGTN HTS	IL	60004
03294210170000	ERNEST GALINDO	216 N DERBYSHIVE AVE	ARLINGTN HTS	IL	60004
03294210180000	DANIEL T WITKUS	212 N DERBYSHIRE AVE	ARLINGTON HEIGHTS	IL	60004
03294210190000	RICHARD C JONES JR	206 N DEREYSHIRE AVE	ARLINGTN HTS	IL	60004
03294210200000	JAMES SCHREIBER	1116 E MINER ST	ARLNGTN HTS	IL	60004
03294230120000	RICHARD & MARY BALDINO	300 N CARLYLE PL	ARLNGTON HTS	IL	60004
03294230130000	CHRISTOPHER GARDINO	1301 E EASTMAN ST	ARLNGTON HTS	IL	60004
03294230140000	STEPHEN BALA	1303 E EASTMAN ST	ARLNGTON HTS	IL	60004
03294230150000	SUSAN PAASCH	1307 E EASTMAN	ARLNGTON HTS	IL	60004
03294230160000	ERIC D CLARK & KAITLIN	1311 E EASTMAN ST	ARLNGTON HTS	IL	60004
03294230170000	THOMAS ZWOLINSKI	1317 EASTMAN AV	ARLINGTON HT	IL	60004
03294230260000	R OR J RICHARDSON	219 N DERBYSHIRE AVE	ARLNGTON HTS	IL	60004
03294230270000	K CARNEY	215 N DERBYSHIRE AVE	ARLINGTON HT	IL	60004
03294230280000	JAMES C BRENNAN	209 N DERBYSHIRE AV	ARLNGTN HTS	IL	60004
03294230290000	E C CAHILL JR	201 N DERBYSHIRE AV	ARLINGTN HTS	IL	60004
03294230300000	NMZ PROPERTIES LLC	115 S BUSSE RD	MT PROSPECT	IL	60056
03294230310000	JEANETTE M SMITH	1214 E MINER ST	ARLNGTON HTS	IL	60004
03294230320000	HALEY & CHRISTOPHER RE	1220 E MINER ST	ARLNGTON HTS	IL	60004
03294230330000	MICHAL JAN HNATIUK	1300 E MINER ST	ARLNGTON HTS	IL	60004
03294230340000	MELANIE E FOLEY & PATR	1304 E MINER ST	ARLNGTON HTS	IL	60004
03294230350000	ERIC A HULL	1310 E MINER ST	ARLNGTON HTS	IL	60004
03294230360000	RICHARD E & K SPIESS	208 N WINDSOR DR	ARLINGTN HTS	IL	60004

03294230370000	JENS HARTLING & MONIKA	1316 E MINER ST	ARLNGTON HTS	IL	60004
03294250010000	ANDREW C BRYNICZKA	1206 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250020000	DIANA LORD	1202 E CAMPBELL ST	ARLINGTON HT	IL	60004
03294250030000	LAWRENCE B SULLIVAN	1118 E CAMPBELL ST	ARLINGTN HTS	IL	60004
03294250040000	ALEX L COCHRANE	1114 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250080000	MICHAEL C MCCANN	1210 E CAMPBELL AV	ARLNGTN HTS	IL	60004
03294250090000	JOSEPH & MARY SCHWALL	1214 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250100000	KATHLEEN L MILES	1218 E CAMPBELL	ARLINGTON HT	IL	60004
03294250110000	ALLWYN & ANITA BAPTIST	1304 E CAMPBELL	ARLNGTON HTS	IL	60004
03294250120000	JEFFREY M JOSEPHS	1308 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250130000	JAMES P PENZ	1312 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294250140000	OMKAR BHATT	12 N WINDSOR DR	ARLINGTN HTS	IL	60004
03294260030000	MATT MEGAN BARTLING	9 S DERBYSHIRE LN	ARLINGTON HT	IL	60004
03294260040000	CTLTC 8002380082	3 S DERBYSHIRE LN	ARLNGTON HTS	IL	60004
03294260050000	EWA WOJTACH	1209 E CAMPBELL ST	ARLINGTON HT	IL	60004
03294260060000	BRUCE BANK	1215 E CAMPBELL	ARLNGTON HTS	IL	60004
03294260070000	JAMES D CROOK	8 SO WOODRIDGE LN	ARLINGTON HT	IL	60004
03294260100000	MATTHEW A HENTSCHEL	7 S WOODRIDGE LN	ARLINGTON HT	IL	60004
03294260110000	BRIAN CHAPIN	1305 E CAMPBELL ST	ARLNGTON HTS	IL	60004
03294260120000	STEVE PAXSON	1309 E CAMPBELL	ARLNGTN HTS	IL	60004
03294260200000	WANITA B BORN IRR TRST	4 S WINDSOR DR	ARLINGTN HTS	IL	60004
03294260210000	RYAN P ODONNELL TRUST	1317 E CAMPBELL ST	ARLNGTON HTS	IL	60004


E Miner St
E Miner St
E Miner St
Miner School
Windsor Elementary School
365 Ride Limo - Chicago Car and...
LogiTag Systems
E Sunset Terrace
E Campbell St
E Campbell St
E Campbell St
E Campbell St
E Campbell St
E Campbell St
S Derbyshire Ln
Woodridge Ln
N Windsor Dr
S Windsor Dr
The Dog Sitters Of Arlington Heights
NORTH
Google


E Eastman St
N Brighton Pl
N Derbyshire Ave
N Wilshire Ln
N Dryden Ave
N Windsor Dr
E Miner St
E Wing St
E Sunset Ter
E Campbell St
S Derbyshire Ln
S Windsor Dr
Private

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

WRITTEN JUSTIFICATION

SPECIAL USE AND VARIATION

PETITIONER NAME:	Don Hansen, STR Partners LLC Architects
OWNER:	Arlington Heights School District 25 (Contact: Ryan Schulz)
DATE:	~~December 05, 2022~~ ~~Revised February 06, 2023~~ Revised February 16, 2023
PROJECT:	Windsor Elementary School
LOCATION:	1315 N. Miner St.

- **Amendments to Special Use Permit Ordinances # 90-082 and #17-013 are requested to allow a building addition.**

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

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

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

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

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

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

- **An amendment is requested to the Comprehensive Plan to reclassify the "parks" portion of the subject property to "schools.".**

The variation will align the site with its current use.

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

PROJECT DESCRIPTION
Refer to Conceptual Project Narrative:

Conceptual Project Narrative

Petitioner Name:	Arlington Heights School District 25
Contact:	Ryan Schulz, LEED AP Director of Facilities Management
Date:	October 21st, 2022 Updated February 6, 2023 DH Updated February 16, 2023 DH
Project:	Windsor Elementary School Addition and Renovations
Location:	1315 E. Miner St., Arlington Heights, IL 60004

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

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

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

The addition will be one story at a height of approximately 14'-8"for the new addition for the classrooms. The addition will be the same or similar materials of the existing school building. Exterior materials include matching red brick and oyster grey brick, windows to match the existing windows and a dark bronze metal coping.

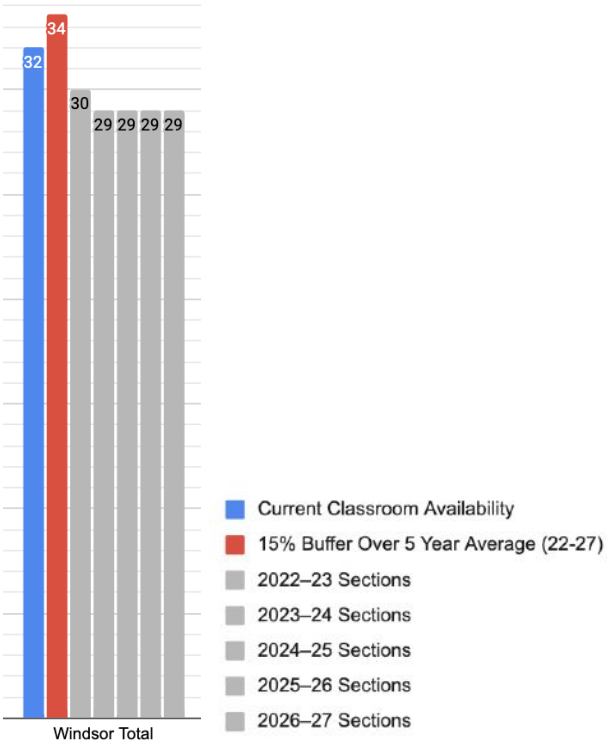
Completion of the project is planned for August 2024 at the beginning of 2024-2025 school year. Construction is anticipated to begin in fall of 2023.

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

There are no changes to existing parking or to existing play areas.

Full Day Kindergarten Additional Classroom Needs Calculation

Windsor +2 Classroom Spaces



Number of Staff

2021/2022			Anticipated 2026/2027		
K	**1st-5th / Support**	**Total**	**K**	**1st-5th / Support**	**Total**
2 fulltime	78 fulltime 11 parttime	**91**	4	78 fulltime 11 parttime	**93**

Changes in staff is 2 new staff due for full day kindergarten.

Number of Students

2021/2022			Anticipated 2026/2027		
K	**1st-5th**	**Total**	**K**	**1st-5th**	**Total**
68	387	**455**	84	382	**466**

Changes of the total number of students is a total of approximately 11 students. Windsor typically picks up about 10 students between kindergarten and 1st grade due to those families choosing private school options for kindergarten. Those students are anticipated to start in D25 in kindergarten. Windsor also hosts a large special education instructional program.

Number of Classrooms

2021/2022			Anticipated 2026/2027		
K	**1st-5th/ Support**	**Total**	**K**	**1st-5th / Support**	**Total**
2	30	**32**	4	30	**34**

Changes of the number of classrooms is a total of 2 which are for full day kindergarten and to allow for capacity for enrollment variability or "bumps".

Approximate Building Area

	2021/2022	Area Added	Total
1st Floor	66,795 SF	2,910 SF	**69,705 SF**
2nd Floor	7,891	-	**7,891 SF**
Total	**74,686 SF**	**2,910 SF**	**77,596 SF**

The proposed addition will add approximately 2,910 square feet to the existing building. The school building with the new addition will be approximately 77,596 square feet. The maximum floor area is under 50% of the lot area of 328,316 SF.

Number of Parking Spaces

2021/2022	Anticipated 2026/2027

Parking Supply	Standard	HC	Total	Standard	HC	Total
Main Lot	96	5	**101**	96	5	**101**
Total	**96**	**5**	**101**	**96**	**5**	**101**
Village Requirement						**Classroom Requirement= 7 Staff Requirement= 93 Total=100**

Parking Demand

2021/2022	Anticipated 2026/2027

Demand	Vehicles	Occupancy	Vehicles	Occupancy
North Lot	92	91%	94	-
Land Banked Parking	-	-	-	-
Miner Lot	10	-	11	-
On-Street	15	-	16	-
Total	**117**		**121**	

The previous land bank parking plan, with capacity to provide an additional 19 spaces, has not been built since the last building improvements were completed. The inclusion of the land banked parking will allow the site to meet the zoning code requirement of 99/100 spaces. The parking surveys indicate some staff park on-street, along the north side of Miner Street, opposite the school, and along the south side of Miner Street, west of the main lot's inbound driveway.

Number of Buses

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

No changes to the number/size of buses.

Variations Requested

Amendment to Special Use Ordinance #90-082 and #17-013 to allow an addition to the existing elementary school within the R-3 District.

Comprehensive Plan Amendment to reclassify the "parks" portion of the subject property to schools.

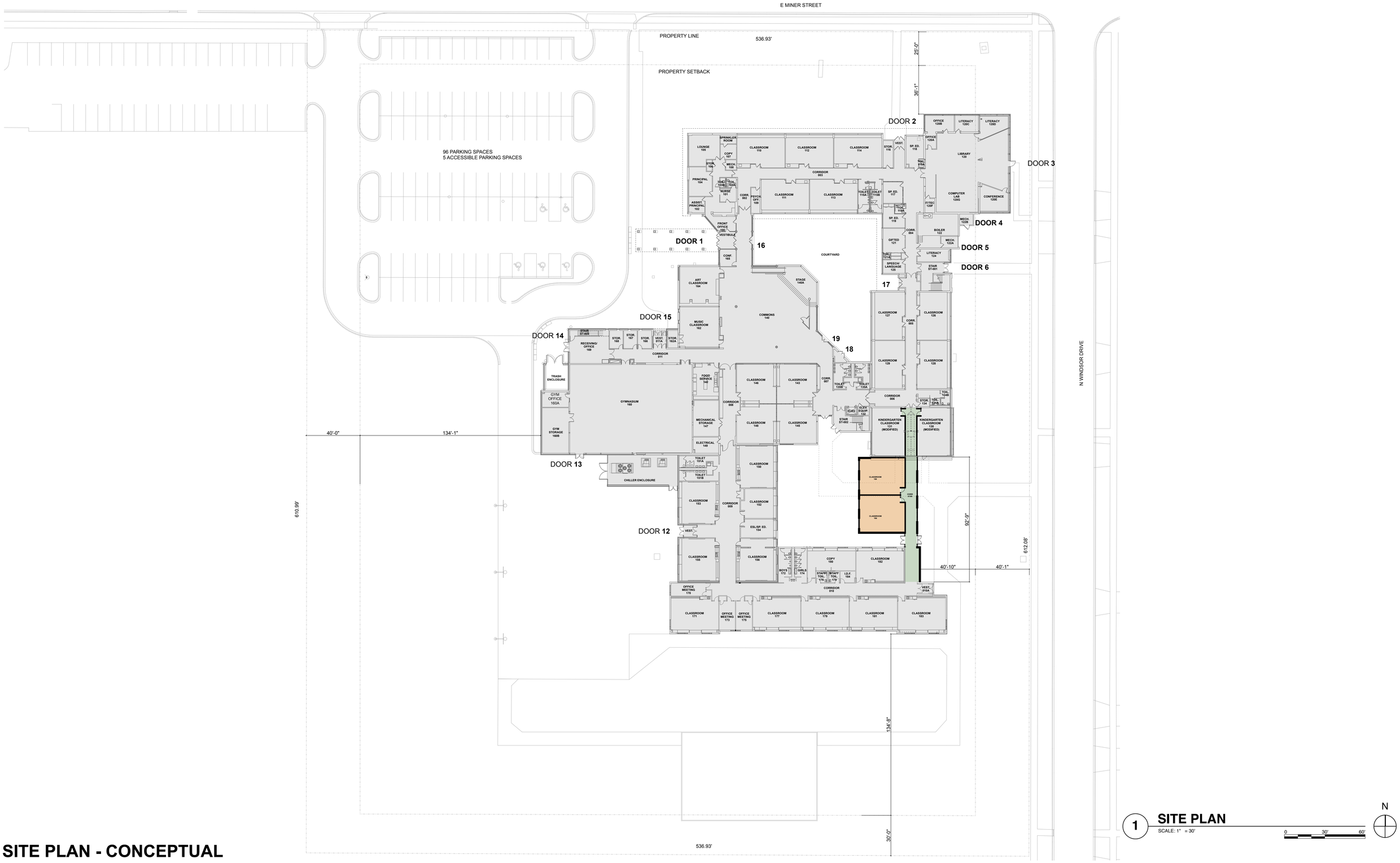


CONCEPTUAL LOCATION MAP

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

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22



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

0 30' 60'

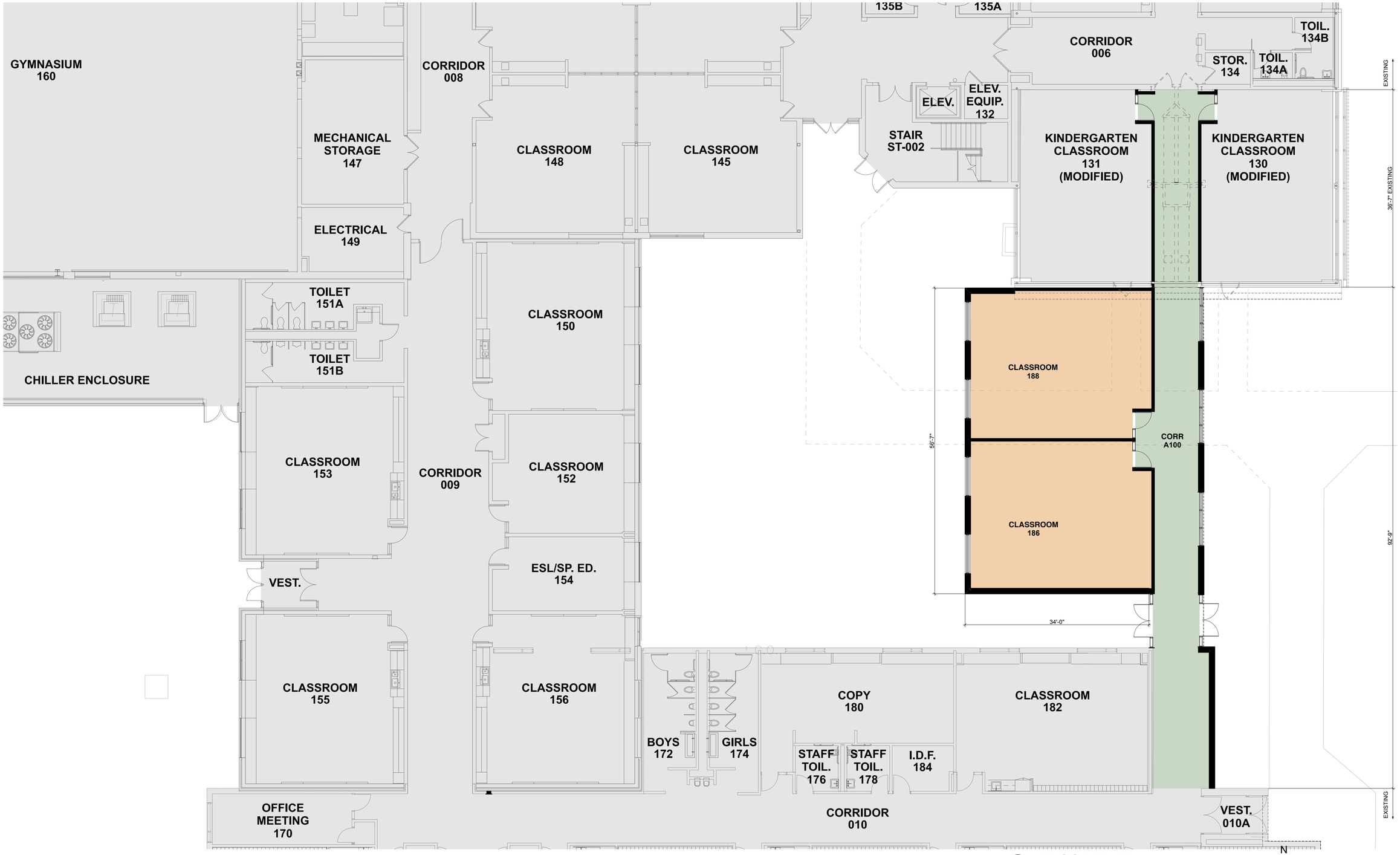
N

SITE PLAN - CONCEPTUAL

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

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22



1 **FLOOR PLAN**
SCALE: 1/8" = 1'-0"
0 4' 8' 16'

FLOOR PLAN - CONCEPTUAL

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

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22

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

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

Date: December 2nd, 2022

Re: Windsor Elementary School Expansion Neighborhood Meeting November 2nd, 2022

Sam,
On November 2nd, 2022 at 6:00 pm, we hosted the required neighborhood meeting for property owners within 250' of the subject property to give a brief overview of the project scope and answer any questions they may have. The meeting was held in the commons at Windsor Elementary School. There were (2) neighbors in attendance at the meeting. Below are the questions the attendees asked during the presentation and our initial response based on the current progress of the design. I have also included a copy of the sign-in sheet as well as the presentation that was used for the neighbors.

- **What are the general logistics for trucks, hours of work, and construction traffic?**
  - Per village ordinance, construction cannot commence before 7:00 am on weekdays and cannot proceed past 7:00 pm. Typically during past projects, we have seen construction typically wrap up by 3:00 pm on weekdays with occasional times when work progresses later in the permitted working hours. The site will also have construction fencing around the entire work area in an attempt to limit trespassing. The construction management firm will coordinate truck staging and deliveries to limit impacts on the school operations.
- **Is the addition going to be 2 stories?**
  - The currently proposed addition is a one-story brick addition with similar features to the most recent addition on the southern end of the building. We are exploring the possibility of structurally reinforcing the addition so it could accommodate a second story in the future if building enrollment or program needs of the school / District warrant an expansion.

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

Sincerely,

Ryan Schulz
Director of Facilities Management

Arlington Heights School District 25 - Neighborhood Meeting Sign In Sheet

Meeting: Windsor Elementary School Addition

Facilitator: Arlington Heights School District 25

Place/Room: Windsor Elementary School Commons

Date: November 2nd, 2022

Time: 6:00pm

PRINT NAME	Address	Phone
1. Kathleen L. Miles	1218 E. Campbell Rd. Hgts.	847 877 3550
2. Gina O'Donnell	1317. E Campbell AH	414-534-5308
3.		
4.		
5.		
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Windsor Expansion
Neighborhood Review Meeting

November 2nd, 2022

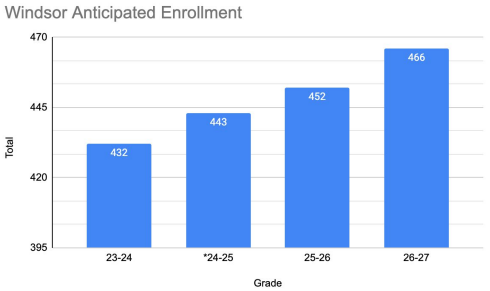


Windsor Expansion

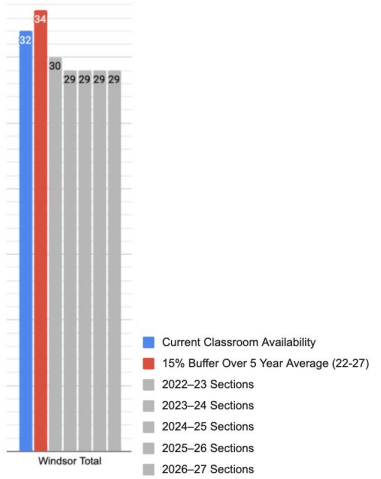
Why Now?

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

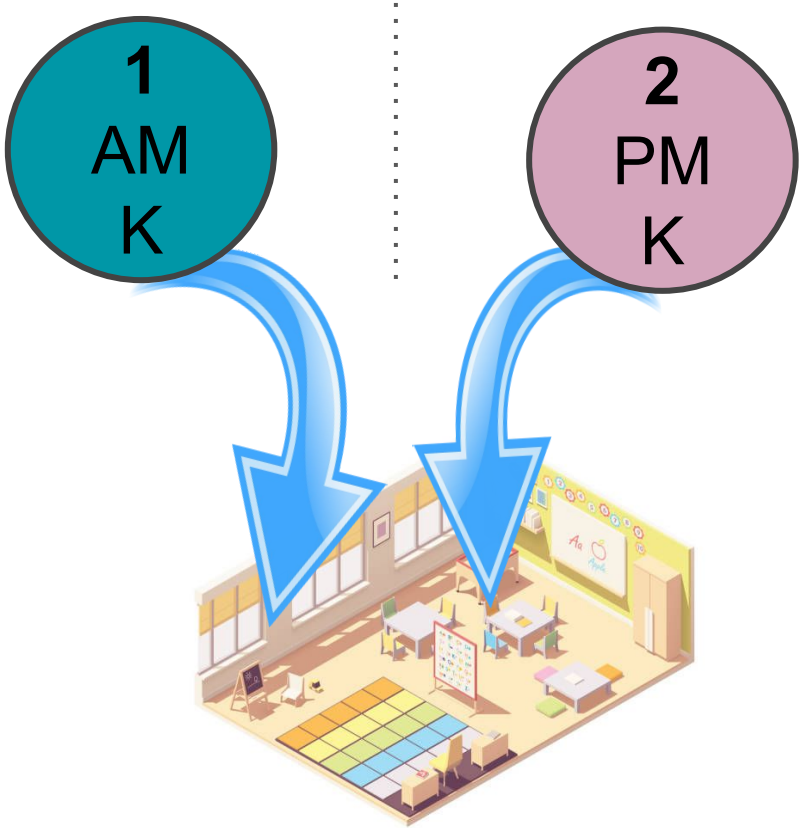
Proposed addition will support future enrollment, full day K, provide and allow the building flexibility in their programming and support services.



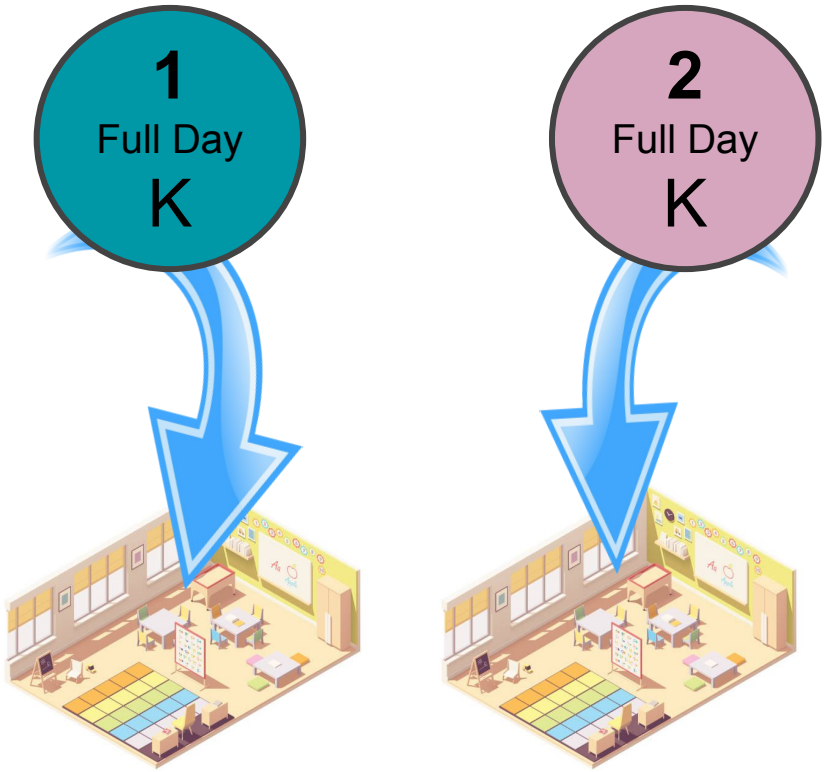
***'24-25 First Year of Full Day K**



Half Day K Model

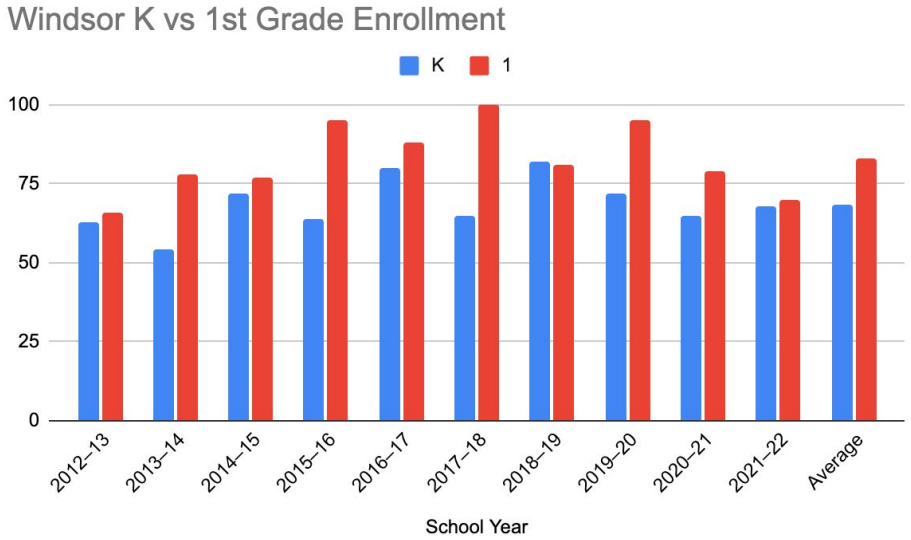


Full Day K Model



Anticipated Kindergarten Enrollment Bump

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



Windsor Elementary School

1315 E. Miner Street | Arlington Heights, IL 60005



CONCEPTUAL LOCATION MAP

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

November 2nd, 2022

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22

Windsor Elementary School

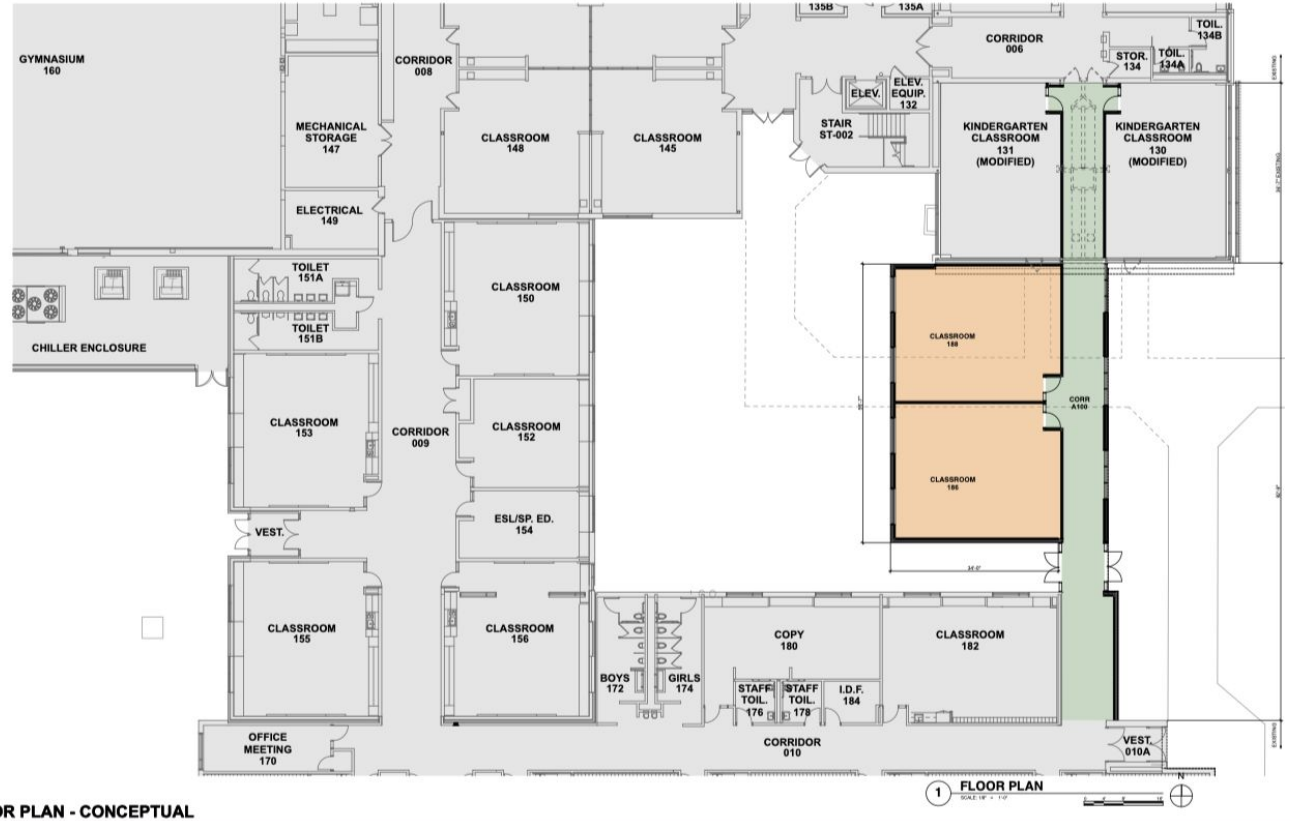
1315 E. Miner Street | Arlington Heights, IL 60005



SITE PLAN - CONCEPTUAL

Windsor Elementary School

1315 E. Miner Street | Arlington Heights, IL 60005



FLOOR PLAN - CONCEPTUAL

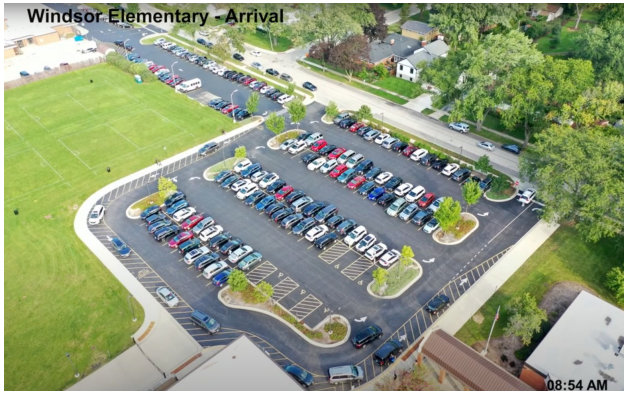
STR Partners, LLC
350 West Ontario Street | Suite 200
Chicago, IL 60654
www.strpartners.com

November 2nd, 2022

WINDSOR ELEMENTARY SCHOOL
1315 East Miner Street, Arlington Heights, IL 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
10/6/22

Parking and Traffic

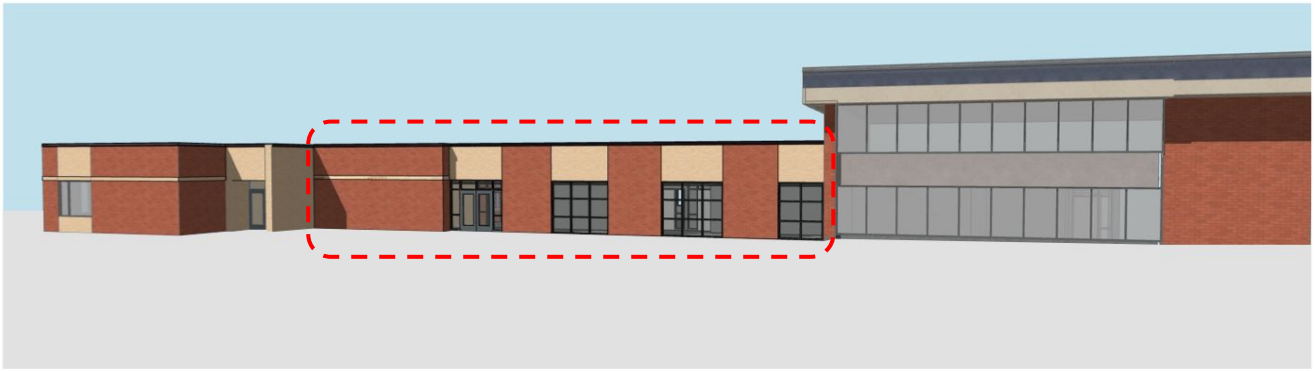
- Currently **101** parking spaces onsite
- Village Requirement is **100** parking spaces onsite
- Main parking lot size and queueing space improved in 2018 with renovation.





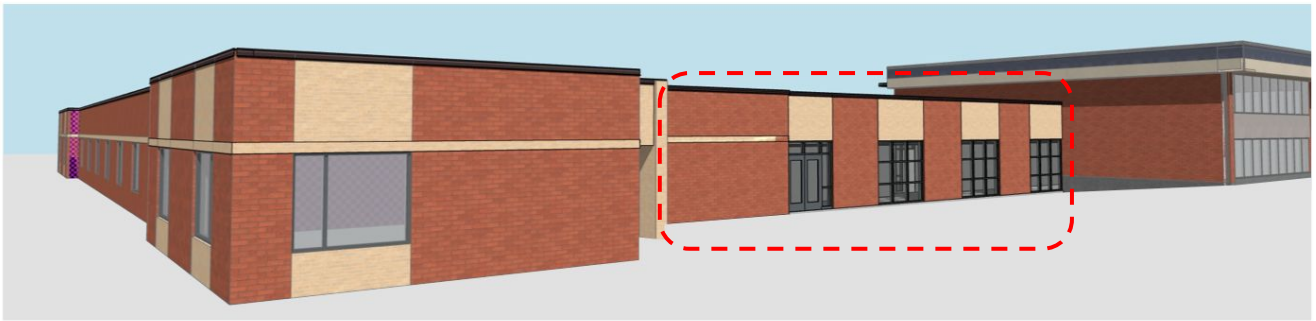
Windsor Elementary School

1315 E. Miner Street | Arlington Heights, IL 60005



VIEW

Preliminary Renderings Subject to Change



VIEW

Next Steps

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

Questions?

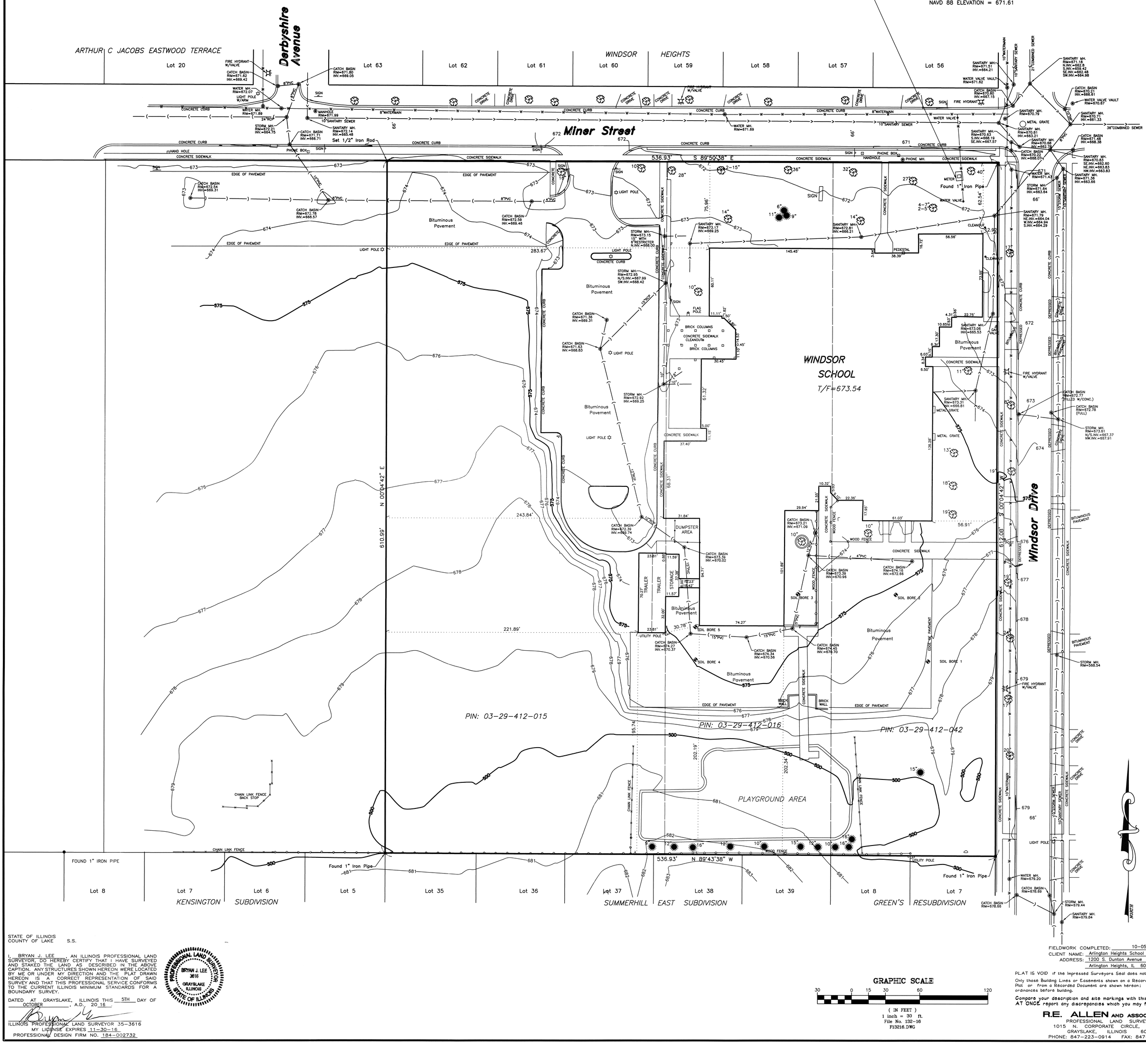


PLAT OF SURVEY
OF

WINDSOR SCHOOL, ARLINGTON HEIGHTS, ILLINOIS.
IN THE EAST HALF OF THE SOUTHEAST QUARTER
OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11,
EAST OF THE THIRD PRINCPAL MERIDIAN,
IN COOK COUNTY, ILLINOIS.

SOURCE AND SITE BENCHMARK

MONUMENT RECOVERY SHEET
VILLAGE OF ARLINGTON HEIGHTS, IL
LOCATION ADDRESS:
1397 E. MINER STREET
MONUMENT 55
1" DIA. BRASS DISC IN SOUTHWESTERLY CORNER OF WATER METER VAULT, 44.5' SOUTH OF THE CENTERLINE OF MINER STREET AND 67' WEST OF THE CENTERLINE OF WINDSOR DRIVE
NAVD 88 ELEVATION = 671.61



STATE OF ILLINOIS
COUNTY OF LAKE S.S.

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

DATED AT GRAYSLAKE, ILLINOIS THIS 5TH DAY OF OCTOBER, A.D., 20 16.

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

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-16
PROFESSIONAL DESIGN FIRM NO. 184-002732

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.
File No. 132-16
F13216.DWG

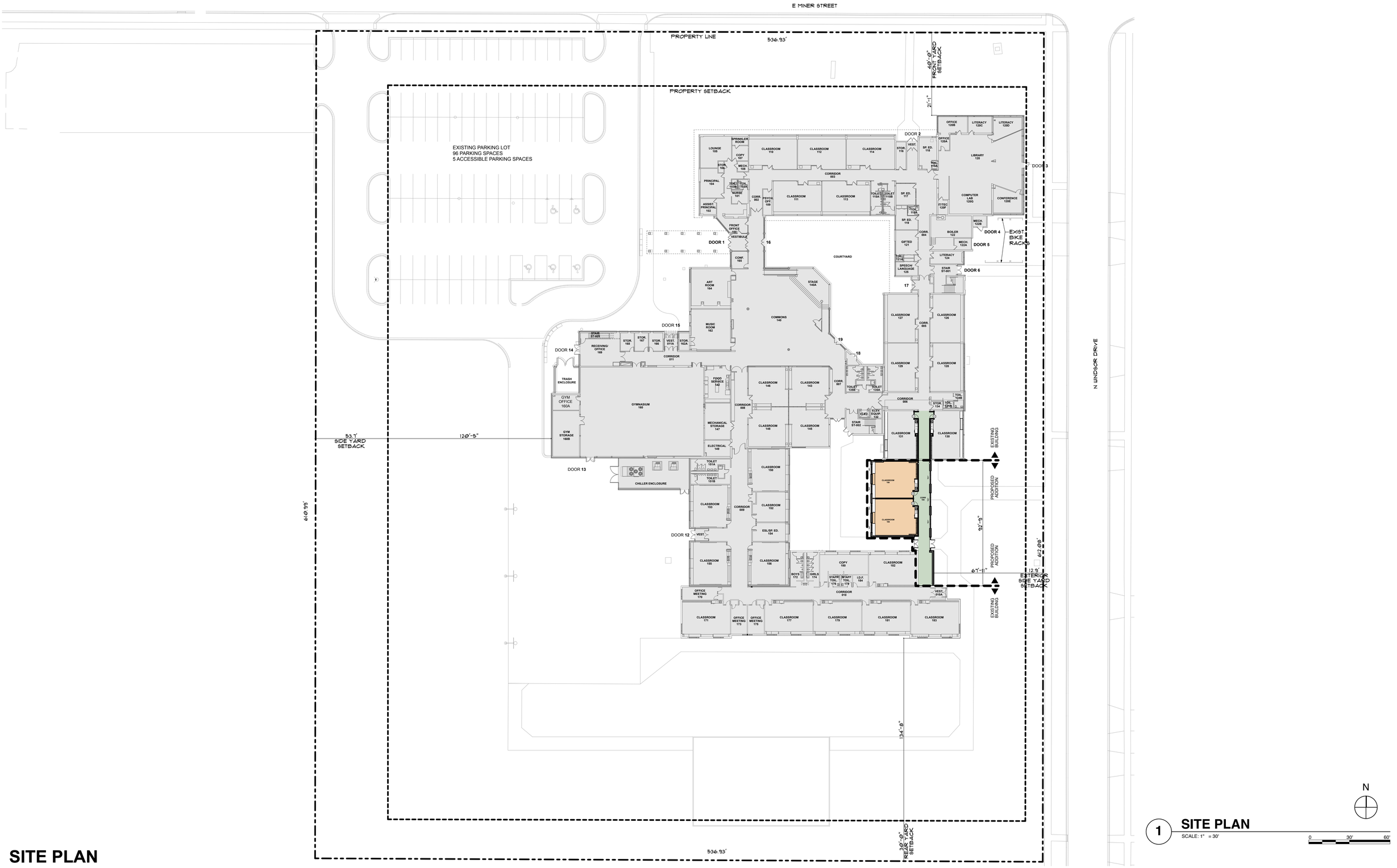
FIELDWORK COMPLETED: 10-05-2016
CLIENT NAME: Arlington Heights School Dist. 25
ADDRESS: 1200 S. Dunton Avenue
Arlington Heights, IL 60005

PLAT IS VOID if the impressed Surveyors Seal does not appear.

Only those Building Lines or Easements shown on a Recorded Subdivision Plat or from a Recorded Document are shown hereon; check local ordinances before building.

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

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



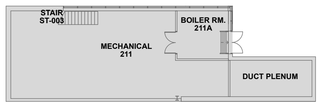
1 **SITE PLAN**
SCALE: 1" = 30'
0 30' 60'

SITE PLAN

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

WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street, Arlington Heights, IL 60004

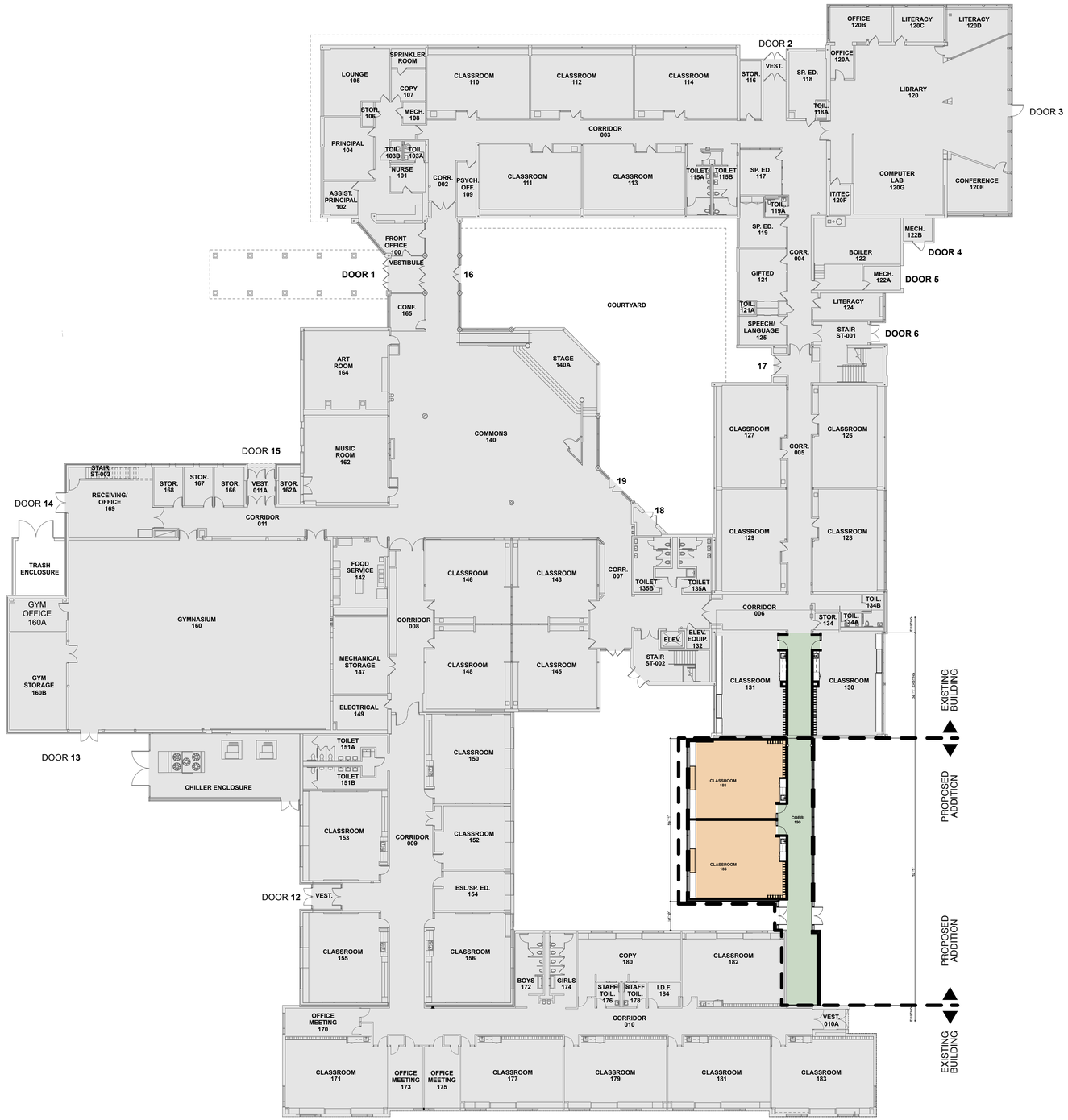
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
2/3/23



3 MECHANICAL MEZZANINE PLAN

SCALE: 1" = 20'

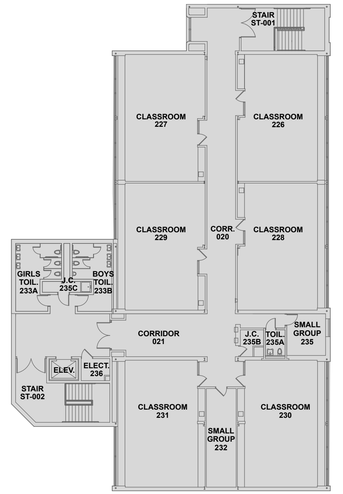
0 10' 20' 40'



1 FIRST FLOOR PLAN

SCALE: 1" = 20'

0 10' 20' 40'



2 SECOND FLOOR PLAN

SCALE: 1" = 20'

0 10' 20' 40'

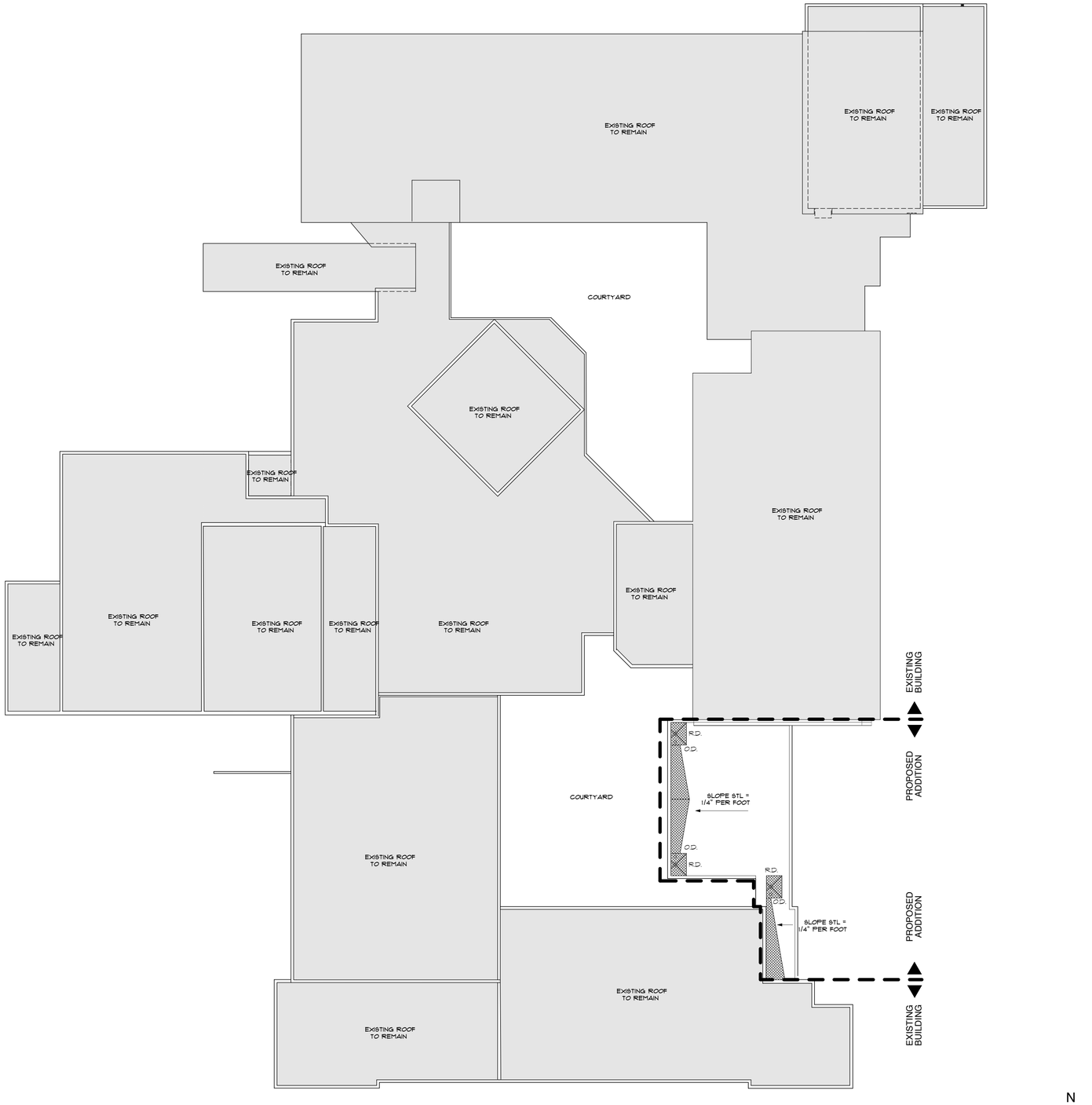
N

FLOOR PLANS

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

WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
2/3/23



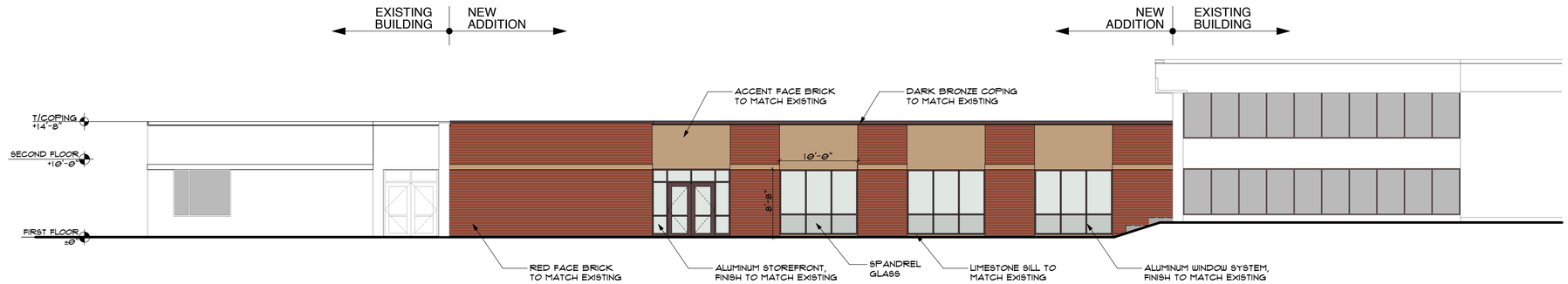
1 **PROPOSED ROOF PLAN**
SCALE: 1" = 20'
0 10' 20' 40'

ROOF PLAN

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

WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street, Arlington Heights, IL 60004

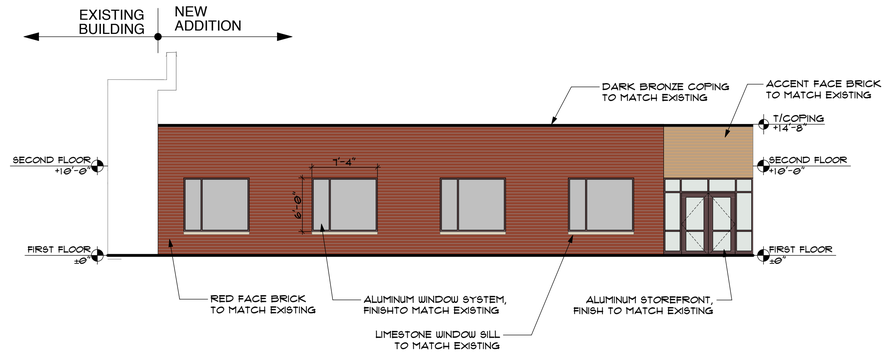
ARLINGTON HEIGHTS SCHOOL DISTRICT 25
12/5/22



1 EAST ELEVATION

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

0 4' 8' 16'



2 WEST ELEVATION

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

0 4' 8' 16'

BUILDING ELEVATIONS/COLOR RENDERING

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

WINDSOR ELEMENTARY SCHOOL ADDITION

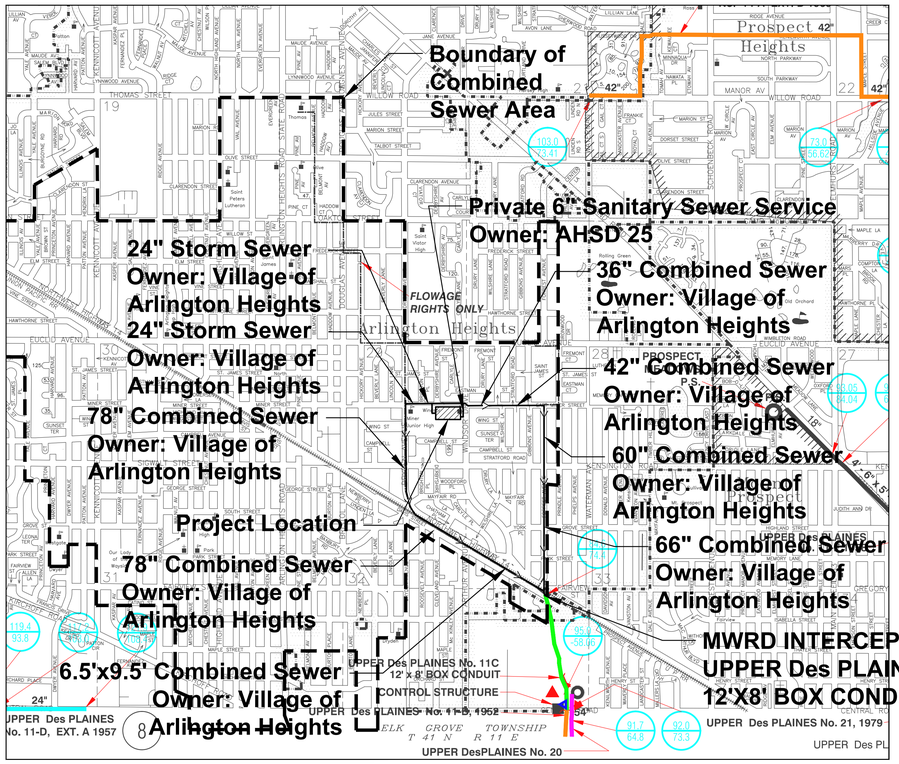
1315 East Miner Street, Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
12/5/22

WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS
1315 E. Miner St.
Arlington Heights, IL 60004

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

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



CIVIL SHEET INDEX

C000	CIVIL COVER SHEET
C001	TOPOGRAPHICAL SURVEY (RECORD)
C002	SITE WORK NOTES AND LEGENDS
C003	MWRD GENERAL NOTES
C101	SITE DEMOLITION PLAN
C201	SITE GEOMETRY PLAN
C301	SITE UTILITY PLAN
C401	SITE GRADING AND PAVING PLAN
C501	SITE EROSION AND CONTROL PLAN
C601	SITE WORK DETAILS

LANDSCAPE SHEET INDEX

L101	Landscape Plan

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61

Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

DRAINAGE STATEMENT

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

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

WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS
1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:
CIVIL COVER SHEET

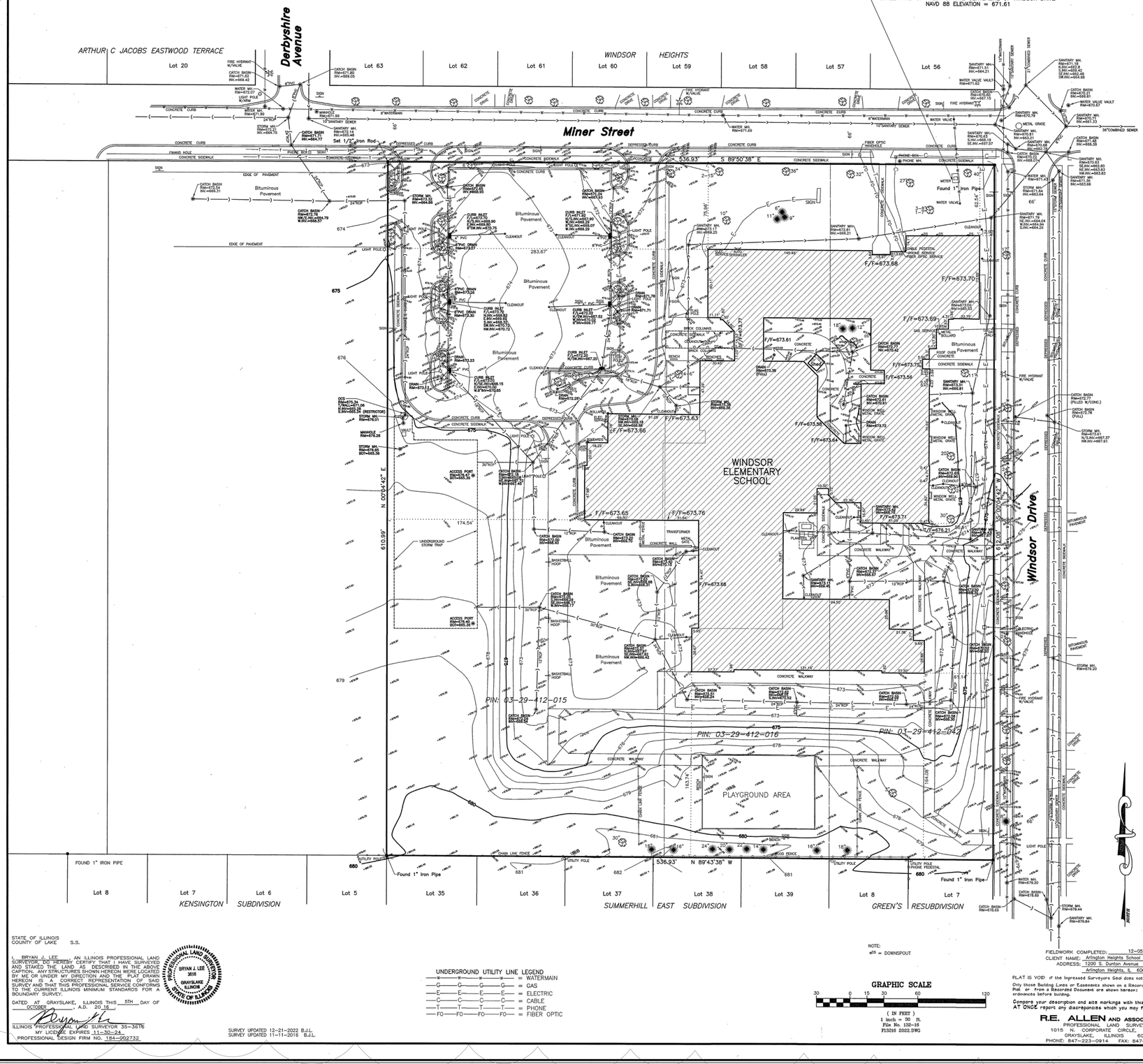
Sheet No:
C000

EEA — P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Stephan — Windsor — NEW.dwg
Plotted: 2/03/23 @ 9:04am By: cstanker

PLAT OF SURVEY
OF
WINDSOR ELEMENTARY SCHOOL
THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

THE PREMISES COMMONLY KNOWN AS:
1315 E. MINER STREET IN ARLINGTON HEIGHTS, ILLINOIS
PIN: 03-29-412-015
03-29-412-016
03-29-412-042
PARCEL AREA = 7.538 ACRES, 328,350 S.F.

SOURCE AND SITE BENCHMARK
MONUMENT RECOVERY SHEET
VILLAGE OF ARLINGTON HEIGHTS, IL
LOCATION ADDRESS:
1397 E. MINER STREET
MONUMENT 55
1" DIA. BRASS DISC IN SOUTHWESTERLY CORNER OF WATER METER VAULT, 44.5' SOUTH OF THE CENTERLINE OF MINER STREET AND 67' WEST OF THE CENTERLINE OF WINDSOR DRIVE
NAVD 88 ELEVATION = 671.61



STATE OF ILLINOIS
COUNTY OF LAKE S.S.

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

DATED AT GRAYSLAKE, ILLINOIS THIS 5TH DAY OF OCTOBER, A.D. 20 16

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

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616
MY LICENSE EXPIRES 11-30-24
PROFESSIONAL DESIGN FIRM NO. 184-002732

SURVEY UPDATED 12-21-2022 BJL
SURVEY UPDATED 11-11-2016 BJL

UNDERGROUND UTILITY LINE LEGEND
W W W W = WATERMAIN
G G G G = GAS
E E E E = ELECTRIC
C C C C = CABLE
T T T T = PHONE
FO FO FO FO = FIBER OPTIC

NOTE:
ø = DOWNSPOUT

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.
File No. 132-16
FIS2016 2022.DWG

FIELDWORK COMPLETED: 12-05-2022
CLIENT NAME: Arlington Heights School Dist. 25
ADDRESS: 1200 S. Dunton Avenue
Arlington Heights, IL 60005

PLAT IS VOID if the Impressed Surveyors Seal does not appear.
Only those Building Lines or Easements shown on a Recorded Subdivision Plat or from a Recorded Document are shown hereon: check local ordinances before building.
Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

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

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

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS
1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:
TOPOGRAPHICAL SURVEY (RECORD)

Sheet No:
C001

EEA – P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Stieplan – Windsor – NEW.dwg
Plotted: 2/03/23 @ 9:05am By: cstanker

GENERAL NOTES

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

DEMOLITION NOTES

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

GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications, **Two Coats for Latex Paints.** All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.

UTILITY NOTES

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

STRUCTURE NOTES

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-Q Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340-B **Frame & Grate** or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:
   - 4' Diameter Structure- 4"
   - 5' Diameter Structure- 6"
   - 6' Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.
5. Where Structures are Shown Along the Curbline, Unless Specifically Stated Otherwise, it is Intended That the Frame of the Structure Is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.
8. All Flared End Sections 12" and Larger Shall Include an IDOT Standard Grate.
9. All Flared End Sections Shall Be Concrete.
10. All Sanitary Manholes Shall Include a Chimney Seal.

GRADING NOTES

1. **<<If not included with erosion control notes>>**Install And Maintain Silt Fence at the Perimeter of the Construction Zone.
2. The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
3. All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and **Sodded** Unless Noted Otherwise On The Landscape Drawings.
4. Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
5. Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.5%. Contact Engineer if Conflicts Exist.
6. **Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.**

SOIL EROSION & SEDIMENTATION CONTROL NOTES

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

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

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

LEGEND

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

DEMOLITION LEGEND

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

PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)

Concrete Driveway Section
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed
(Omit Welded Wire Fabric In Public ROW)

Heavy-Duty (Fire Lane) Asphalt Pavement Section
2" Hot Mix Asphalt Surface,Mix D, IL-9.5, N50
2 1/4" Hot Mix Asphalt Binder, IL-19.0, N50
5" Hot Mix Asphalt Binder, IL-19.0, N30
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)

Light-Duty Asphalt Pavement Section
3" Hot Mix Asphalt,Mix D, IL-9.5, N50
6" Aggregate Base Course, Type B, Crushed

Asphalt Pavement Seal Coat and Crack Fill
Asphalt Emulsions Seal Coat-2 Coats
(NO COAL TAR SEALER OR PRODUCT)
Crack Filling, Hot Applied Joint Sealant

Pavement Restoration in Public Way
See Detail

BASE BID: Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)
Flush Bend Curb Omitted If Base Bid Is Selected.

ALTERNATE: UniLock Eco-Priora™ Permeable Paver
Large or Small Square (TBD by Architect And/Or Owner)
Color: Heritage Brown
3-1/8" Paver Depth
1-1/2" CA-16 Setting Bed
6" Min. CA-7 (Variable Based On Pavement Slope)
12" CA-1 Permeable Subbase
Aggregate Subbase Stone Shall Be Wrapped In Non-Woven Geotextile Fabric As Required By The MWRD, Typ.
ADD ALTERNATE: Tensar GeoGrid TX160
(Installed per Manufacturers Specifications)

- Stormwater Overland Flow Path
- Ridge Line/High Point

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Erosion Control Blanket North American Green DS75 Or Approved Equal
- Permanent Turf Reinforcement Mat North American Green C350 Or Approved Equal
- Erosion Control Ditch Check
- Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Filter Wattle Inlet Protection with Dandy Pop (or equal) Landscape Areas
- Erosion Eel (Temporary Silt Barrier Paved Areas - Location by Contractor Dependent on Construction Sequencing/Phasing)

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EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS
1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION

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CS	JC	02/03/23

Sheet Title:

SITE WORK NOTES AND LEGENDS

Sheet No:

C002

EEA - P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan - Windsor - NEW.dwg
Plotted: 2/03/23 @ 9:05am By: cstanker

A. REFERENCED SPECIFICATIONS

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

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).
2. THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 0 FT.
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

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

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

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

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

10/13/2022

STD. DWG. NO.18

PAGE NO. 19

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WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS
1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

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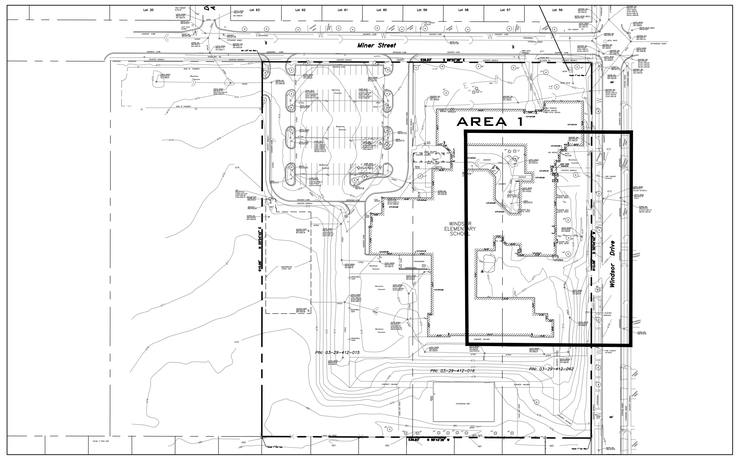
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CS	JC	02/03/23

Sheet Title: MWRD GENERAL NOTES

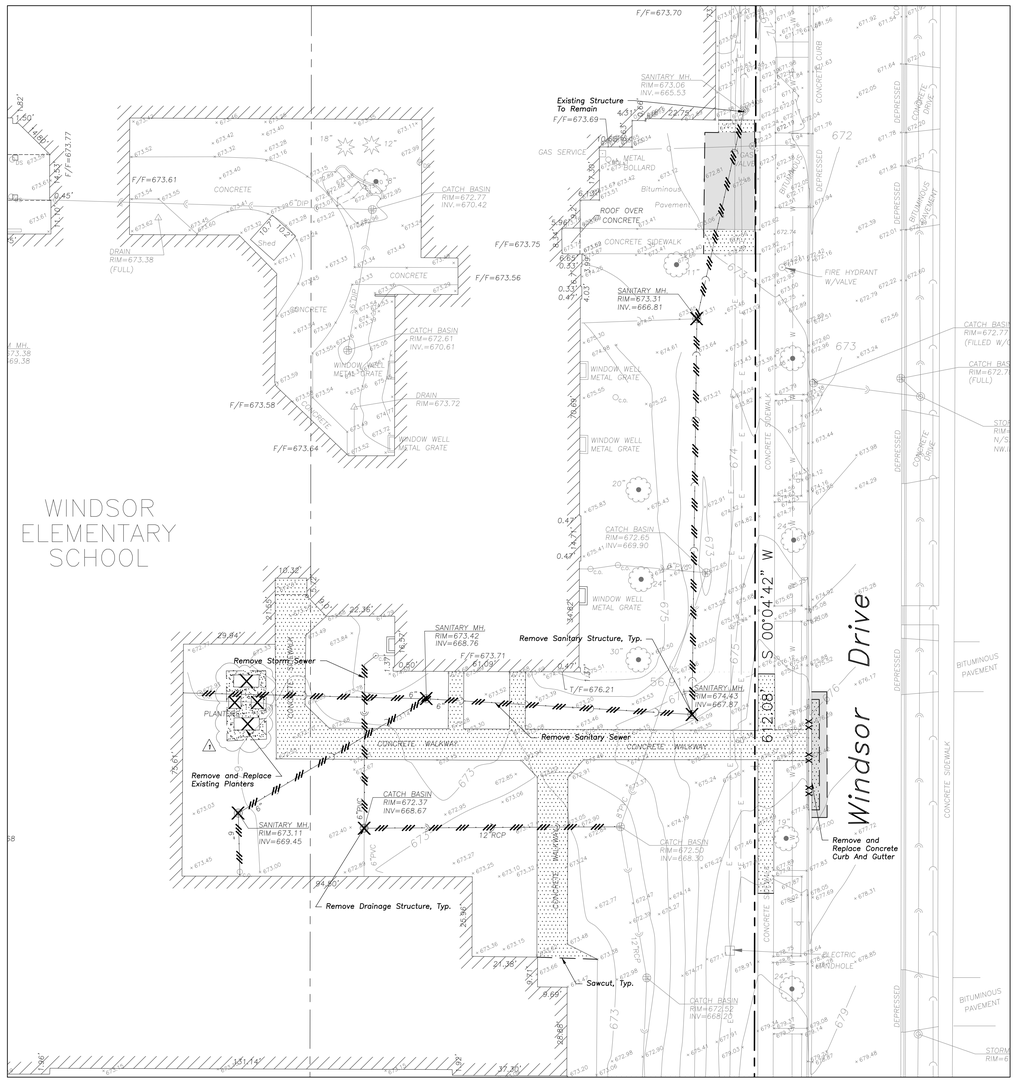
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Plotted: 2/03/23 @ 9:06am By: cstanker



KEY MAP

(NOT TO SCALE)





DEMOLITION NOTES

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

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (2" Mill)
- Bituminous Pavement Removal (Full Removal)
- Concrete Pavement Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal

LEGEND

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

GENERAL NOTES

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

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

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WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

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CS	JC	02/03/23

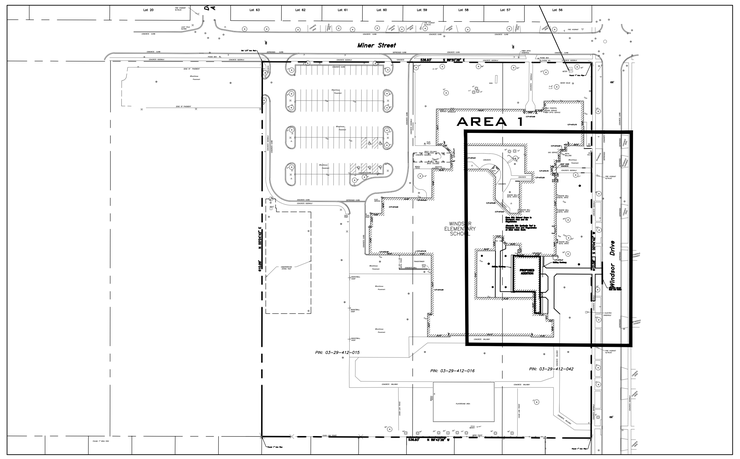
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SITE DEMOLITION PLAN

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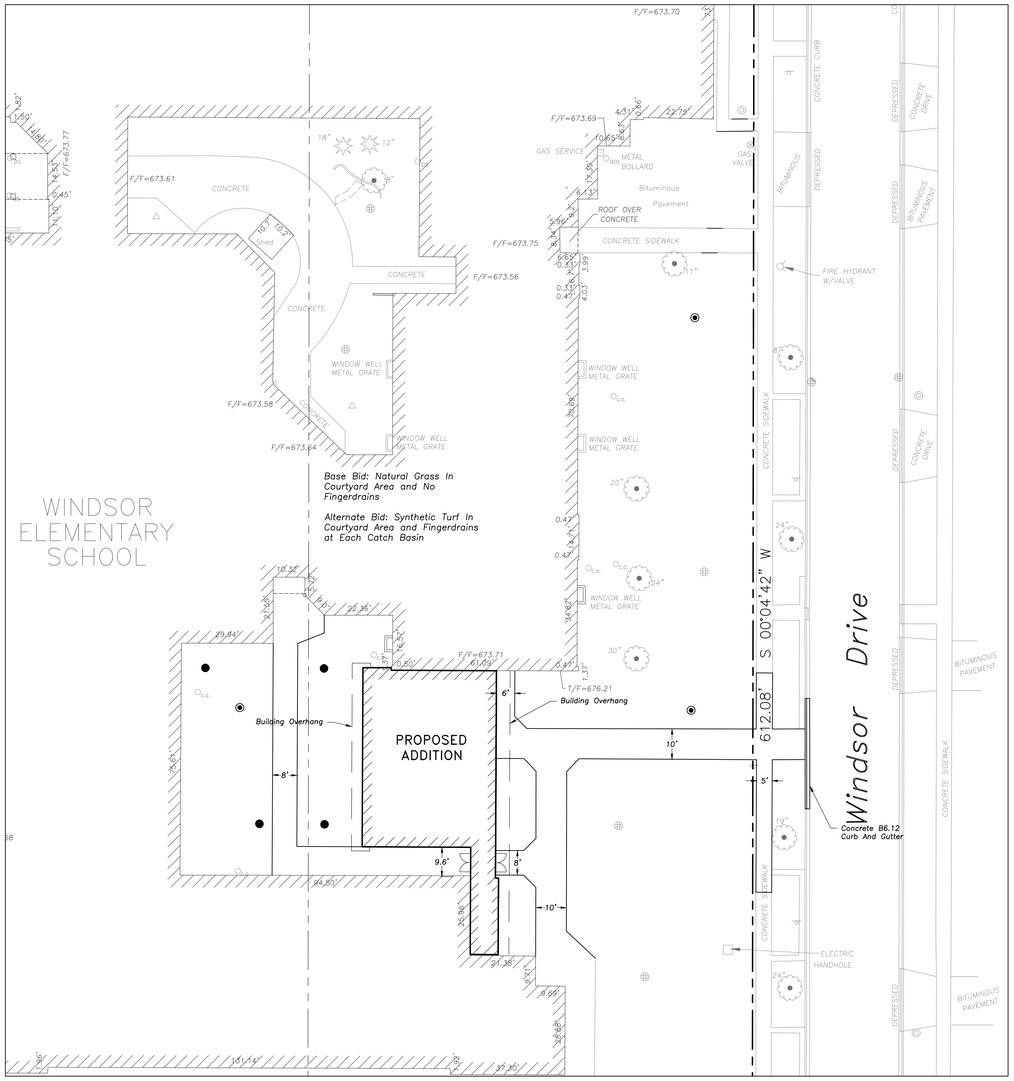
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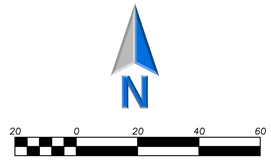


KEY MAP

(NOT TO SCALE)



AREA 1



Scale: 1"=20'

GEOMETRY NOTES

1. *All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.*
2. *All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications, Two Coats for Latex Paints. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.*
3. *All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.*
4. *Refer to Architectural Drawings for Exact Locations of All Buildings.*
5. *Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.*
6. *Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.*

LEGEND

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

GENERAL NOTES

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4. *Notify The Owner, Engineer and The* ***Village of Arlington Heights*** *A Minimum of 48 Hours In Advance of Performing Any Work.*
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9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.***
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
Northing: 1977018.846

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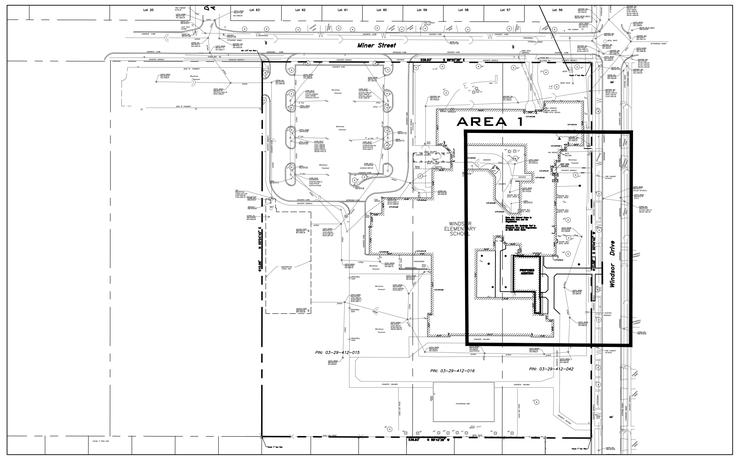
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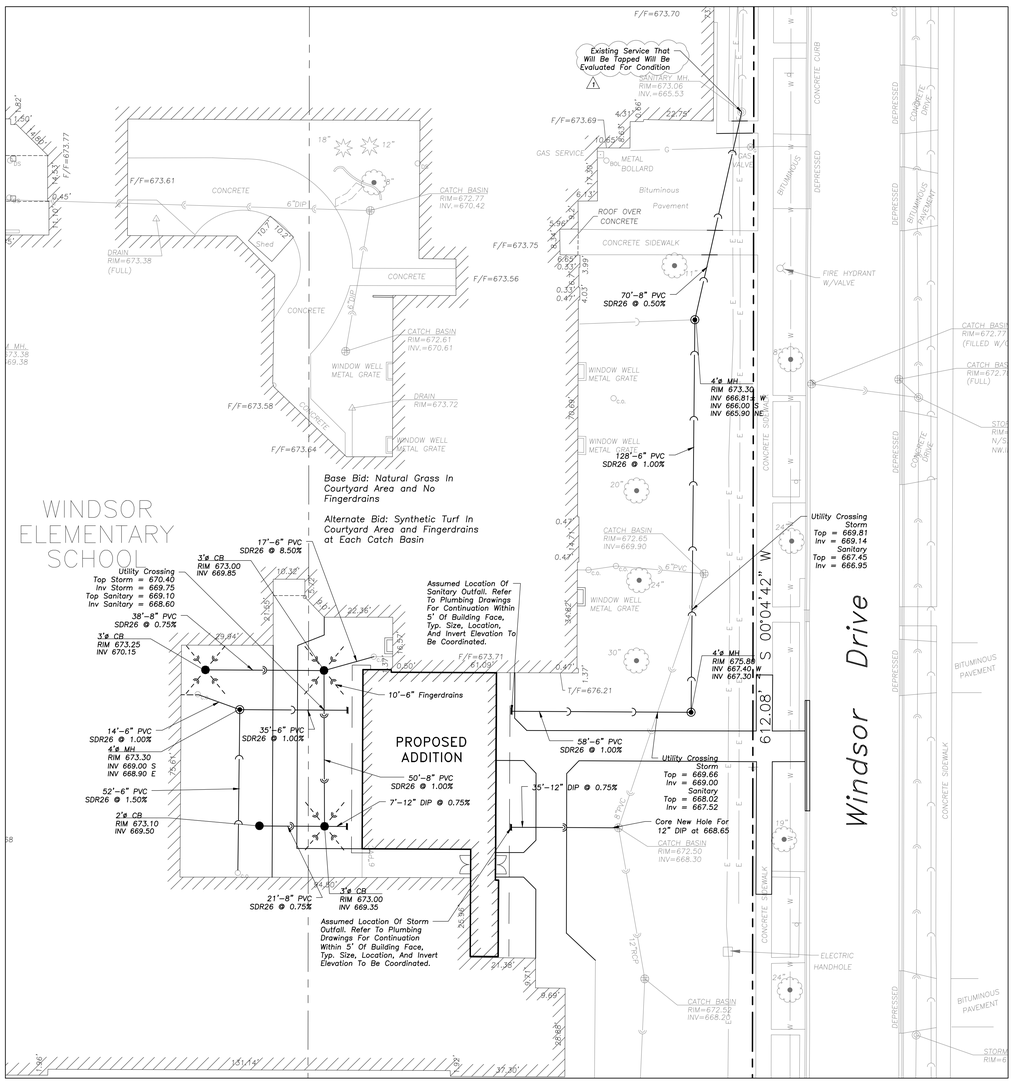
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KEY MAP

(NOT TO SCALE)



AREA 1



20 0 20 40 60

Scale: 1"=20'

UTILITY NOTES

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

STRUCTURE NOTES

1. *All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.*
2. *All Catch Basins to Be Installed in Landscaped Areas Shall Have* ***Neenah R4340-B Frame & Grate*** *or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:*
   - *4' Diameter Structure- 4"*
   - *5' Diameter Structure- 6"*
   - *6' Diameter Structure- 8"*
3. *All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.*
4. *All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.*
5. *Where Structures are Shown Along the Curbline, Unless Specifically Stated Otherwise, it is Intended That the Frame of the Structure is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.*
6. *All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.*
7. *For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.*
8. *All Flared End Sections 12" and Larger Shall Include an IDOT Standard Grate.*
9. *All Flared End Sections Shall Be Concrete.*
10. *All Sanitary Manholes Shall Include a Chimney Seal.*

LEGEND

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

GENERAL NOTES

1. *The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.*
2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
3. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The* ***Village of Arlington Heights*** *A Minimum of 48 Hours In Advance of Performing Any Work.*
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9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.***
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SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F1732-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61

Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

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

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

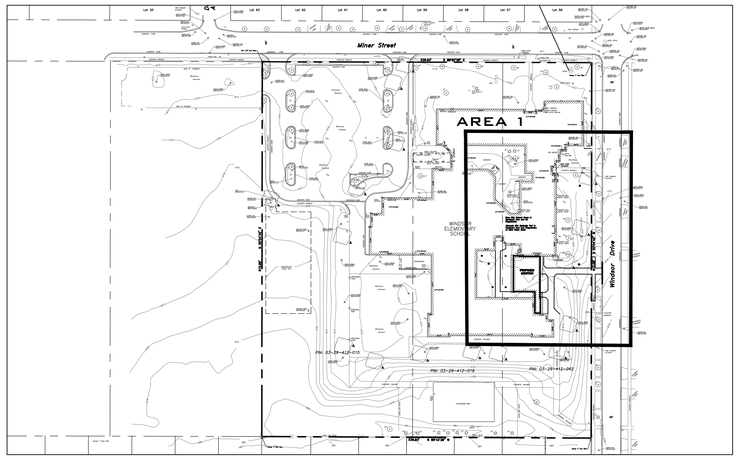
Sheet Title:

SITE UTILITY PLAN

Sheet No:

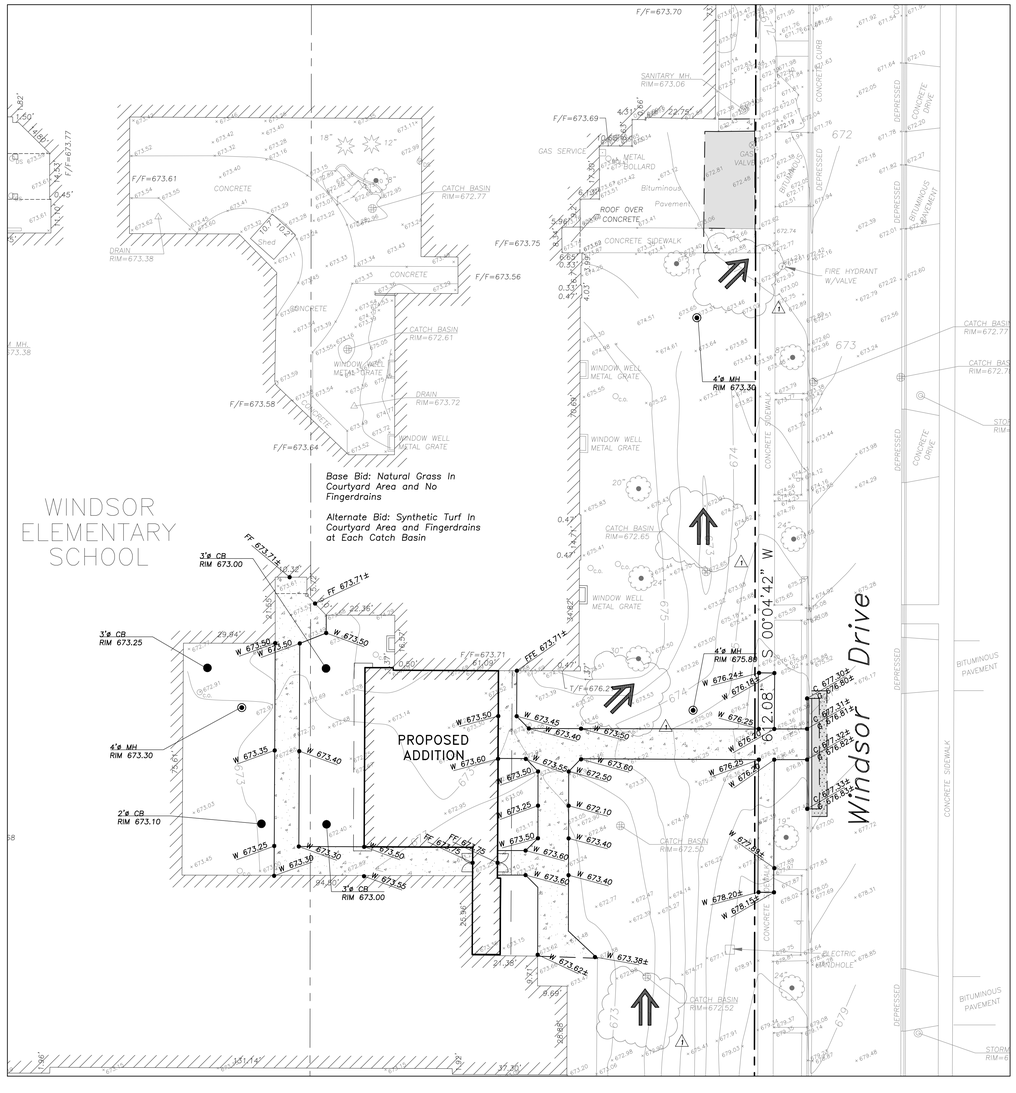
C301

EEA - P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan - Windsor - NEW.dwg
Plotted: 2/03/23 @ 9:15am By: cstanker



KEY MAP

(NOT TO SCALE)



AREA 1

GRADING NOTES

1. *The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.*
2. *All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and* ***Sodded*** *Unless Noted Otherwise On The Landscape Drawings.*
3. *Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.*
4. *Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.*
5. ***Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.***

PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
ADD ALTERNATE: *Tensar GeoGrid TX160*
(Installed per Manufacturers Specifications)

Concrete Driveway Section
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed
(Omit Welded Wire Fabric In Public ROW)

Heavy-Duty (Fire Lane) Asphalt Pavement Section
2" Hot Mix Asphalt Surface,Mix D, IL-9.5, N50
2 1/4" Hot Mix Asphalt Binder, IL-19.0, N50
5" Hot Mix Asphalt Binder, IL-19.0, N30
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed
ADD ALTERNATE: *Tensar GeoGrid TX160*
(Installed per Manufacturers Specifications)

Light-Duty Asphalt Pavement Section
3" Hot Mix Asphalt,Mix D, IL-9.5, N50
6" Aggregate Base Course, Type B, Crushed

Asphalt Pavement Seal Coat and Crack Fill
Asphalt Emulsions Seal Coat-2 Coats
(NO COAL TAR SEALER OR PRODUCT)
Crack Filling, Hot Applied Joint Sealant

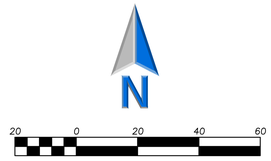
Pavement Restoration in Public Way
See Detail

BASE BID: Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy
ADD ALTERNATE: *Tensar GeoGrid TX160*
(Installed per Manufacturers Specifications)
Flush Band Curb Omitted If Base Bid Is Selected.

ALTERNATE: UniLock Eco-Priora™ Permeable Paver
Large or Small Square (TBD by Architect And/Or Owner)
Color: Heritage Brown
3-1/8" Paver Depth
1-1/2" CA-16 Setting Bed
6" Min. CA-7 (Variable Based On Pavement Slope)
12" CA-1 Permeable Subbase
Aggregate Subbase Stone Shall Be Wrapped In Non-Woven Geotextile Fabric As Required By The MWRD, Typ.
ADD ALTERNATE: *Tensar GeoGrid TX160*
(Installed per Manufacturers Specifications)

Stormwater Overland Flow Path

Ridge Line/High Point



LEGEND

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

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SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61

Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

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

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

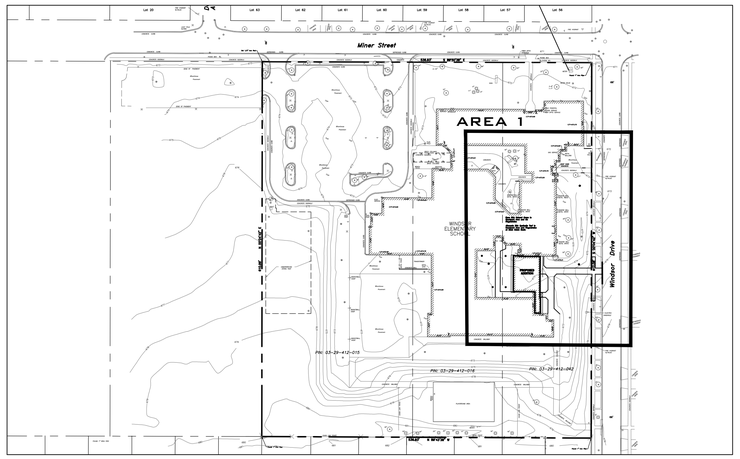
Sheet Title:

GRADING AND PAVING PLAN

Sheet No:

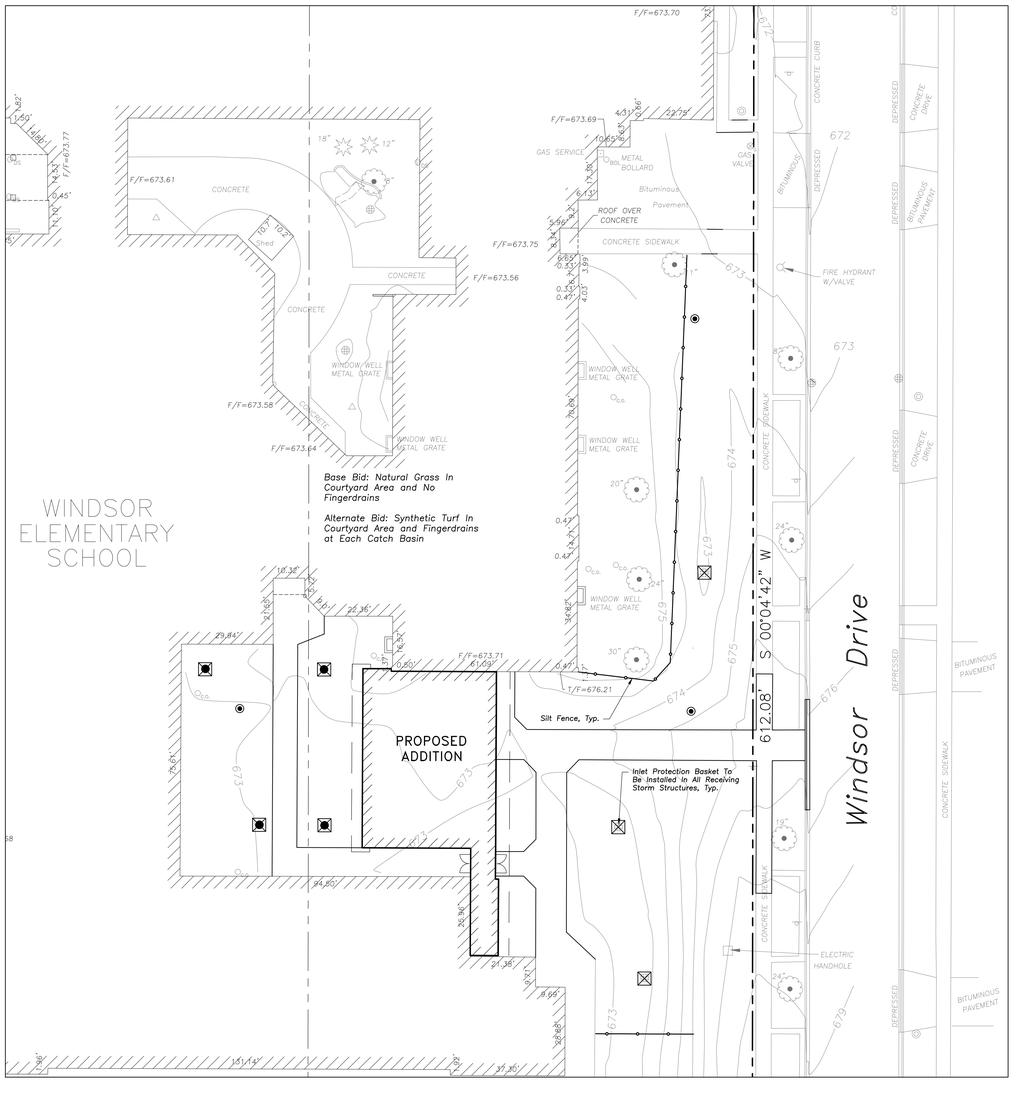
C401

EEA - P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Stieplan - Windsor - NEW.dwg
Plotted: 2/03/23 @ 9:17am By: cstanker



KEY MAP

(NOT TO SCALE)



AREA 1





Scale: 1"=20'

SOIL EROSION & SEDIMENTATION CONTROL NOTES

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

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

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

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

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

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Inlet	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
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T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
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	Sign	
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	Curb & Gutter	
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781	Contour Line	781
	Deciduous Tree	
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SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on October 5, 2016. Order Number F132-16.

PROJECT BENCHMARKS

Source Benchmark:
Monument Recovery Sheet
Village of Arlington Heights, IL
Location Address:
1397 E. Miner Street
Monument 55
1" Dia. Brass Disc In Southwesterly Corner of Water Meter Vault, 44.5' South Of The Centerline Of Miner Street And 67' West Of The Centerline Of Windsor Drive.
NAVD 88 Elevation = 671.61
Easting: 1083719.692
Northing: 1977018.846

J.U.L.I.E.

***Note:** The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123*

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

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

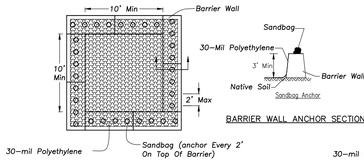
Sheet Title:

SITE EROSION AND SEDIMENT CONTROL PLAN

Sheet No:

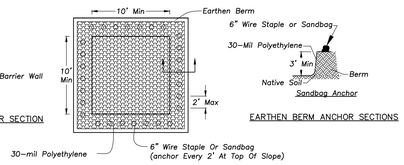
C501

EEA - P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan - Windsor - NEW.dwg
Plotted: 2/03/23 @ 9:18am By: cstanker



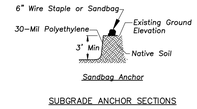
BARRIER WALL ANCHOR SECTION

BARRIER WALL OPTION

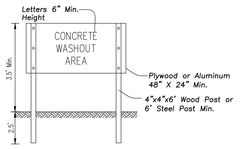


EARTHEN TYPE OPTION

EARTHEN BERM ANCHOR SECTIONS



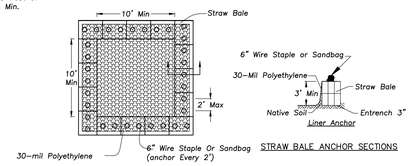
SUBGRADE ANCHOR SECTIONS



SIGN DETAIL

NOTES:

1. *Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.*
2. *Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.*
3. *Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.*



STRAW BALE OPTION

STRAW BALE ANCHOR SECTIONS

CONCRETE WASHOUT FACILITY

GENERAL NOTES

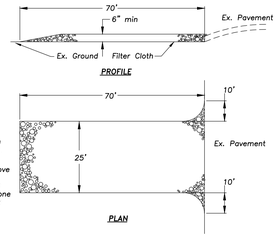
STONE SIZE – Use IDOT gradation CA–1 aggregate stone.

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

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

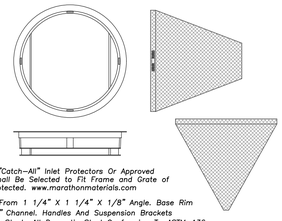
WASHING – Wheels shall be cleaned to remove sediment prior to entrance onto public rights–of–way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

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



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



General Notes:

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

Frame: Top Flange Fabricated From 1 1/4" X 1 1/4" X 1/8" Angle. Base Rim Fabricated From 1 1/2" x 1/2" x 1/8" Channel. Handles And Suspension Brackets Fabricated From 1 1/2" x 1/2" Flat Stock. All Domestic Steel Conforming To ASTM–A36

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

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

INLET PROTECTORS – SEDIMENT BAG

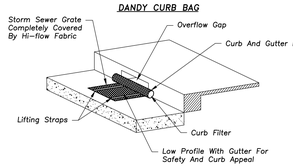
Note: The Dandy Bag Will Be Manufactured In The Usa From A Woven Monofilament Fabric That Meets Or Exceeds The Following Specifications:

Hi–flow Dandy Bag (safety Orange)

Mechanical Properties	Test Method	Units	Manv
Grab Tensile Strength	Astm D 4632	Kn (lbs)	1.64 (360) 1.89 (400)
Grab Tensile Elongation	Astm D 4632	%	25 % 50
Puncture Strength	Astm D 4833	Kn (lbs)	0.67 (150)
Mullen Burst Strength	Astm D 3786	Kpa (psi)	2760 (400)
Trapezoid Tearing Strength	Astm D 4533	Kn (lbs)	0.51 (115) 0.623 (135)
Ultraviolet Resistance	Astm D 4355	%	70
Apparent Opening Size	Astm D 4751	Mm (sp Size)	0.300 (#50)
Flow Rate	Astm D 4491	l/min/m² @ 50mm/hr	6500 (160)
Permittivity	Astm D 4491	Sec-1	2.1

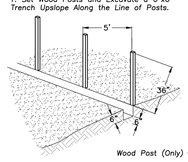
**note: All Dandy Bags Ô Can Be Ordered With Our Optional Oil Absorbent Pillows*

DANDY CURB BAG

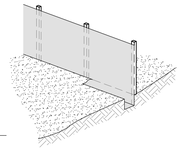


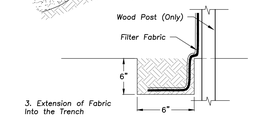
DANDY CURB BAG SEDIMENT CONTROL DEVICE

1. *Set Wood Posts and Excavate a 6"x6" Trench Upslope Along the Line of Posts.*



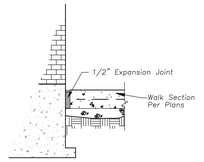
2. *Attach the Filter Fabric to the Wood Posts and Extend it Into the Trench. Backfill and Compact the Excavated Soil*



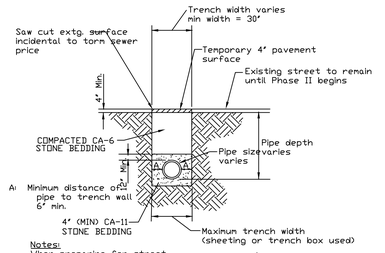


3. *Extension of Fabric Into the Trench*

SILT FENCE CONSTRUCTION (AASHTO 288–00)



WALK ADJACENT TO BUILDING



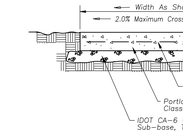
Notes:
When preparing for street subgrade renoval of compacted stone subgrade shall be included with earth ex. renoval

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

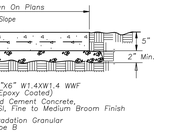
Cost of stone bedding material as shown shall be incidental to sewer pay items

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

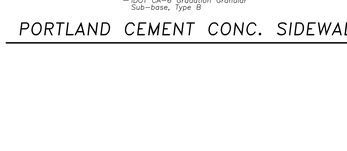
SANITARY SEWER TRENCH DETAIL



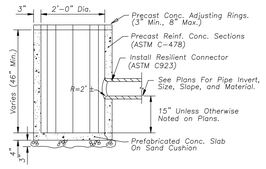
EXPANSION JOINT



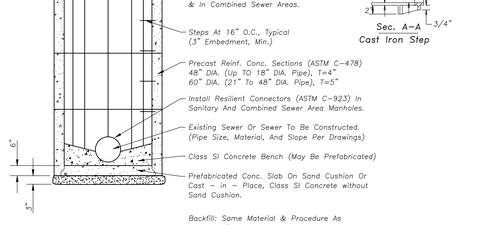
CONTROL JOINT



PORTLAND CEMENT CONC. SIDEWALK



CATCH BASIN – 2' DIA.



MANHOLE – 48"–60" DIA.

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WINDSOR ELEMENTARY SCHOOL
BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION

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CS	JC	02/03/23

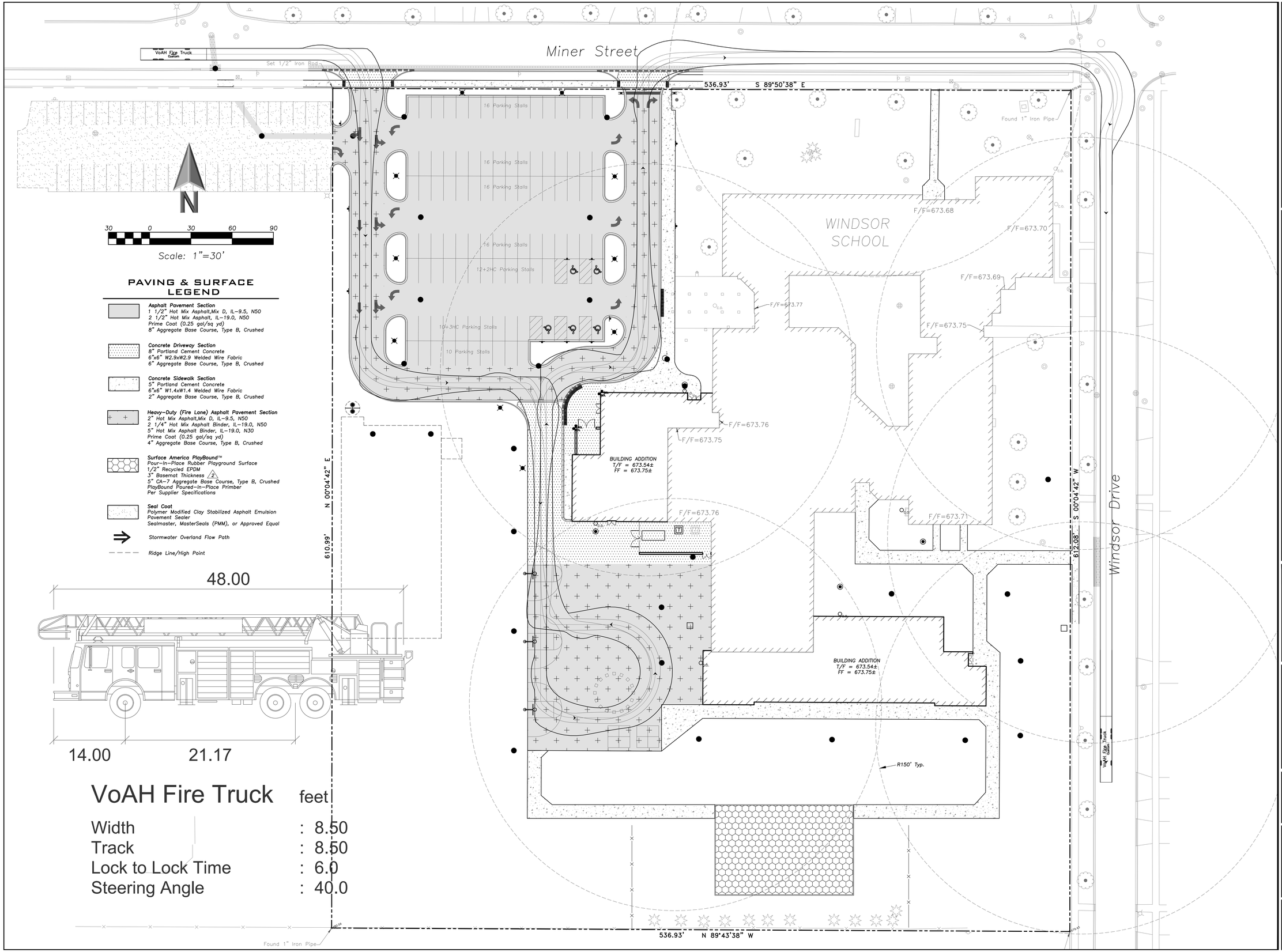
Sheet Title:

SITE WORK DETAILS

Sheet No:

C601

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Plotted: 2/03/23 @ 9:07am By: cstanker



PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
8" Aggregate Base Course, Type B, Crushed

Concrete Driveway Section
8" Portland Cement Concrete
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed

Heavy-Duty (Fire Lane) Asphalt Pavement Section
2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/4" Hot Mix Asphalt Binder, IL-19.0, N50
5" Hot Mix Asphalt Binder, IL-19.0, N30
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed

Surface America PlayBound™
Pour-In-Place Rubber Playground Surface
1/2" Recycled EPDM
3" Basemat Thickness (2)
5" CA-7 Aggregate Base Course, Type B, Crushed
PlayBound Poured-In-Place Primber
Per Supplier Specifications

Seal Coat
Polymer Modified Clay Stabilized Asphalt Emulsion
Pavement Sealer
Sealmaster, MasterSeals (PMM), or Approved Equal

Stormwater Overland Flow Path

Ridge Line/High Point

VoAH Fire Truck feet

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

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145 COMMERCE DRIVE, SUITE A
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PROFESSIONAL DESIGN FIRM
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EXPIRES: 04/30/2017

WINDSOR ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

1315 E. Miner Street
Arlington Heights, Illinois

Reserved for Seal:

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No.	Date	Description
1	12/14/16	ISSUE FOR BID & PERMIT
2	01/05/17	ADDENDUM 2
3	01/24/17	REVISED PARKING LOT LAYOUT
	01/27/17	ISSUED FOR CONSTRUCTION

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Design By:	Date:
JC	12/14/16
Approved By: KC	Project No.

Sheet Title: (2)

AUTOTURN EXHIBIT - FIRE TRUCK

Sheet No:

CX1.1

EXISTING SITE CONDITIONS

IMPERVIOUS AREA
161,510 SF = 3.71 ACRES

PERMEABLE PLAYGROUND AREA
6,500 SF = 0.15 ACRES

PERVIOUS AREA
160,339 SF = 3.68 ACRES

RUNOFF COEFFICIENT
C = 0.73

PROPOSED SITE CONDITIONS

IMPERVIOUS AREA
164,460 SF = 3.79 ACRES

PERMEABLE PLAYGROUND AREA
6,500 SF = 0.15 ACRES

PERVIOUS AREA
157,389 SF = 3.60 ACRES

RUNOFF COEFFICIENT
C = 0.73

SUMMARY

IMPERVIOUS AREA
= +0.08 ACRES

PERMEABLE PLAYGROUND AREA
= ±0.00 ACRES

PERVIOUS AREA
= −0.08 ACRES

SWM REQUIREMENTS

EXISTING CONDITIONS (Site, MRM B-70, Village Allowable Release)
= 1.963 AC-FT

EXISTING CONDITIONS (Site, MRM B-75, Village Allowable Release)
= 2.281 AC-FT

PROPOSED CONDITIONS (Site, MRM B-75, Village Allowable Release)
= 2.281 AC-FT (Required For Entire Site)

EXISTING SWM PROVIDED UNDER MWRD 17-034 (DEVELOPMENT AREA)

VILLAGE:

Required = 1.28 AC-FT
Provided = 1.28 AC-FT

MWRD:

Required = 1.38 AC-FT
Provided = 1.48 AC-FT
(1.35 AC-FT Storm Trap)
(0.07 Ac-Ft Pipe Storage)
(0.06 Ac-FT Provided in VC Above Inv.)

EXHIBIT LEGEND

IMPERVIOUS AREA

PERMEABLE PLAYGROUND AREA

PROPERTY LINE
328,349 SF
7.54 ACRES

RECORD DEVELOPMENT AREA
(Previously Detained 2016-17)
229,760 SF
5.27 ACRES

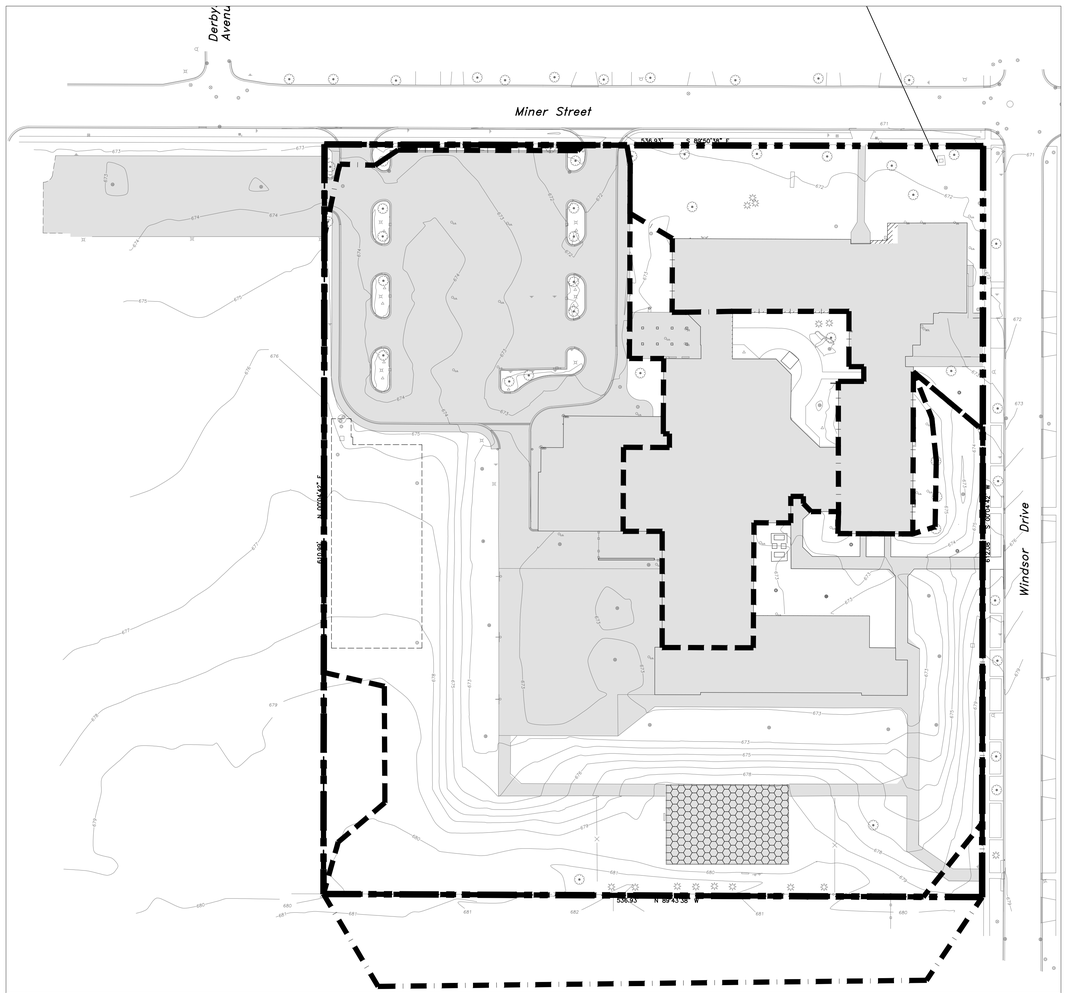
TRIBUTARY AREA
310,590 SF
7.13 ACRES

IMPROVEMENT AREAS

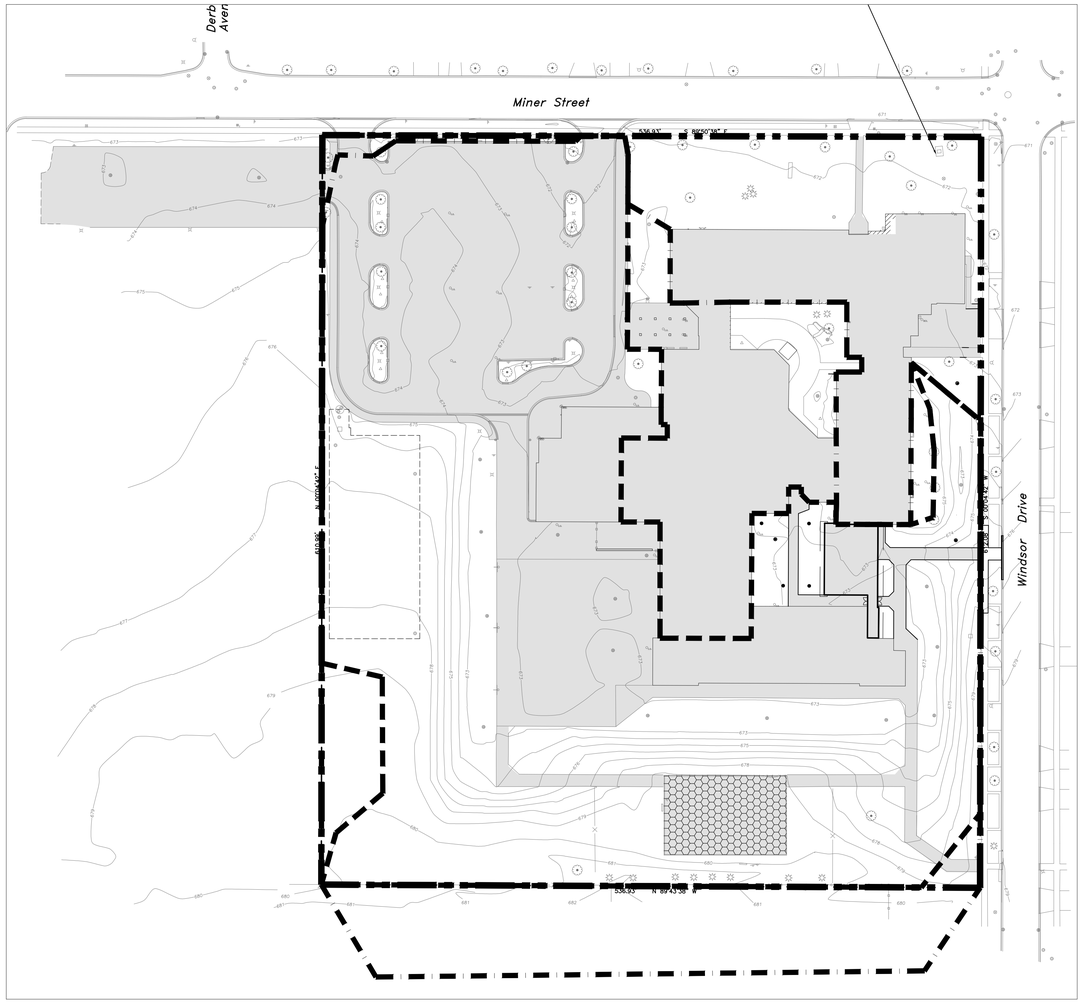
N

50 0 50 100 150

Scale: 1"=50'



EXISTING CONDITIONS



PROPOSED CONDITIONS

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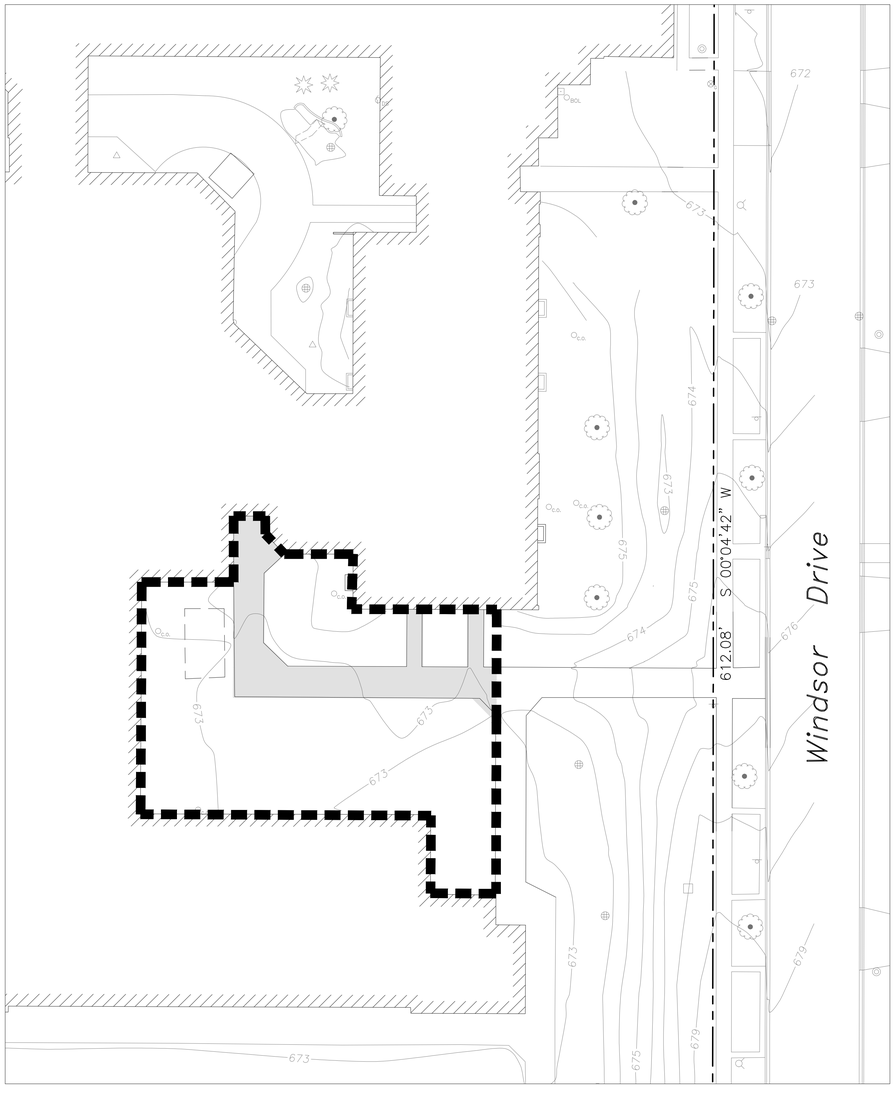
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CS	JC	02/03/23

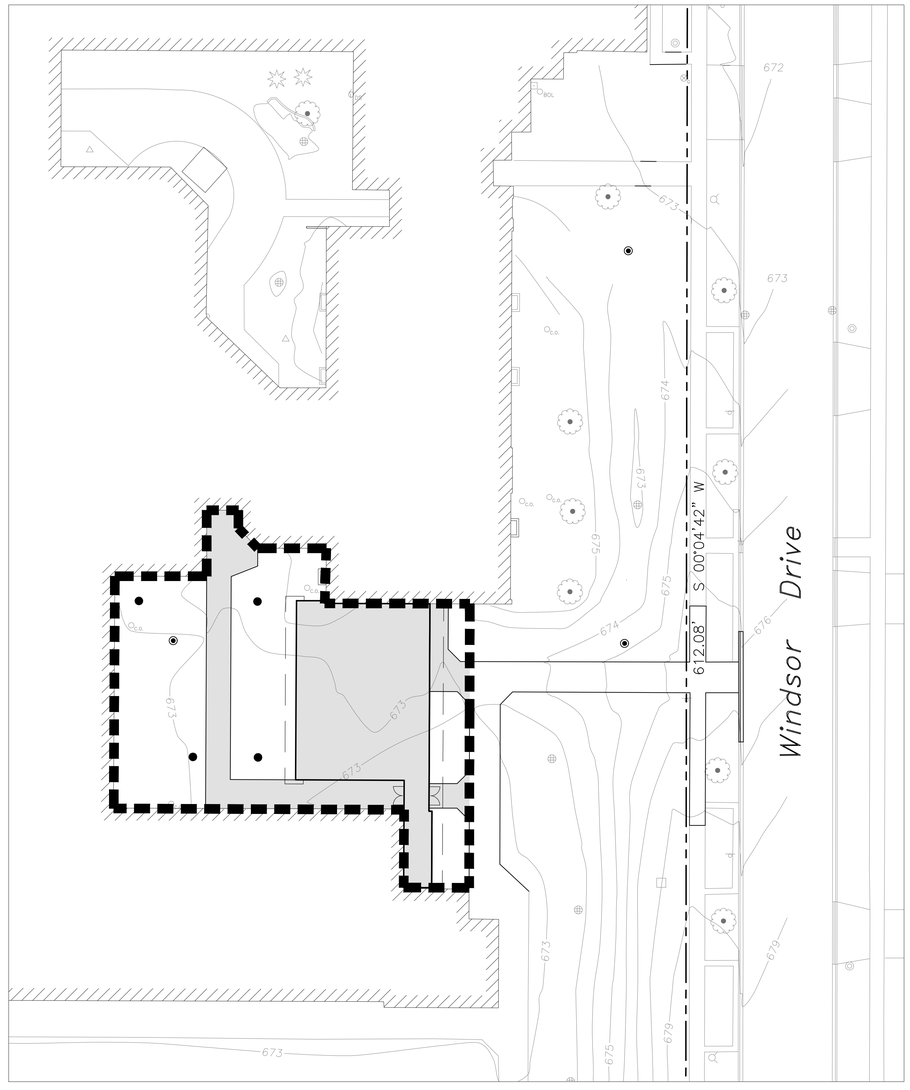
Sheet Title:
EXISTING VS. PROPOSED SITE COVERAGE

Sheet No:
CX101

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Plotted: 2/03/23 @ 9:13am By: cstonker



EXISTING



PROPOSED





Scale: 1"=20'

EXHIBIT LEGEND

IMPERVIOUS AREA

DEVELOPMENT AREA 1 (VILLAGE)
±9,425 SF
0.22 ACRES

DEVELOPMENT AREA 2 (VILLAGE)
±23,860 SF
0.55 ACRES

EXISTING SITE CONDITIONS

IMPERVIOUS AREA
1,665 SF = 0.03 ACRES

PERVIOUS AREA
7,760 SF = 0.19 ACRES

RUNOFF COEFFICIENT
C = 0.68

PROPOSED SITE CONDITIONS

IMPERVIOUS AREA
4,640 SF = 0.11 ACRES

PERVIOUS AREA
4,785 SF = 0.11 ACRES

RUNOFF COEFFICIENT
C = 0.73

SWM REQUIREMENTS

VILLAGE:

EXISTING CONDITIONS (Site, MRM B-70, Village Allowable Release)
= 0.042 AC-FT PROVIDED (2016-17)

PROPOSED CONDITIONS (Site, MRM B-75, Village Allowable Release)
= 0.066 AC-FT REQUIRED

ADDITIONAL DETENTION REQUIRED
= 0.066-0.042 = 0.024 AC-FT

ADDITONAL SWM REQUIRED FOR REDEVELOPMENT

Required = 0.02 AC-FT

TOTAL:

Required = 0.02 AC-FT

EXISTING SWM PROVIDED UNDER MWRD 17-034
(RECORD DEVELOPMENT AREA)

VILLAGE:

Required = 1.28 AC-FT
Provided = 1.28 AC-FT

MWRD:

Required = 1.38 AC-FT
Provided = 1.48 AC-FT
(1.35 AC-FT Storm Trap)
(0.07 Ac-Ft Pipe Storage)
(0.06 Ac-FT Provided in VC Above Inv.)

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No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
1	02/03/23	REVISED FOR PLAN COMMISSION

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Design By:	Approved By:	Date:
CS	JC	02/03/23

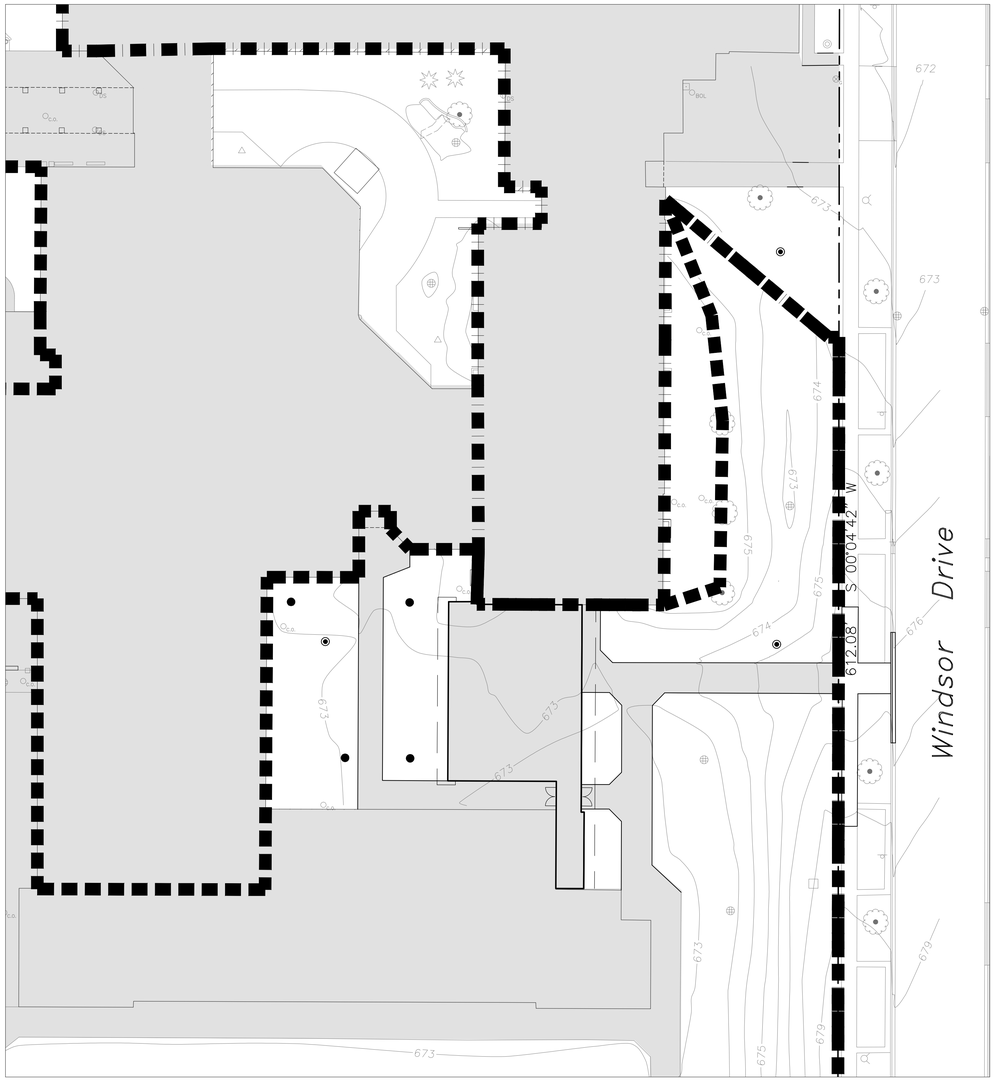
Sheet Title:

DEVELOPMENT AREA (VILLAGE SWM)

Sheet No:

CX201

EEA - P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Steplan - Windsor - NEW.dwg
Plotted: 2/03/23 @ 9:19am By: cstanker



PROPOSED CONDITIONS



20 0 20 40 60

Scale: 1"=20'

EXHIBIT LEGEND

IMPERVIOUS AREA

MAINTENANCE AREA

PROPERTY LINE
328,349 SF
7.54 ACRES

DEVELOPMENT AREA 1(VILLAGE)
±8,839 SF
0.20 ACRES

PROPOSED SITE CONDITIONS

IMPERVIOUS AREA
4,640 SF = 0.11 ACRES

PERVIOUS AREA
4,785 SF = 0.11 ACRES

RUNOFF COEFFICIENT
C = 0.73

SWM REQUIREMENTS

MWRD:

PROPOSED DEVELOPMENT AREA (B-75 NOMOGRAPH)
CN = 93.02
Release Rate = 0.11 CFS (0.20 CFS/AC, MWRD ALLOWABLE)

VOLUME CONTROL

Req'd = 0.018 AC-FT
Provided =
CNreduced = 85.51

REQ'D DETENTION VOLUME

Req'd Volume = 0.198 AC-FT

ERIKSSON ENGINEERING ASSOCIATES, LTD.
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EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2023

WINDSOR ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATIONS

1315 E. MINER STREET
ARLINGTON HEIGHTS, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/06/22	ISSUE FOR PLAN COMMISSION
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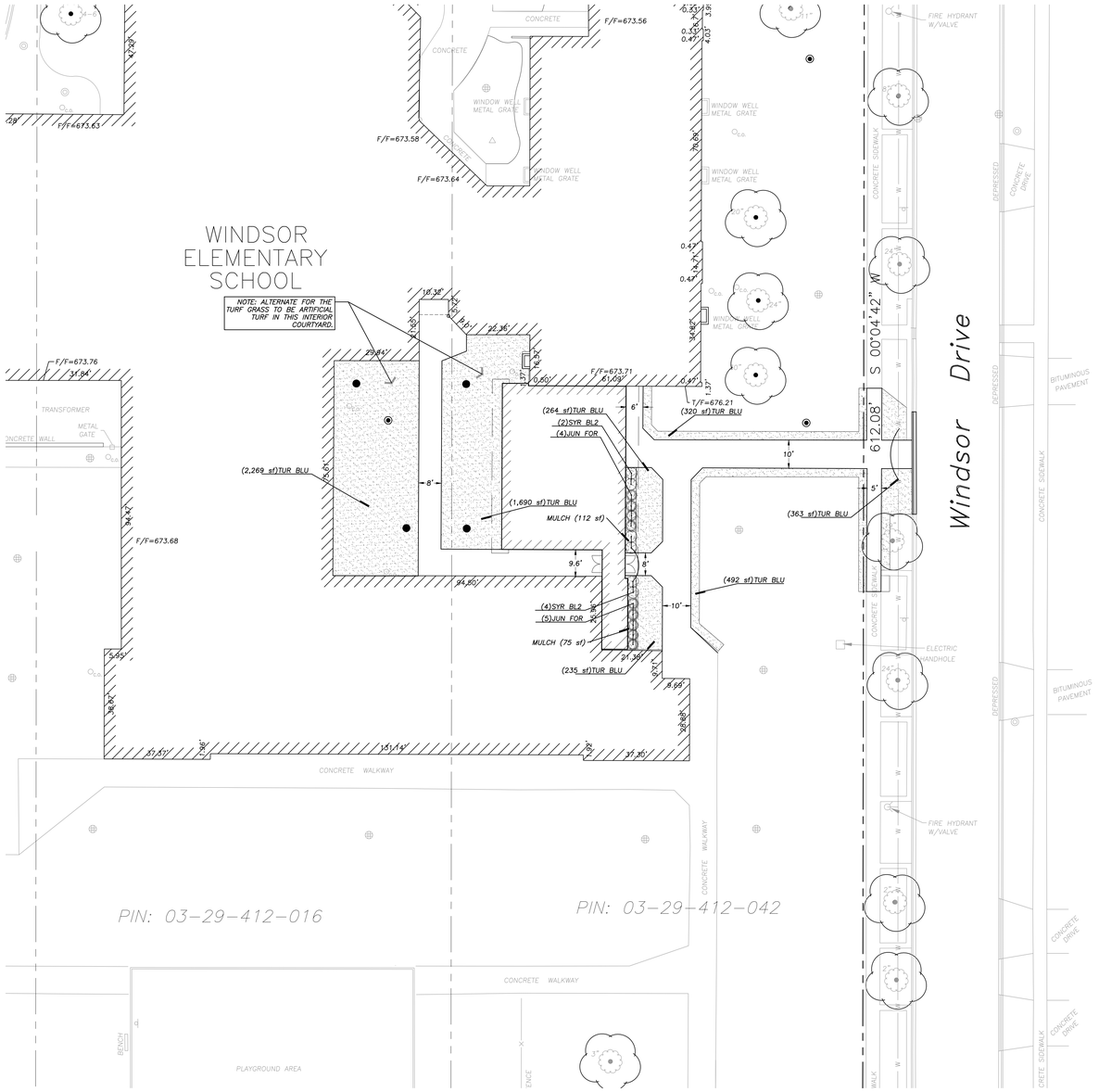
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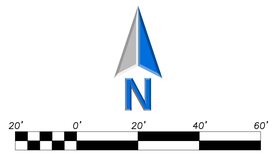
Design By:	Approved By:	Date:
CS	JC	02/03/23

Sheet Title:
PROPOSED DEVELOPMENT AREA (MWRD SWM)

Sheet No:
CX202

EEA – P:\Vosh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Siteplan – Windsor – NEW.dwg
Plotted: 2/03/23 @ 9:20am By: cstonker





PLANT SCHEDULE

DECIDUOUS SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
SYR BL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30" HT.	6

EVERGREEN SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" SPREAD	9

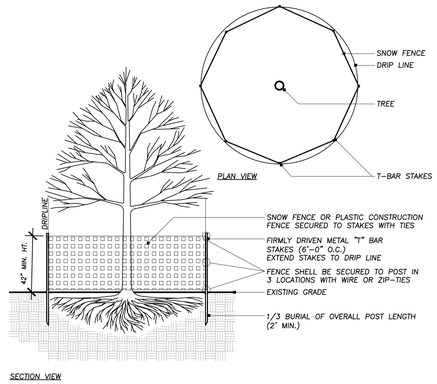
TURF GRASS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
TUR BLU	TURF SOD BLUEGRASS / KENTUCKY BLUEGRASS	SOD	S.F.	5,633 SF

SITE MATERIALS SCHEDULE

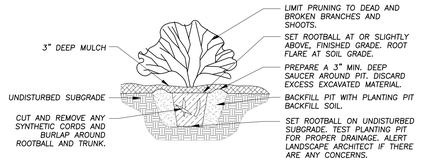
EXISTING DECIDUOUS TREE	–	38
EXISTING EVERGREEN TREE	–	11
MULCH	–	187 SF

LANDSCAPE NOTES:

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



1 TREE PROTECTION DETAIL
Not To Scale 329383-01



2 SHRUB PLANTING DETAIL
Not To Scale 329333-01

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WINDSOR ELEMENTARY SCHOOL BUILDING ADDITIONS

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Reserved for Seal:

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Design By:	Approved By:	Date:
SSG	JC	12/05/2022

Sheet Title:

LANDSCAPE PLAN

Sheet No:

L100

EEA – P:\Josh\Arlington Heights School Dist 25\2022 Kindergarten Additions\Drawings\Windsor\Landscape Plan – Windsor.dwg
Plotted: 2/03/23 @ 11:35am By: sgregory

Windsor Elementary School
Traffic and Parking Study
Arlington Heights, Illinois



Prepared For:

Arlington Heights
School District 25

Prepared by:

Eriksson Engineering Associates, Ltd.

ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

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INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Arlington Heights School District 25 (AHSD 25) to conduct a traffic and parking study for the proposed all-day Kindergarten program at Windsor Elementary School in Arlington Heights, Illinois.

The purpose of the study was to observe the existing traffic patterns around the school, to determine the traffic characteristics of the existing and expanded school, to review the parking needs, and to develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Uses

Windsor Elementary School is located at 1315 East Miner Street in Arlington Heights, Illinois. The site is bounded by Windsor Drive to the east, Miner Street to the north, single-family homes to the south, and Miner School/soccer fields to the west. Miner School is a therapeutic day school run by the Northwest Suburban Special Education Organization (NSSEO). **Figure 1** illustrates the site location and the surrounding land-uses and roads.

Bicycle and Pedestrian Routes

Miner Street and Windsor Drive are designated on-street bike routes. Public sidewalks are located on both sides of each street around the school. The All-Way Stop Controlled (AWSC) intersection of Miner Street and Windsor Drive has crosswalks on the east, west, and south legs. The intersection of Kensington Road and Windsor Drive has crosswalks on the north, south, and west legs. During arrival and dismissal, one adult crossing guard is located at each of these intersections. A crossing guard is also located at Dryden Place and Miner Street to the west.

Roadway Characteristics

A description of the area roadways accessing the school is provided below and shown on **Figure 2**.

Kensington Road is an east-west secondary arterial roadway with one travel lane in each direction and a center painted median. It has a 30-mph speed limit with a 20-mph school speed limit approaching the Windsor Drive intersection. At Windsor Drive, the center left-turn median is painted as separate eastbound and westbound left-turn lanes. High visibility crosswalks are provided on the north, south, and west legs. Kensington Road is under the jurisdiction of the Village of Arlington Heights.

Miner Street is an east-west collector roadway. It has a 25-mph speed limit with a 20-mph school speed limit by Windsor Elementary and Miner Schools. At its All-Way-Stop Controlled (AWSC) intersection with Windsor Drive, it has one travel lane in each direction and high visibility pedestrian crosswalks on the east, west, and south legs. Adjacent to the school property, the south side of Minor Street is posted as a student pick-up/drop-off zone from 8-9 AM and 3-4 PM on school days from the school sign to Windsor Drive. Miner Street is under the jurisdiction of the Village of Arlington Heights.

Windsor Drive is a north-south local residential street. It has one lane in each direction and on-street parking through the residential areas. It is under the jurisdiction of the Village of Arlington Heights with a 25-mph posted speed limit and a 20-mph school speed zone. It is a designated on-street bike route. Adjacent to the school property, the west side of Windsor Drive is posted as a student pick-up/drop-off zone from 8-9 AM and 3-4 PM on school days. The east side of Windsor is posted No Stopping or Standing - 8:00 AM to 4:00 PM on school days.

Campbell Street (East and West) is an east-west residential street south of the school with an off-set intersection at Windsor Drive. It is under the jurisdiction of the Village of Arlington Heights with a 25-mph posted speed limit. Both approaches are under stop-sign control at Windsor Drive.

Existing Traffic Volumes

Weekday morning arrival (8:00-9:30 AM) and afternoon dismissal (2:30-4:00 PM) manual traffic counts were conducted along Windsor Drive and Miner Street. Peak-hours of school traffic occurred from 8:30 to 9:30 AM and 3:00 to 4:00 PM on a school weekday. The existing traffic volumes are shown on **Figure 3A** and included in the **Appendix**. EEA then separated the school traffic from the background non-school traffic in **Figures 3B** and **3C**. **Figure 4** summarizes the existing pedestrian and bicycle volumes observed.

School Observations

Windsor School does not provide bussing for its students due to its close proximity to the school's residential areas The main student loading area is the west side of Windsor Drive south of Miner Street. Staff members assist in loading students out of or into the vehicle. Parents also park on Windsor Street north of Miner Street and at West Campbell Street and walk their students to school. In the afternoon dismissal, parents fill up the loading areas along the school frontage, Windsor Drive to the north, and at Campbell Street.

Student loading is also located in the staff/visitor parking lot on the west side of the school for parent drop-off and pick-up. Parents enter and exit the lot from Miner Street and travel counter-clockwise through the lot. See **Exhibits 1 and 2**. The west lot is underutilized by existing parents to load their students compared to the Windsor Drive curb front.

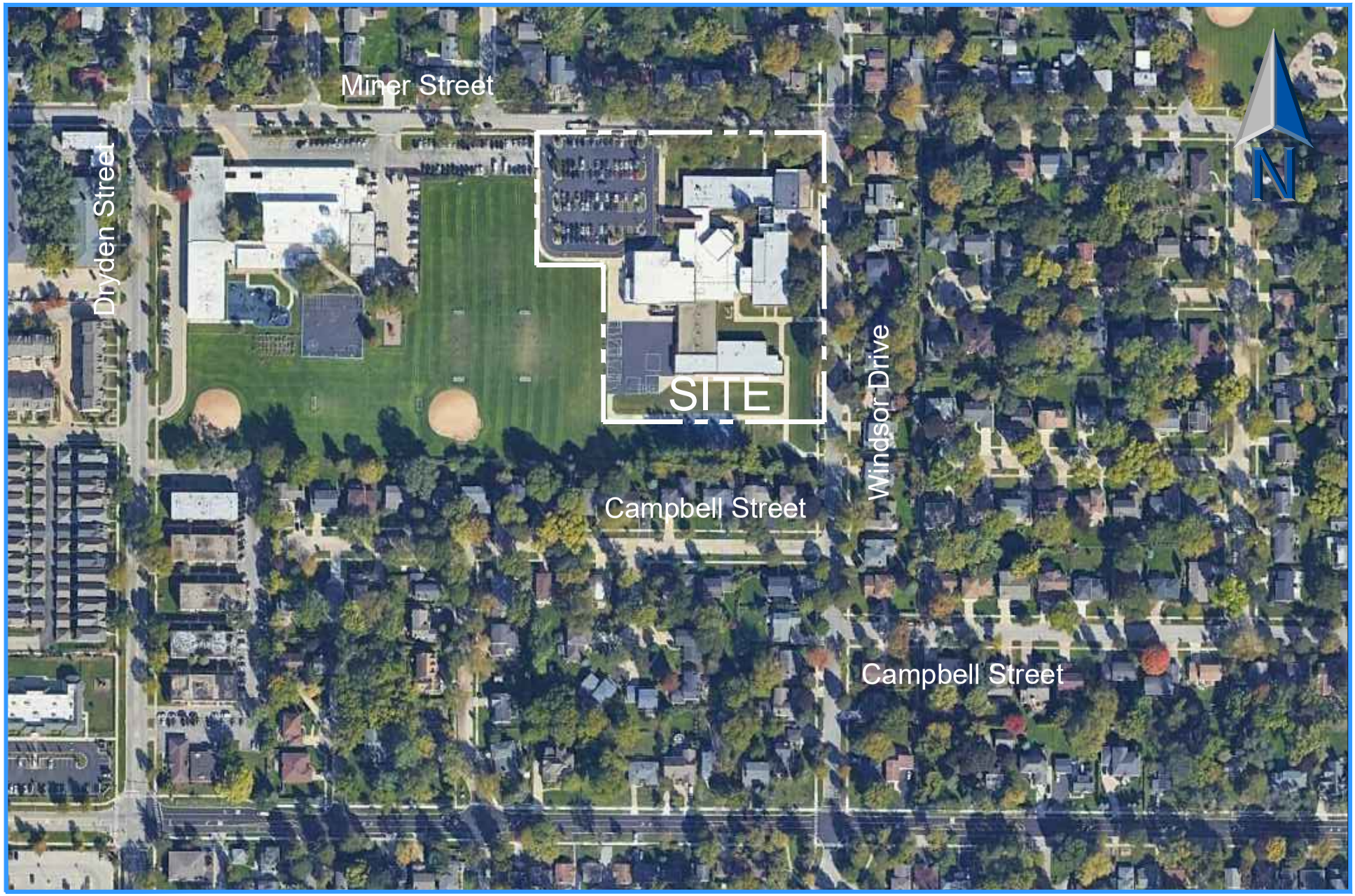
As with most other schools, congestion occurs in the area and lasts 10 to 15 minutes during the peak arrival and dismissal periods.

Exhibit 1
Windsor Morning Observations – West Lot
Tuesday - September 20, 2022 9:03 AM



Exhibit 2
Windsor Afternoon Observations – West Lot
Tuesday - September 20, 2022 3:33 PM

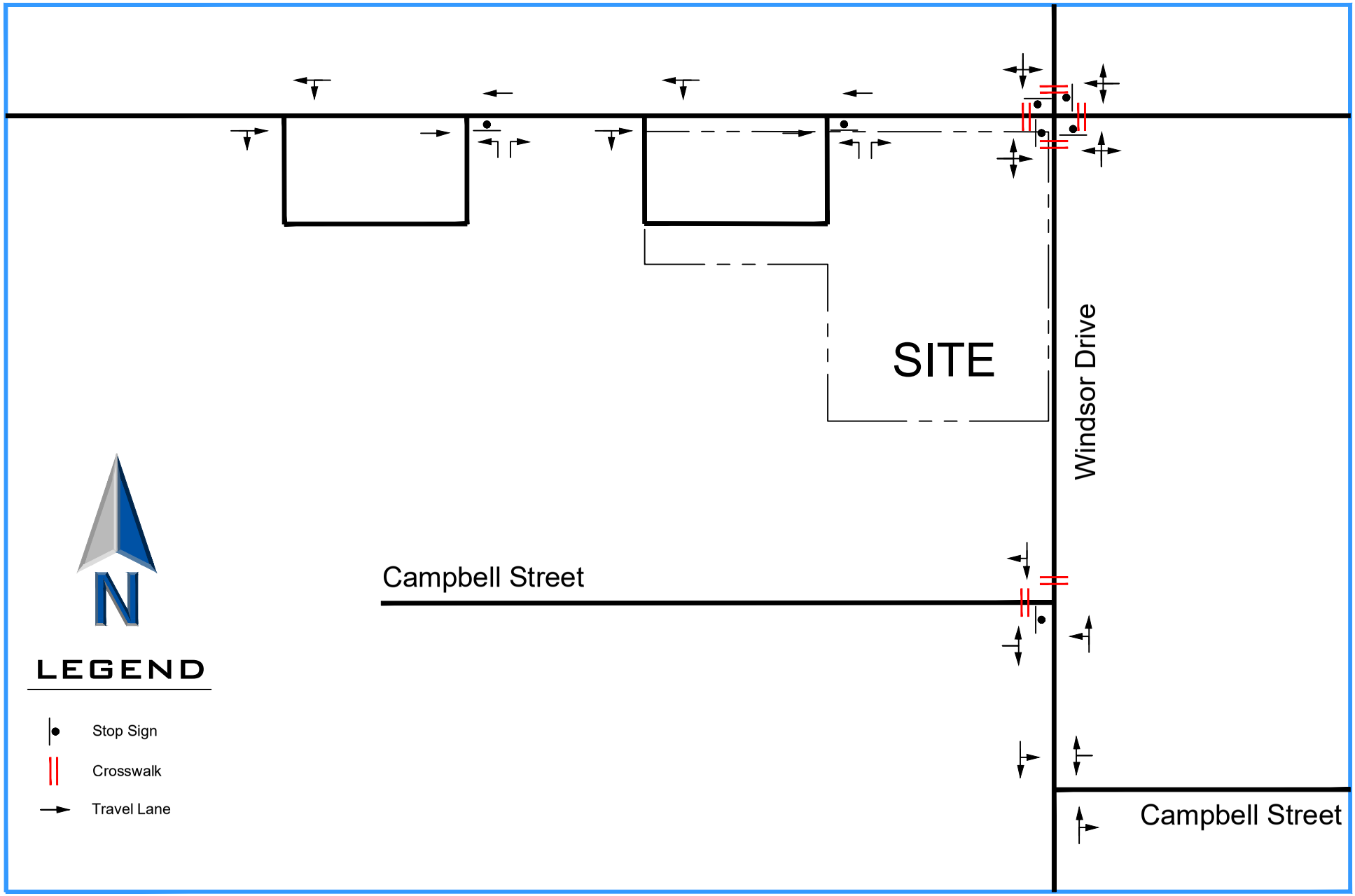




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Site Location and Area Roadways

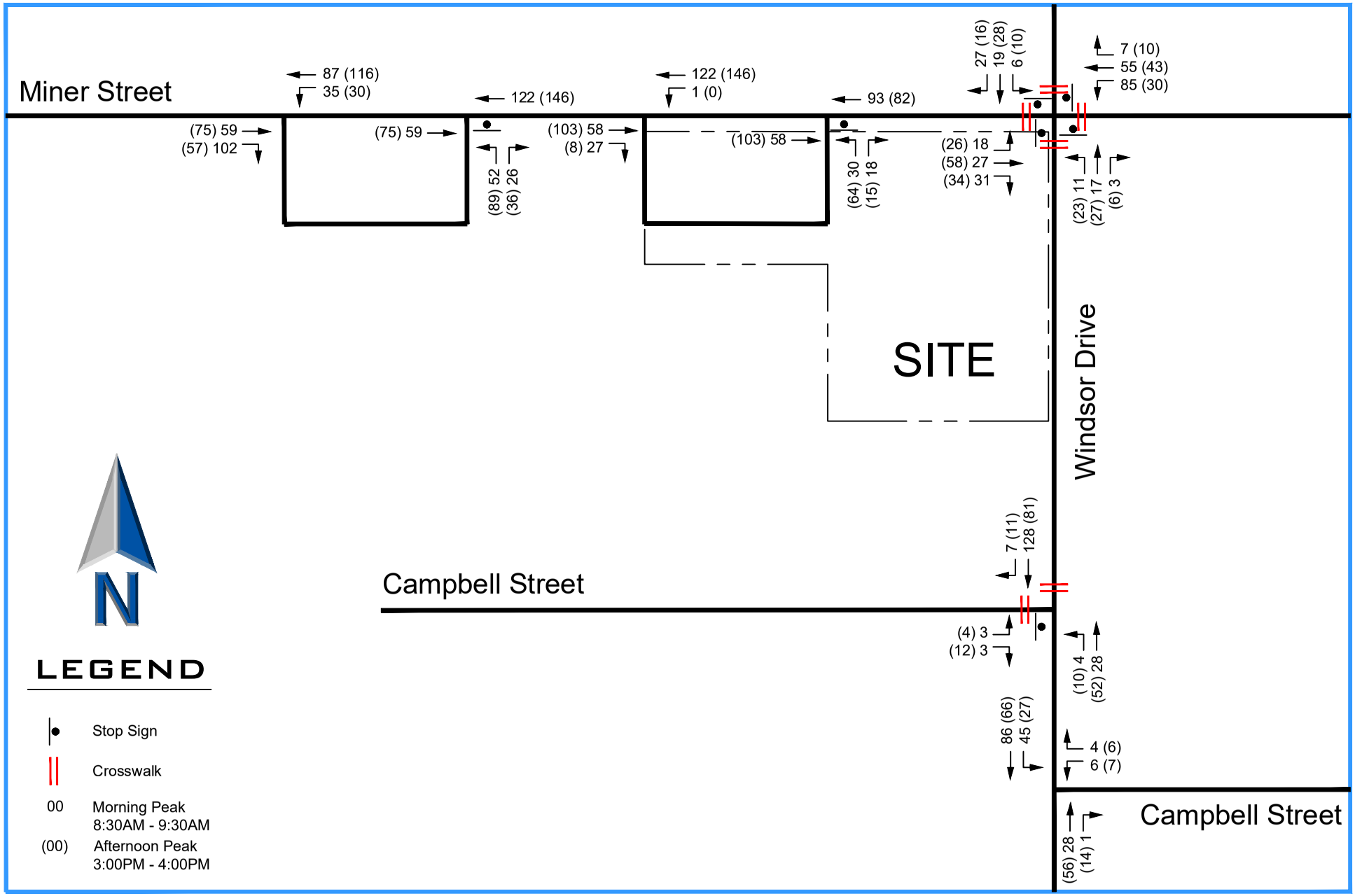
Figure 1



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Existing Roadway Geometrics

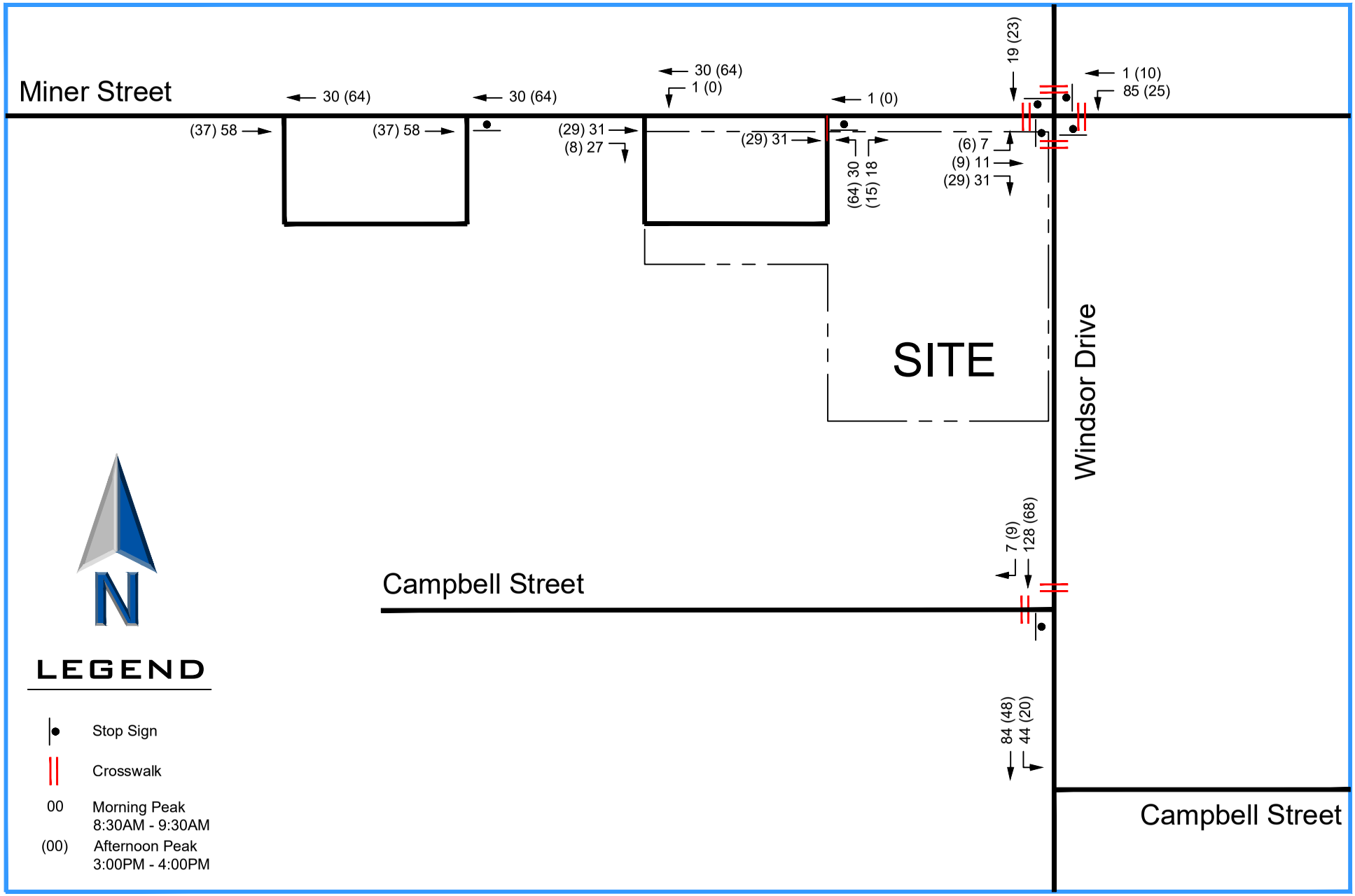
Figure 2



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Existing Traffic Volumes

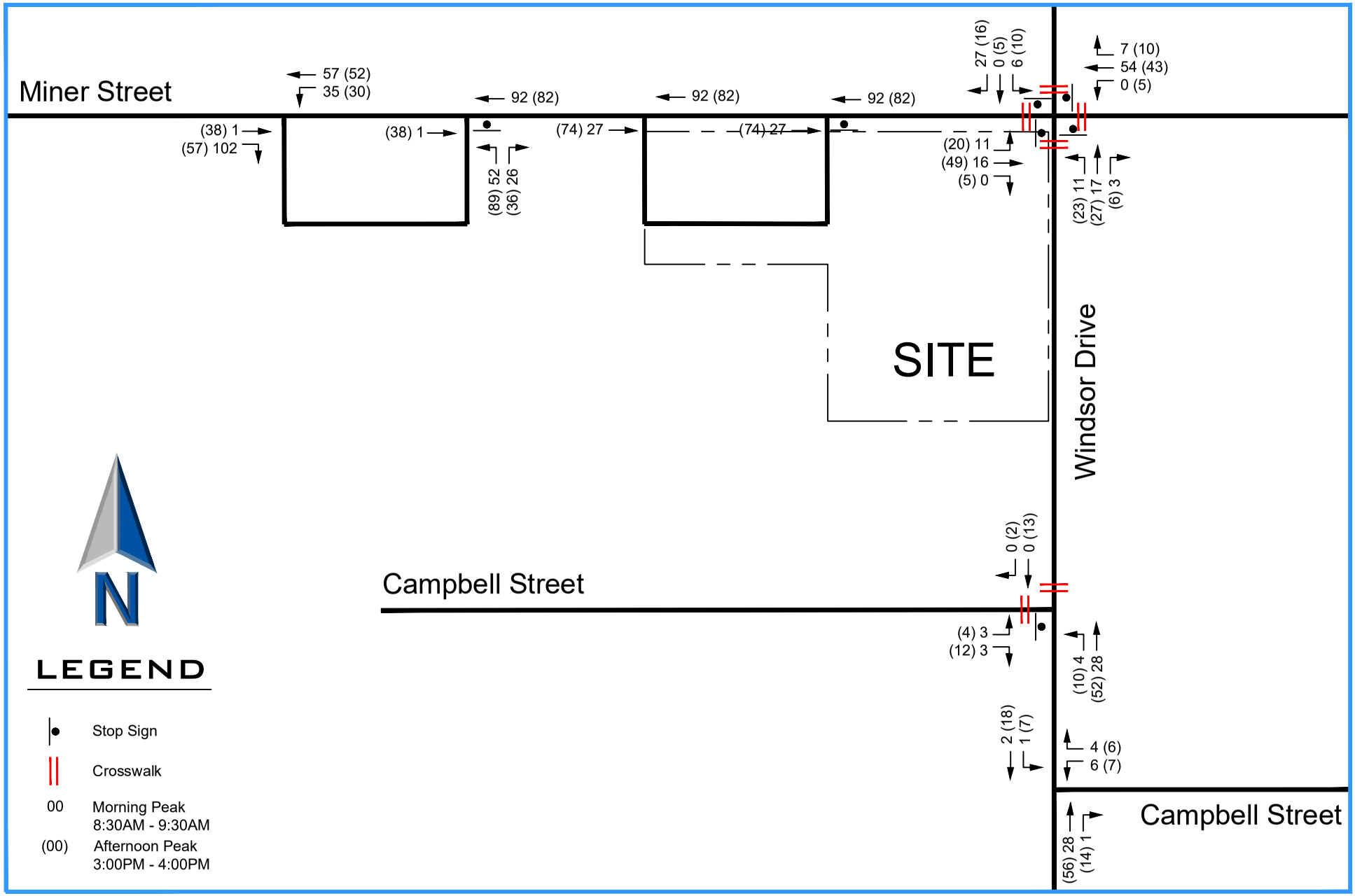
Figure 3A



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Existing School Traffic Volumes

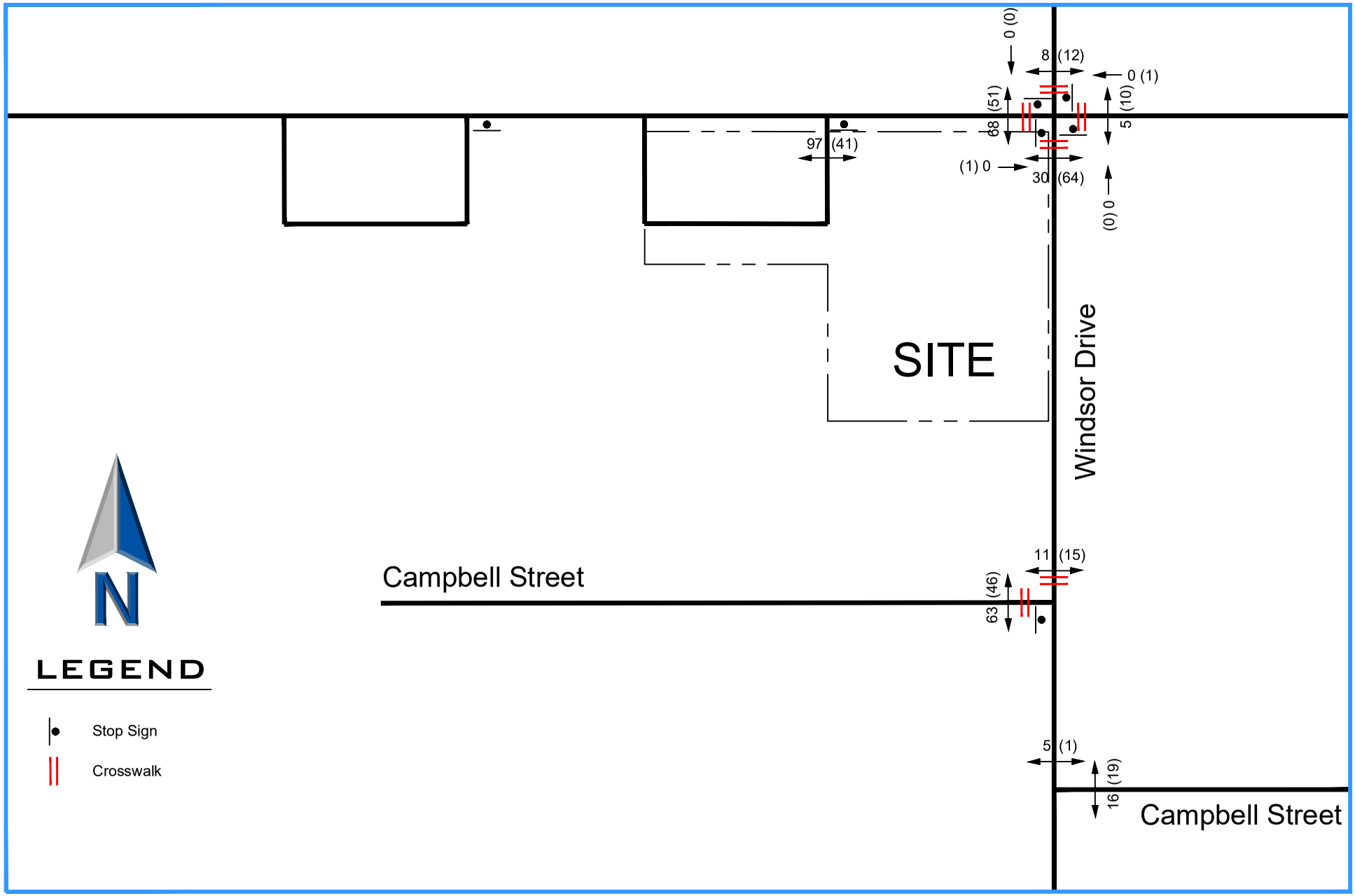
Figure 3B



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Existing Non-School Traffic Volumes

Figure 3C



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Year 2022 Pedestrian and Bike Volumes

Figure 4

SITE TRAFFIC CHARACTERISTICS

School Trip Generation

The school currently serves 455 Kindergarten thru 5th Grade students. Classroom hours are from 9:05 AM to 3:35 PM. Attendance boundaries are formed by Arlington Heights Road to the west, Northwest Highway to the southwest, Dale and Foster Avenues to the east, Euclid Avenue to the north, and Gregory Street to the south.

The school expansion will provide more room for the all-day Kindergarten program with 2 new classrooms for a total of 34 classrooms. Student population is expected to grow by 11 students to 466 students over the next five years. The number of staff is expected to grow from 91 to 93 persons.

Traffic estimates were made for the additional students using the traffic counts at the current school. The trip generation rates for the school are higher than the data provided by the Institute of Transportation Engineer's Trip Generation, 11th Ed. manual for elementary schools due to a higher percentage of automobile usage and no busing. The rate of vehicle trip generation was applied to the proposed increase in students with the results shown in **Table 1.**

Table 1
School Expansion Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Trip Generation Based on Existing Traffic Volumes						
Existing 455 Students	222	182	404	131	140	271
Total 466 Students	259	213	472	153	164	317
Net Additional Traffic	**+37**	**+31**	**+68**	**+22**	**+24**	**+46**
ITE Trip Generation Comparison(1)						
Existing 455 Students	182	155	337	94	111	205
Total 466 Students	186	159	345	96	114	210
Net Additional Traffic(2)	**+4**	**+4**	**+8**	**+3**	**+3**	**+5**

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

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

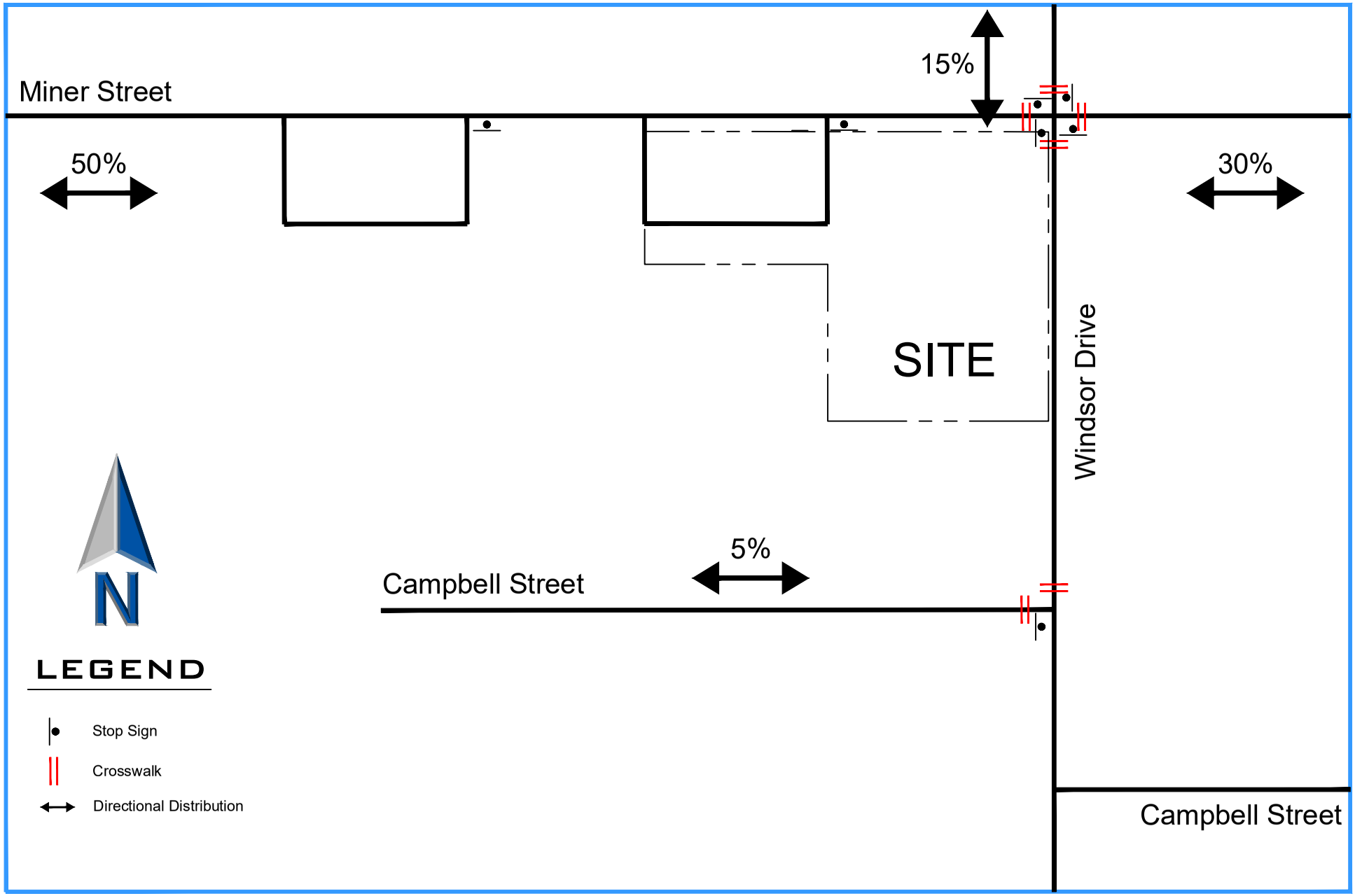
Table 2
Existing Directional Distribution

Direction	Distribution
North on Windsor Drive	15%
East on Miner Street	30%
South on Windsor Drive	5%
West on Miner Street	50%
Total	**100%**

Trip Assignment

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

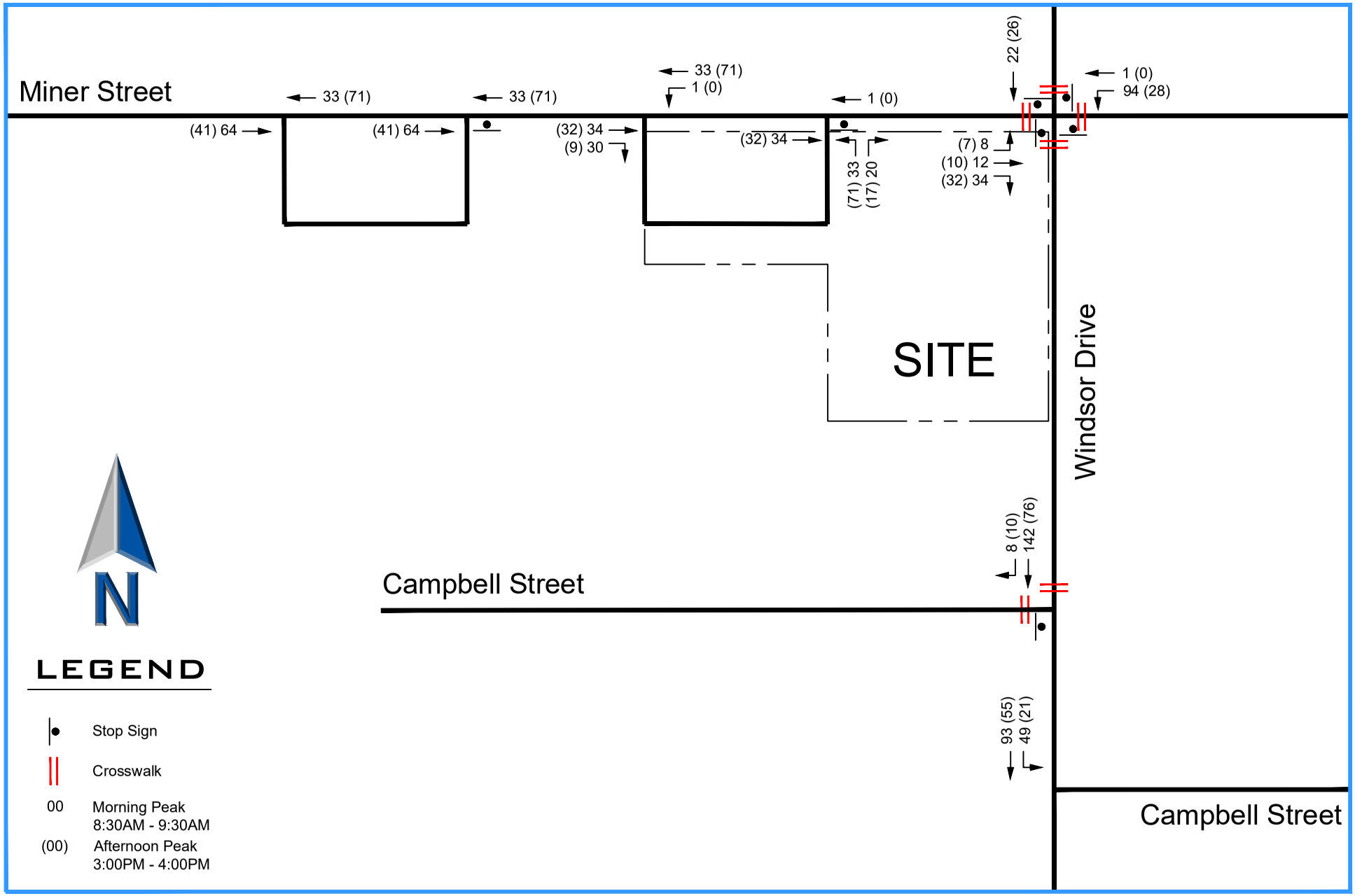
Figure 7 shows the total traffic volumes which a combination of Figure 3C (Non-School traffic) and Figure 6 (Projected School Volumes).



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Directional Distribution

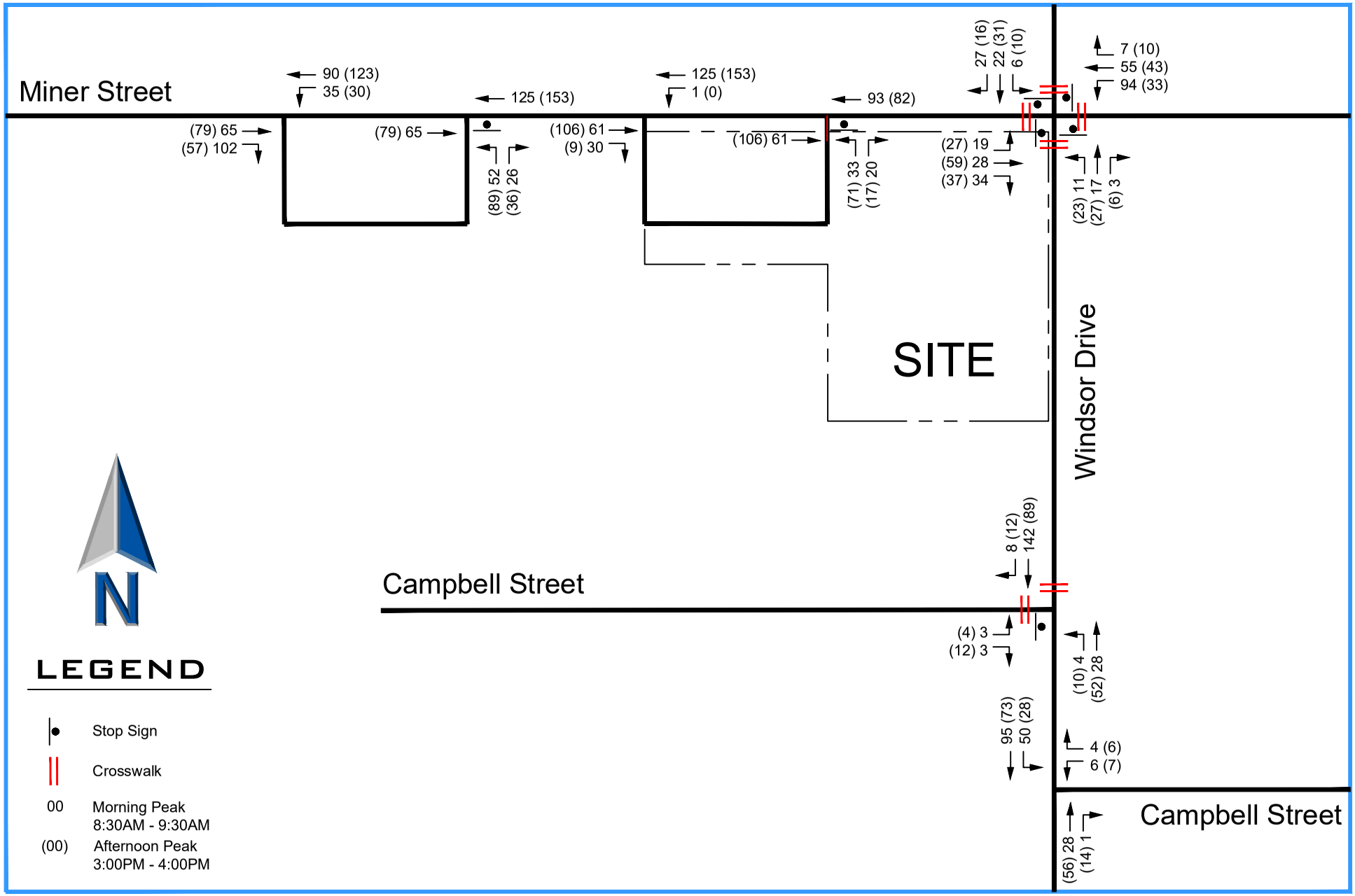
Figure 5



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Projected School Traffic Volumes

Figure 6



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Projected Traffic Volumes

Figure 7

ANALYSES

Intersection Capacity Analyses

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

Table 3
Level of Service Criteria for Intersections

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

Source: Highway Capacity Manual 2010

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

Shared Exit onto Miner Street

The east-west parking lot along Miner Street has as exit only drive with northbound left- and right-turn lanes that is used by the staff parking at both schools and the Miner School loading area. It is located on the Miner School property. No changes are proposed to this intersection which will operate at a good level of service.

West Lot Entry and Access Drives on Miner Street

The existing driveways just west of the school building serves the staff parking lot and the loading area for students. Both driveways work well and no changes are proposed to this intersection which will operate at a good level of service.

Windsor Drive at Miner Street

The all-way-stop intersection will continue to at an acceptable level of service. Periodic congestion does occur at the intersection when pedestrians cross and traffic is stopped.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Future	Existing	Future
Windsor School Lot Entrance Only On Miner Street (Two-Way Stop)	**WB Lt**	A-7.5	A-7.5	A-7.6	A-7.6
Windsor School Lot Exit Only On Miner Street (Two-Way Stop)	**NB Lt**	B-10.8	B-10.9	B-11.1	B-11.3
Miner School Lot Entrance Only On Miner Street (Two-Way Stop)	**WB Lt**	A-7.9	A-7.9	A-7.9	A-7.9
Miner School Lot Exit Only On Miner Street (Two-Way Stop)	**NB Lt**	B-12.1	B-12.3	B-14.7	C-15.1
Windsor Drive At Miner Street (All-Way Stop)	**EB Lt**	A-8.4	A-8.5	A-8.4	A-8.5
	WB LT	B-10.1	A-10.4	A-8.3	A-8.4
	NB Lt	A-8.5	A-8.6	A-8.3	A-8.3
	SB Lt	A-8.4	A-8.6	A-8.0	A-8.1
West Campbell At Windsor Street (Two-Way Control)	**NB Lt**	A-8.0	A-8.1	A-7.7	A-7.7
	EB Lt	B-11.3	B-11.6	A-9.9	B-10.0
East Campbell At Windsor Street (Two-Way Control)	**SB Lt**	A-7.6	A-7.6	A-7.6	A-7.6
	WB Lt	B-11.7	B-12.1	B-10.1	B-10.2

Campbell Street at Windsor Drive

Due to the minimal increase in school traffic, the intersection will continue to work well and requires no additional improvements.

Kensington Road at Windsor Drive

Due to the minimal increase in school traffic, the intersection will continue to work well and requires no additional improvements.

Parking

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide one parking spaces per each employee (93 staff) and one per every five classrooms (34 rooms) for a total of 100 spaces. No parking variation is required.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 4th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.13 spaces per student (466 students) or 61 spaces.

The existing school on-site parking supply provides a total of 96 parking spaces including five accessible spaces. Parking counts were conducted in September, 2022 after the morning arrival period which found the

main lot nearly full. There was a total of 117 vehicles parked in in the west lot, in the Miner School lot immediately to the west, and on-street. The parking demand exceeds the current on-site supply. **Table 5** summarizes the parking inventory and survey by lot.

Table 5
Westgate School Parking Inventory and Survey

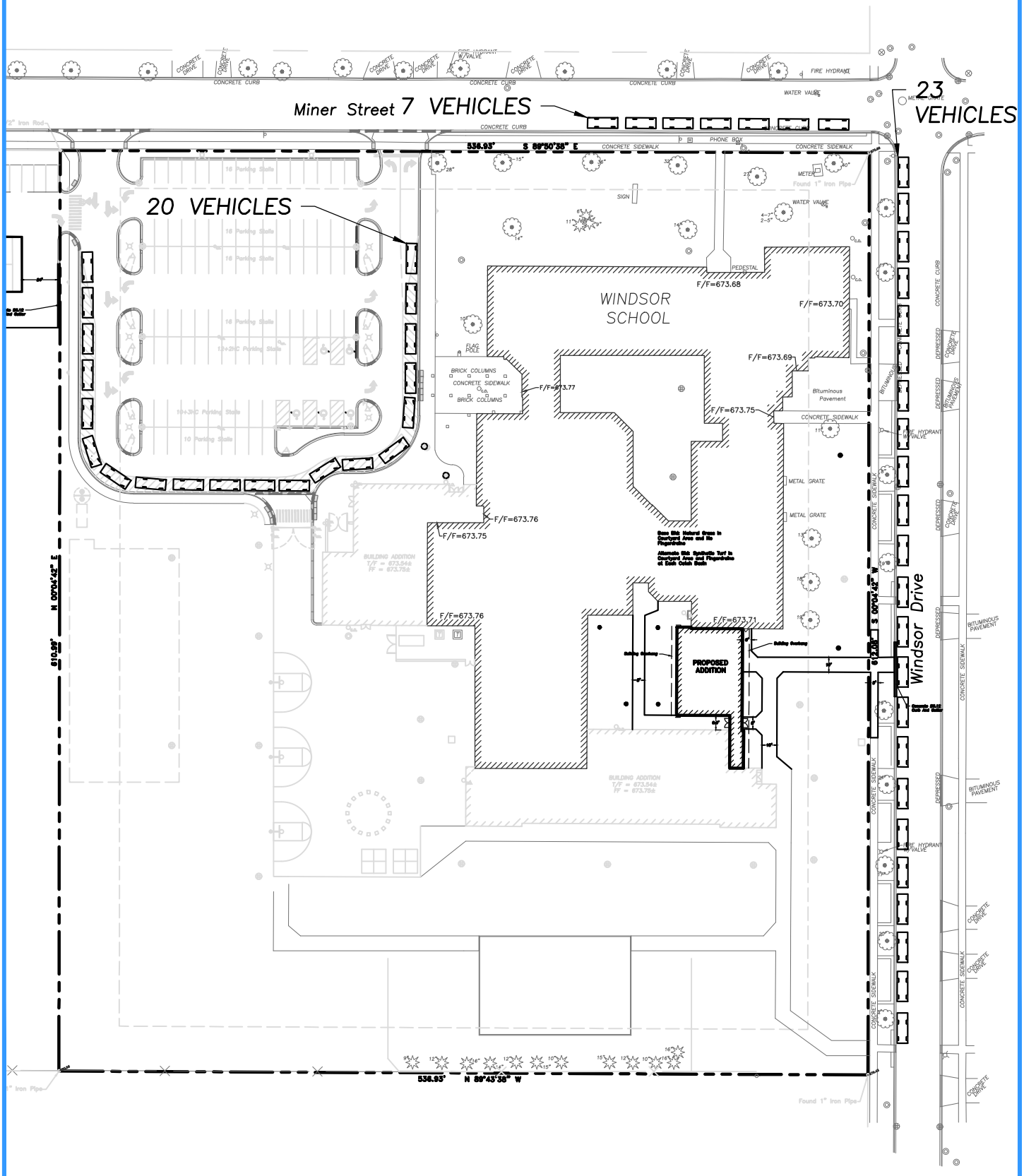
Lot	Parking Inventory			Parking Survey	
	Standard	Accessible	Total	Vehicles	Occupancy
Main	96	5	101	92	92%
Land banked	19	-	19		
Minor School Lot		--	-	10	-
On-street				15	
Total	**115**	**5**	**120**	**117**	**98%**

In the future with the all-day kindergarten and a small decrease in the other grades, the overall parking demand is expected to increase up to 121 vehicles which exceeds the on-site parking including land banked spaces by one space. The options are to build the land banked parking or continue to share parking with the Miner School to preserve existing green space.

SUMMARY

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

1. Parking counts at the school show that the 101 proposed parking spaces will exceed the zoning code requirement of 100 spaces.
2. A land banked parking plan with 19 additional spaces has been provided in case additional parking is needed in the future. It is recommended that the school continue to share spaces with Minor School to preserve existing green space.
3. No major changes are required for the existing access and circulation system at the school.



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Parent On-Site Stacking

Figure 8

Appendix

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

Miner Street and School Circle Lot

Arlington Heights, IL												
	Miner Street Westbound			Circle Drive Northbound			Miner Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Friday October 14, 2022											
8:00 AM	0	0	0	0	0	0	0	0	0	0	47	0.62
8:15 AM	0	0	0	2	0	3	6	0	0	11	57	0.75
8:30 AM	0	0	1	2	0	2	12	0	0	17	**76**	**0.63**
8:45 AM	0	0	0	5	0	10	4	0	0	19		
9:00 AM	0	0	0	1	0	1	8	0	0	10		
9:15 AM	0	0	0	10	0	17	3	0	0	30		
Total	0	0	1	20	0	33	33	0	0			
8:30-9:30 AM	**0**	**0**	**1**	**18**	**0**	**30**	**27**	**0**	**0**	**76**		
	Friday October 14, 2022											
2:30 PM	0	0	2	2	0	15	7	0	0	26	86	0.58
2:45 PM	0	0	0	0	0	8	2	0	0	10	**92**	**0.62**
3:00 PM	0	0	0	3	0	6	4	0	0	13	87	0.59
3:15 PM	0	0	0	7	0	29	1	0	0	37		
3:30 PM	0	0	0	2	0	27	3	0	0	32		
3:45 PM	0	0	0	3	0	2	0	0	0	5		
Total	0	0	2	17	0	87	17	0	0			
3:00-4:00 PM	**0**	**0**	**0**	**15**	**0**	**64**	**8**	**0**	**0**	**87**		

Miner Street and Windsor Drive

Arlington Heights, IL															
	Windsor Drive Southbound			Miner Street Westbound			Windsor Drive Northbound			Miner Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Wednesday October 12, 2022														
8:00 AM	7	6	2	0	12	0	1	8	8	4	9	4	61	319	0.56
8:15 AM	4	6	0	1	9	1	0	6	8	12	7	4	58	314	0.55
8:30 AM	14	4	1	1	11	3	1	8	4	6	3	2	58	**297**	**0.52**
8:45 AM	7	8	3	4	10	71	0	4	3	17	9	6	142		
9:00 AM	5	4	2	1	9	10	2	4	2	4	8	5	56		
9:15 AM	1	3	0	1	16	1	0	1	2	4	7	5	41		
Total	38	31	8	8	67	86	4	31	27	47	43	26			
8:30-9:30 AM	**27**	**19**	**6**	**7**	**46**	**85**	**3**	**17**	**11**	**31**	**27**	**18**	**297**		
	Wednesday October 12, 2022														
2:30 PM	2	6	0	1	5	2	1	2	1	3	6	2	31	190	0.63
2:45 PM	3	5	0	1	2	2	0	9	1	1	8	2	34	**251**	**0.68**
3:00 PM	4	7	3	3	5	5	0	7	4	3	7	2	50	272	0.74
3:15 PM	2	8	2	3	13	10	2	1	8	6	16	4	75		
3:30 PM	2	5	5	4	10	10	2	7	2	11	20	14	92		
3:45 PM	4	3	0	0	7	0	1	8	2	9	15	6	55		
Total	17	34	10	12	42	29	6	34	18	33	72	30			
3:00-4:00 PM	**12**	**23**	**10**	**10**	**35**	**25**	**5**	**23**	**16**	**29**	**58**	**26**	**272**		

Windsor Drive and Campbell Street

Arlington Heights, IL

Begin Time	Windsor Drive Southbound			Campbell Street Westbound			Windsor Drive Northbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Tuesday October 11, 2022											
8:00 AM	0	10	1	0	0	2	2	15	0	30	166	0.47
8:15 AM	0	15	0	0	0	0	2	11	0	28	154	0.43
8:30 AM	0	11	0	1	0	2	0	5	0	19	**134**	**0.38**
8:45 AM	0	43	33	1	0	0	1	11	0	89		
9:00 AM	0	6	1	1	0	3	0	7	0	18		
9:15 AM	0	6	0	0	0	1	0	1	0	8		
Total	0	91	35	3	0	8	5	50	0			
8:30-9:30 AM	**0**	**66**	**34**	**3**	**0**	**6**	**1**	**24**	**0**	**134**		
	Tuesday October 11, 2022											
2:30 PM	0	4	0	0	0	2	2	2	0	10	94	0.60
2:45 PM	0	7	0	0	0	2	5	7	0	21	**161**	**0.52**
3:00 PM	0	7	1	1	0	0	2	13	0	24	171	0.56
3:15 PM	0	11	3	3	0	1	4	17	0	39		
3:30 PM	0	34	22	1	0	3	4	13	0	77		
3:45 PM	0	14	1	1	0	3	4	8	0	31		
Total	0	77	27	6	0	11	21	60	0			
3:00-4:00 PM	**0**	**66**	**27**	**6**	**0**	**7**	**14**	**51**	**0**	**171**		

Windsor Drive and Campbell Street

Arlington Heights, IL												
	Windsor Drive Southbound			Windsor Drive Northbound			Orchard Street Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Tuesday October 11, 2022											
8:00 AM	0	0	0	0	0	0	0	0	0	0	21	0.53
8:15 AM	0	0	0	0	0	0	5	0	1	6	22	0.55
8:30 AM	4	0	0	0	0	2	2	0	2	10	**16**	**0.40**
8:45 AM	2	0	0	0	0	2	1	0	0	5		
9:00 AM	1	0	0	0	0	0	0	0	0	1		
9:15 AM	0	0	0	0	0	0	0	0	0	0		
Total	7	0	0	0	0	4	8	0	3			
8:30-9:30 AM	**7**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**2**	**16**		
	Tuesday October 11, 2022											
2:30 PM	1	0	0	0	0	0	1	0	1	3	25	0.37
2:45 PM	1	0	0	0	0	0	0	0	0	1	**35**	**0.51**
3:00 PM	1	0	0	0	0	2	0	0	1	4	37	0.54
3:15 PM	6	0	0	0	0	6	2	0	3	17		
3:30 PM	3	0	0	0	0	2	8	0	0	13		
3:45 PM	1	0	0	0	0	0	2	0	0	3		
Total	13	0	0	0	0	10	13	0	5			
3:00-4:00 PM	**11**	**0**	**0**	**0**	**0**	**10**	**12**	**0**	**4**	**37**		

Miner Street and West Lot

Arlington Heights, IL												
	Miner Street Westbound			West Lot Northbound			Miner Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday October 17, 2022											
8:00 AM	0	15	7	2	0	8	30	10	0	72	368	0.61
8:15 AM	0	8	15	8	0	3	26	11	0	71	377	0.63
8:30 AM	0	14	14	5	0	5	28	9	0	75	**348**	**0.58**
8:45 AM	0	36	12	14	0	31	46	11	0	150		
9:00 AM	0	28	7	6	0	16	14	10	0	81		
9:15 AM	0	9	2	1	0	0	14	16	0	42		
Total	0	110	57	36	0	63	158	67	0			
8:30-9:30 AM	**0**	**87**	**35**	**26**	**0**	**52**	**102**	**46**	**0**	**348**		
	Wednesday October 17, 2022											
2:30 PM	0	8	2	0	0	0	3	11	0	24	185	0.59
2:45 PM	0	11	7	0	0	4	7	9	0	38	**330**	**0.49**
3:00 PM	0	6	3	1	0	2	15	17	0	44	387	0.57
3:15 PM	0	12	14	4	0	6	28	15	0	79		
3:30 PM	0	59	8	19	0	50	11	22	0	169		
3:45 PM	0	39	5	12	0	31	3	5	0	95		
Total	0	135	39	36	0	93	67	79	0			
3:00-4:00 PM	**0**	**116**	**30**	**36**	**0**	**89**	**57**	**59**	**0**	**387**		

City: Arlington Heights
Count Location: Miner St. and Windsor Drive
Study Date: – October 12th, 2022 (Pedestrian Counts)

Time	North Cross	South Cross	West Cross	East Cross	Total Pedestrians
8:00-8:15 a.m.	2	0	4	0	6
8:15-8:30 a.m.	3	1	4	0	8
8:30-8:45 a.m.	1	1	2	0	4
8:45-9:00 a.m.	7	29	65	4	105
9:00-9:15 a.m.	0	0	1	0	1
9:15-9:30 a.m.	0	0	0	1	1
Morning Totals	**13**	**31**	**76**	**5**	**125**
2:30-2:45 p.m.	0	0	0	0	0
2:45-3:00 p.m.	0	1	1	1	3
3:00-3:15 p.m.	0	1	0	3	4
3:15-3:30 p.m.	1	5	0	1	7
3:30-3:45 p.m.	11	58	51	4	124
3:45-4:00 p.m.	0	0	0	2	2
Afternoon Totals	**12**	**65**	**52**	**11**	**140**

City: Arlington Heights
Count Location: Windsor Drive and Campbell St. (East)
Study Date: – October 11th, 2022 (Pedestrian Counts)

Time	North Cross	East Cross	Total Pedestrians
8:00-8:15 a.m.	0	0	0
8:15-8:30 a.m.	0	1	1
8:30-8:45 a.m.	0	2	2
8:45-9:00 a.m.	3	11	14
9:00-9:15 a.m.	0	3	3
9:15-9:30 a.m.	2	0	2
Morning Totals	**5**	**17**	**22**
2:30-2:45 p.m.	0	0	0
2:45-3:00 p.m.	0	0	0
3:00-3:15 p.m.	0	1	1
3:15-3:30 p.m.	0	1	1
3:30-3:45 p.m.	1	16	17
3:45-4:00 p.m.	0	1	1
Afternoon Totals	**1**	**19**	**20**

City: Arlington Heights
Count Location: Windsor Drive and Campbell St. (West)
Study Date: – October 11th, 2022 (Pedestrian Counts)

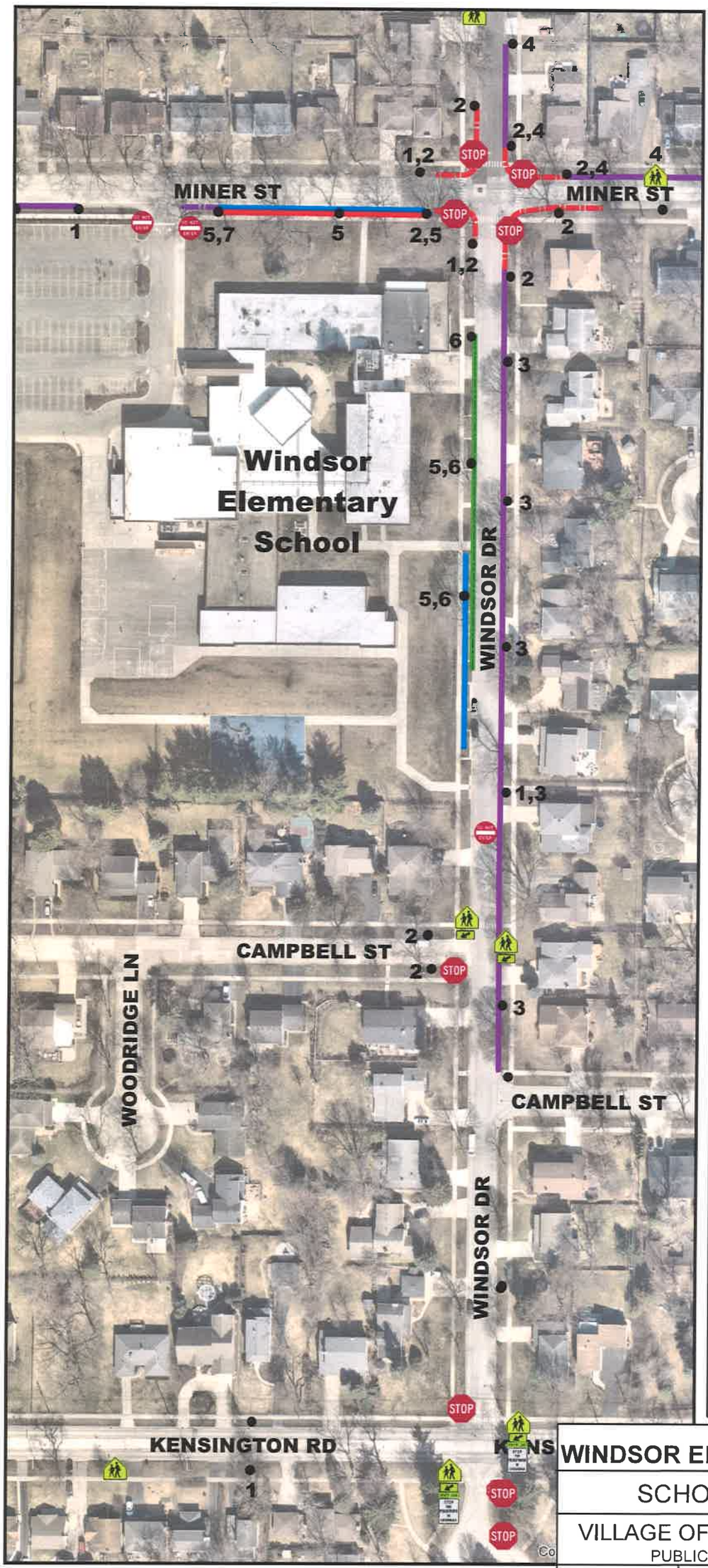
Time	North Cross	West Cross	Total Pedestrians
8:00-8:15 a.m.	0	1	1
8:15-8:30 a.m.	0	0	0
8:30-8:45 a.m.	4	13	17
8:45-9:00 a.m.	7	43	50
9:00-9:15 a.m.	0	7	7
9:15-9:30 a.m.	0	0	0
Morning Totals	**11**	**64**	**75**
2:30-2:45 p.m.	0	0	0
2:45-3:00 p.m.	0	1	1
3:00-3:15 p.m.	0	2	2
3:15-3:30 p.m.	0	2	2
3:30-3:45 p.m.	15	42	57
3:45-4:00 p.m.	0	0	0
Afternoon Totals	**15**	**47**	**62**

City: Arlington Heights
Count Location: Miner St. and School Circle Drive / Lot
Study Date: – October 14th, 2022 (Pedestrian Counts)

Time	Total Pedestrians Across Driveway
8:00-8:15 a.m.	0
8:15-8:30 a.m.	0
8:30-8:45 a.m.	11
8:45-9:00 a.m.	43
9:00-9:15 a.m.	4
9:15-9:30 a.m.	39
Morning Totals	**97**
2:30-2:45 p.m.	0
2:45-3:00 p.m.	0
3:00-3:15 p.m.	0
3:15-3:30 p.m.	8
3:30-3:45 p.m.	27
3:45-4:00 p.m.	6
Afternoon Totals	**41**

City: Arlington Heights
Count Location: Miner St. and Windsor Drive
Study Date: – October 12th, 2022 (On-Street Biker Counts)

Time	North Approach	South Approach	West Approach	East Approach	Total Bikers
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	0	0	1	1
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	0	0	0	0	0
9:00-9:15 a.m.	0	0	0	0	0
9:15-9:30 a.m.	0	0	0	0	0
Morning Totals	**0**	**0**	**0**	**1**	**1**
2:30-2:45 p.m.	0	0	0	0	0
2:45-3:00 p.m.	0	0	0	0	0
3:00-3:15 p.m.	0	0	0	0	0
3:15-3:30 p.m.	0	0	0	0	0
3:30-3:45 p.m.	0	0	0	0	0
3:45-4:00 p.m.	0	0	1	1	2
Afternoon Totals	**0**	**0**	**1**	**1**	**2**



Legend

SIGNS

STOP

DO NOT ENTER

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

2 NO PARKING HERE TO CORNER

3 NO PARKING STOPPING STANDING 8 AM TO 4 PM SCHOOL DAYS

4 NO PARKING STOPPING STANDING 8:30 - 9:15AM 3:00 - 4:00PM SCHOOL DAYS

5 STUDENT DROP-OFF AND PICK-UP ZONE 8AM - 9AM 3PM - 4PM SCHOOL DAYS

NO UNATTENDED VEHICLES

6 IDLE FREE ZONE

7 NO PARKING HERE TO DRIVEWAY

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

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

July 2019

N W E S

0 50 100 200 300 Feet

WINDSOR ELEMENTARY SCHOOL

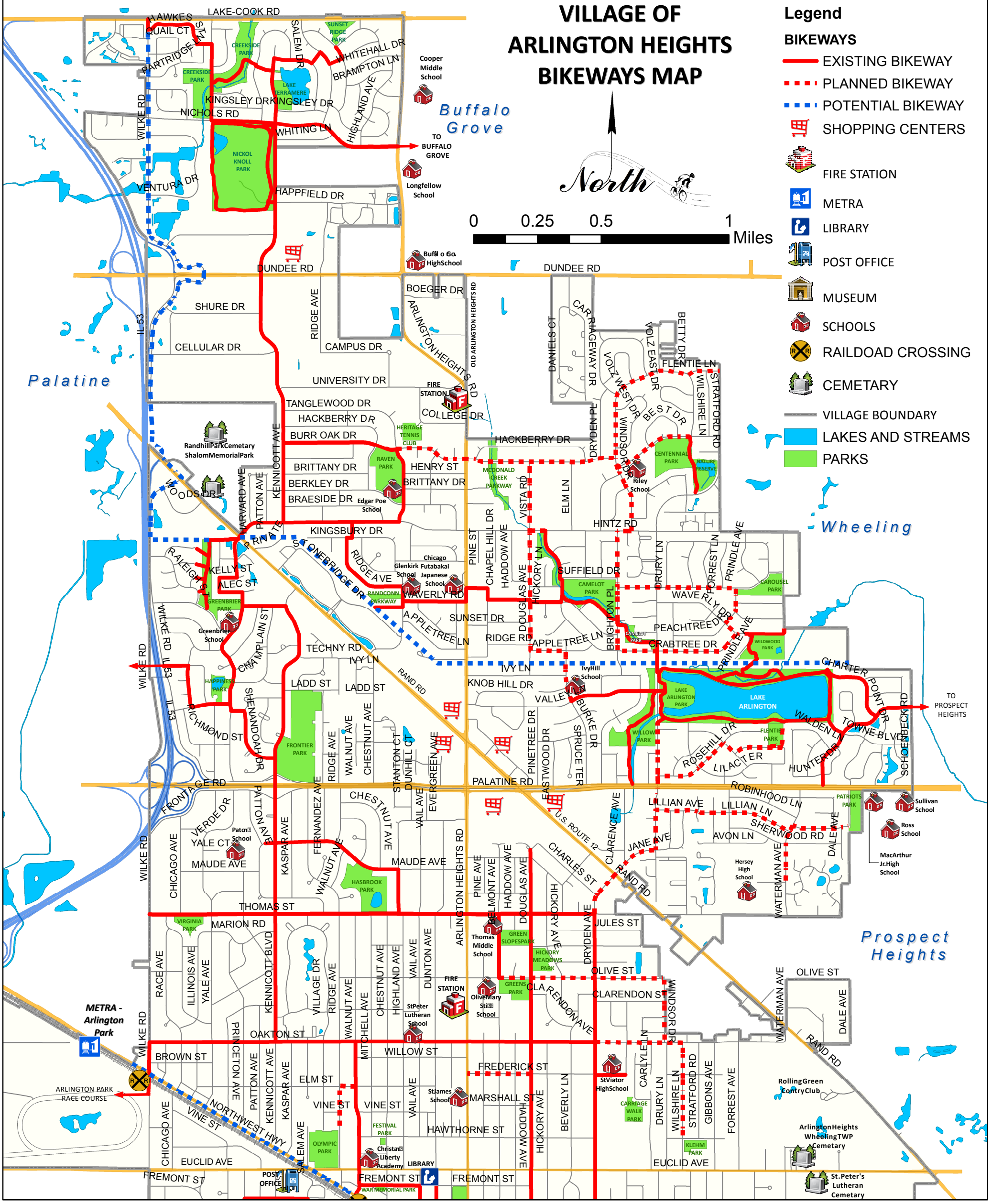
SCHOOL SITE MAPS

VILLAGE OF ARLINGTON HEIGHTS

PUBLIC WORKS DEPARTMENT

DRAWN: TLS	V.MNGR:		ORD. NO. 94-63
CHECKED: TJP	POLICE:		DIR FAC 25:
DATE: 10/2015	V.ENGR:		
REVISION/DATE	7/2019	12/2021	

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



BICYCLE SAFETY RULES

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

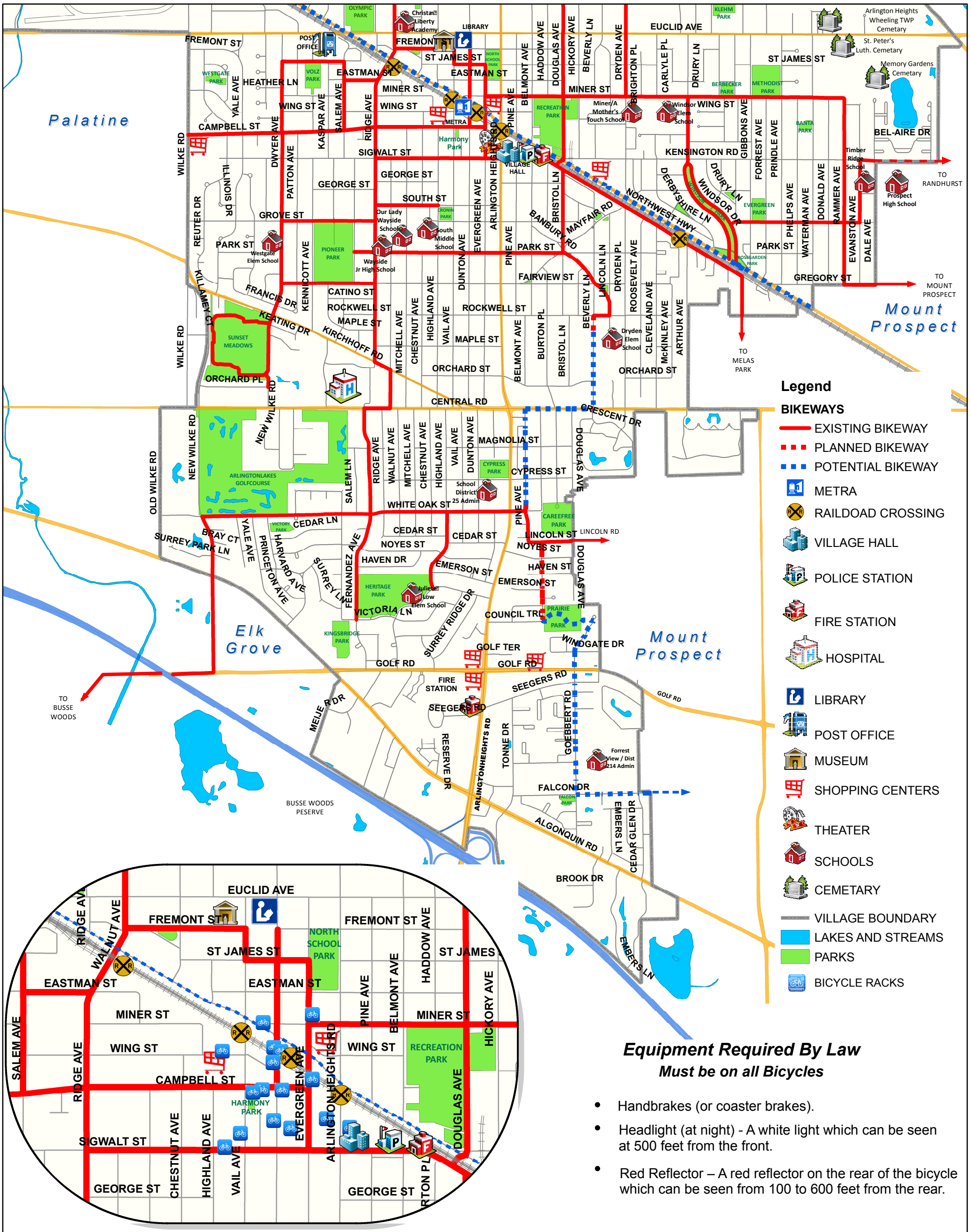
Source:

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

Prepared by the Village of Arlington Heights Engineering Department.

June, 2014

VILLAGE OF ARLINGTON HEIGHTS BIKEWAYS MAP



DOWNTOWN

Equipment Required By Law

Must be on all Bicycles

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

Village of Arlington Heights

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

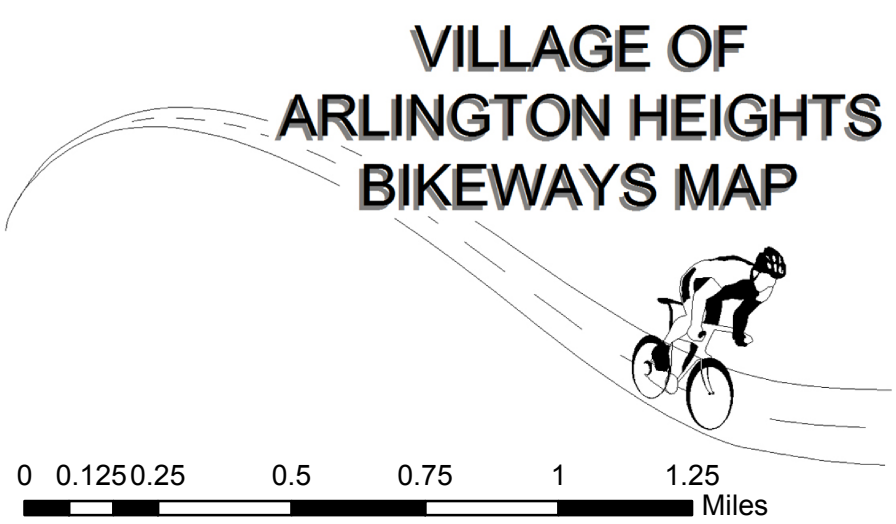
Reporting Bicycle Accidents

Police Department (847) 368-5300
Emergency 911

Bicycle Advisory Commission

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

Bike Map Information
(847) 368-5250



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

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

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

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

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

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

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

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

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

NOTES.-

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

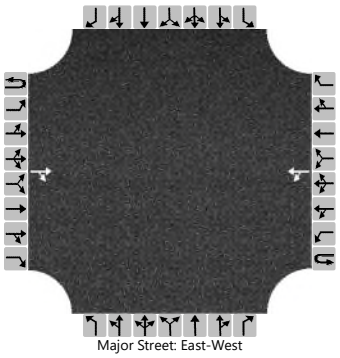
Crossing Guard Locations

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

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Miner and School Lot Enter
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	11/3/2022	East/West Street	Miner Street
Analysis Year	2022	North/South Street	School Lot Enter
Time Analyzed	AM Peak	Peak Hour Factor	0.63
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Windsor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			58	27		1	122									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2										
Capacity, c (veh/h)						1462										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.5	0.0									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					0.1											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

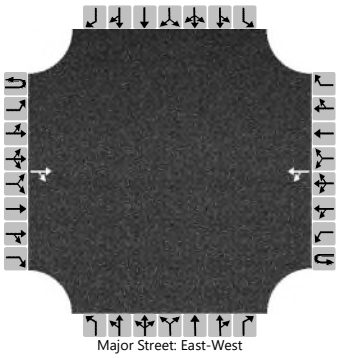
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Enter
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Enter
Peak Hour Factor	0.63
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			61	30		1	125									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2										
Capacity, c (veh/h)						1450										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.5	0.0									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					0.1											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

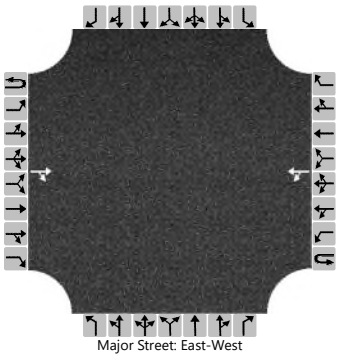
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Enter
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Enter
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			103	8		0	146									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0										
Capacity, c (veh/h)						1409										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.6	0.0									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					0.0											
Approach LOS					A											

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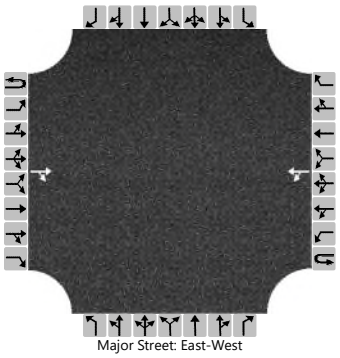
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Enter
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Enter
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			106	9		0	153									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0										
Capacity, c (veh/h)						1401										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.6	0.0									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					0.0											
Approach LOS					A											

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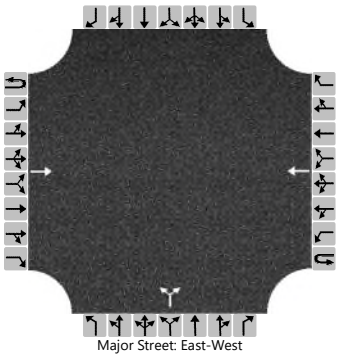
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Exit
Peak Hour Factor	0.63
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			58				93			30		18				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											76					
Capacity, c (veh/h)											702					
v/c Ratio											0.11					
95% Queue Length, Q_{95} (veh)											0.4					
Control Delay (s/veh)											10.8					
Level of Service (LOS)											B					
Approach Delay (s/veh)										10.8						
Approach LOS										B						

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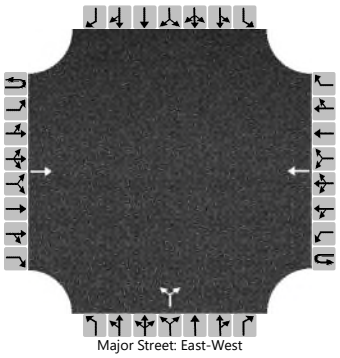
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Exit
Peak Hour Factor	0.63
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			61				93			33		20				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											84					
Capacity, c (veh/h)											698					
v/c Ratio											0.12					
95% Queue Length, Q_{95} (veh)											0.4					
Control Delay (s/veh)											10.9					
Level of Service (LOS)											B					
Approach Delay (s/veh)										10.9						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

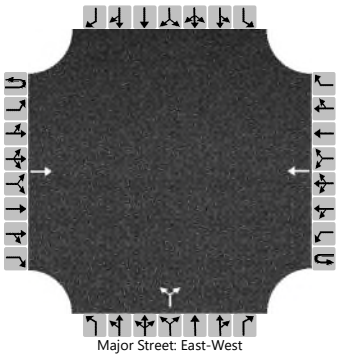
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Exit
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			103				82			64		15				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											127					
Capacity, c (veh/h)											715					
v/c Ratio											0.18					
95% Queue Length, Q_{95} (veh)											0.6					
Control Delay (s/veh)											11.1					
Level of Service (LOS)											B					
Approach Delay (s/veh)										11.1						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

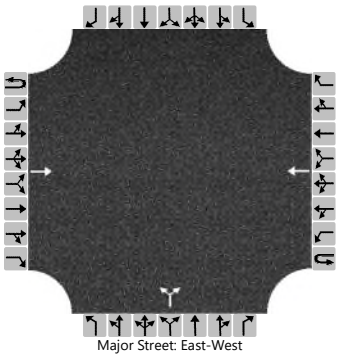
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and School Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	School Lot Exit
Peak Hour Factor	0.62
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			106				82			71		17				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											142					
Capacity, c (veh/h)											711					
v/c Ratio											0.20					
95% Queue Length, Q_{95} (veh)											0.7					
Control Delay (s/veh)											11.3					
Level of Service (LOS)											B					
Approach Delay (s/veh)										11.3						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

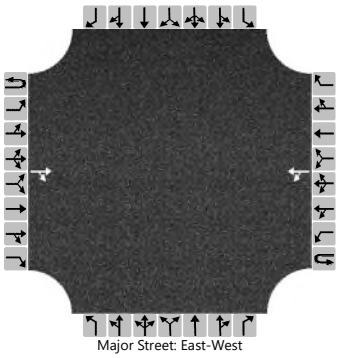
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Entrance
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Entrance
Peak Hour Factor	0.58
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			59	102		35	87									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						60										
Capacity, c (veh/h)						1297										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						7.9	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					2.6											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

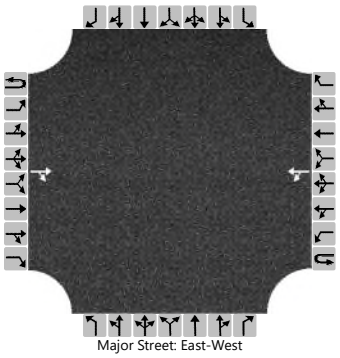
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Entrance
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Entrance
Peak Hour Factor	0.58
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			65	102		35	90									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						60										
Capacity, c (veh/h)						1286										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						7.9	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					2.5											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

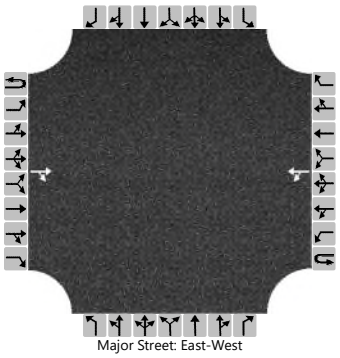
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Entrance
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Entrance
Peak Hour Factor	0.49
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			75	57		30	116									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						61										
Capacity, c (veh/h)						1306										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						7.9	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					2.0											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

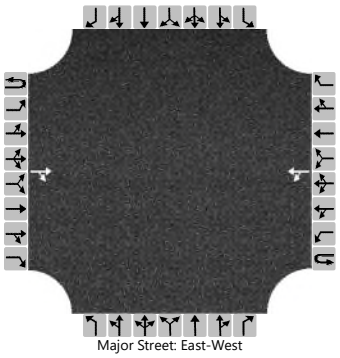
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Entrance
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Entrance
Peak Hour Factor	0.49
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			79	57		30	123									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.10										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.20										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						61										
Capacity, c (veh/h)						1297										
v/c Ratio						0.05										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						7.9	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					1.9											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

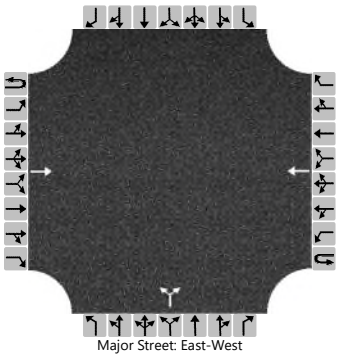
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Exit
Peak Hour Factor	0.58
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			59				122			52		26				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											134					
Capacity, c (veh/h)											638					
v/c Ratio											0.21					
95% Queue Length, Q_{95} (veh)											0.8					
Control Delay (s/veh)											12.1					
Level of Service (LOS)											B					
Approach Delay (s/veh)										12.1						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

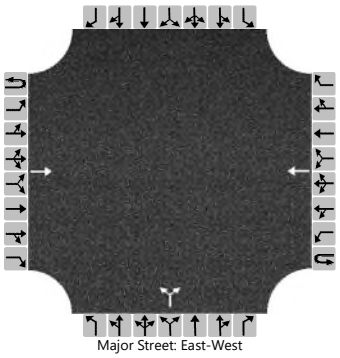
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Exit
Peak Hour Factor	0.58
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			65				125			52		26				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											134					
Capacity, c (veh/h)											626					
v/c Ratio											0.21					
95% Queue Length, Q_{95} (veh)											0.8					
Control Delay (s/veh)											12.3					
Level of Service (LOS)											B					
Approach Delay (s/veh)										12.3						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

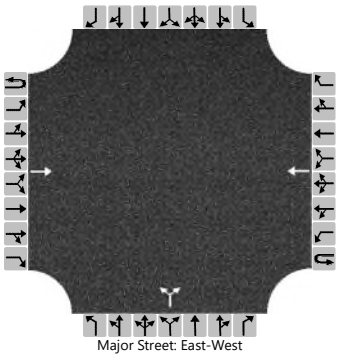
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Exit
Peak Hour Factor	0.49
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			75				146			89		36				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											255					
Capacity, c (veh/h)											625					
v/c Ratio											0.41					
95% Queue Length, Q_{95} (veh)											2.0					
Control Delay (s/veh)											14.7					
Level of Service (LOS)											B					
Approach Delay (s/veh)										14.7						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

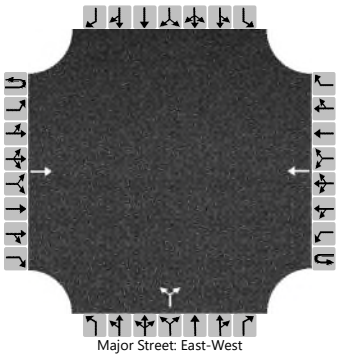
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Windsor Elementary School

Site Information

Intersection	Miner and West Lot Exit
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	West Lot Exit
Peak Hour Factor	0.49
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			79				153			89		36				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.40		6.20				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											255					
Capacity, c (veh/h)											609					
v/c Ratio											0.42					
95% Queue Length, Q_{95} (veh)											2.1					
Control Delay (s/veh)											15.1					
Level of Service (LOS)											C					
Approach Delay (s/veh)										15.1						
Approach LOS										C						

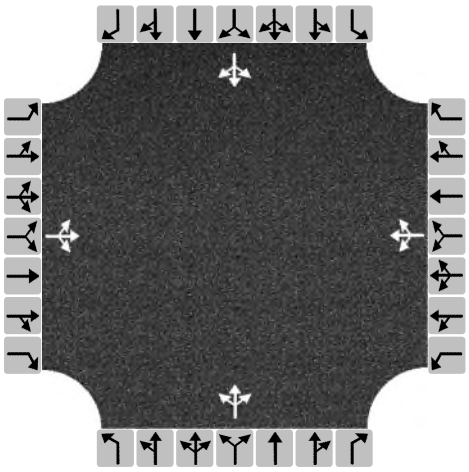
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Windsor Elementary School
Intersection	Miner Street and Windsor Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	Windsor Drive
Peak Hour Factor	0.52

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	27	31	85	55	7	11	17	3	6	19	27
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	146			283			60			100		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.130			0.251			0.053			0.089		
Final Departure Headway, h_d (s)	4.44			4.56			5.05			4.70		
Final Degree of Utilization, x	0.180			0.358			0.084			0.130		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.44			2.56			3.05			2.70		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	146			283			60			100		
Capacity (veh/h)	812			790			713			767		
95% Queue Length, Q_{95} (veh)	0.7			1.6			0.3			0.4		
Control Delay (s/veh)	8.4			10.1			8.5			8.4		
Level of Service, LOS	A			B			A			A		
Approach Delay (s/veh) | LOS	8.4	A		10.1	B		8.5	A		8.4	A	
Intersection Delay (s/veh) | LOS	9.2						A					

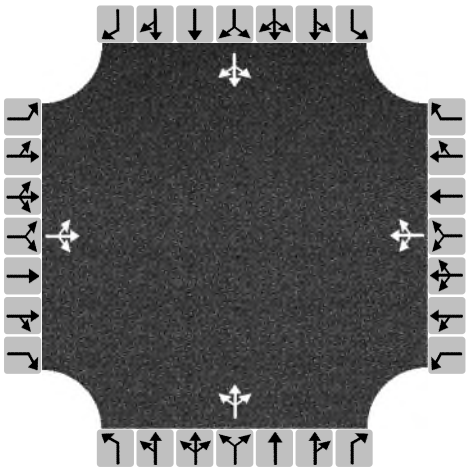
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Windsor Elementary School
Intersection	Miner Street and Windsor Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	Windsor Drive
Peak Hour Factor	0.52

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	19	28	34	94	55	7	11	17	3	6	22	27
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	156			300			60			106		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.138			0.267			0.053			0.094		
Final Departure Headway, h_d (s)	4.47			4.60			5.13			4.78		
Final Degree of Utilization, x	0.194			0.383			0.085			0.140		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.47			2.60			3.13			2.78		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	156			300			60			106		
Capacity (veh/h)	805			783			701			753		
95% Queue Length, Q_{95} (veh)	0.7			1.8			0.3			0.5		
Control Delay (s/veh)	8.5			10.4			8.6			8.6		
Level of Service, LOS	A			B			A			A		
Approach Delay (s/veh) | LOS	8.5	A		10.4	B		8.6	A		8.6	A	
Intersection Delay (s/veh) | LOS	9.5						A					

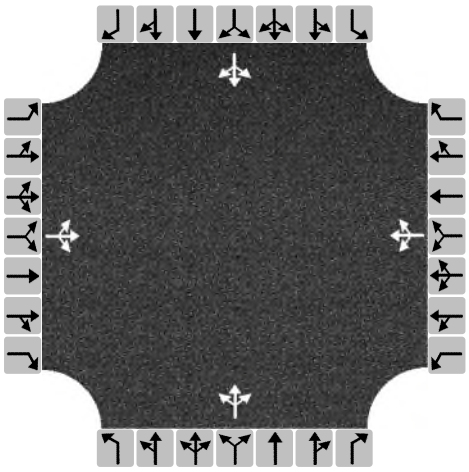
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Windsor Elementary School
Intersection	Miner Street and Windsor Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	Windsor Drive
Peak Hour Factor	0.68

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	26	58	34	30	43	10	23	27	6	10	28	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	174			122			82			79		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.154			0.108			0.073			0.071		
Final Departure Headway, h_d (s)	4.30			4.48			4.69			4.54		
Final Degree of Utilization, x	0.207			0.152			0.107			0.100		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.30			2.48			2.69			2.54		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	174			122			82			79		
Capacity (veh/h)	837			803			767			793		
95% Queue Length, Q_{95} (veh)	0.8			0.5			0.4			0.3		
Control Delay (s/veh)	8.4			8.3			8.3			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.4	A		8.3	A		8.3	A		8.0	A	
Intersection Delay (s/veh) | LOS	8.3						A					

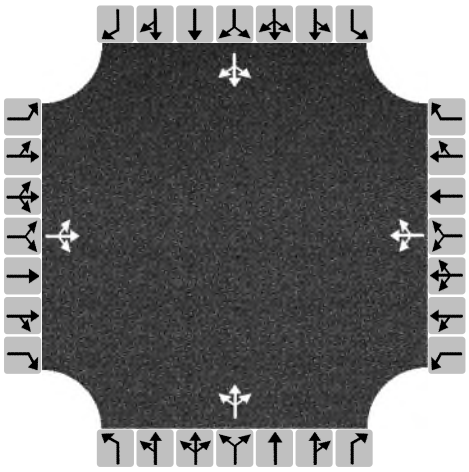
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HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	11/3/2022
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Windsor Elementary School
Intersection	Miner Street and Windsor Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Street
North/South Street	Windsor Drive
Peak Hour Factor	0.68

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	27	59	37	33	43	10	23	27	6	10	31	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	181			126			82			84		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.161			0.112			0.073			0.075		
Final Departure Headway, h_d (s)	4.32			4.51			4.73			4.58		
Final Degree of Utilization, x	0.217			0.159			0.108			0.107		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.32			2.51			2.73			2.58		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	181			126			82			84		
Capacity (veh/h)	834			798			761			787		
95% Queue Length, Q_{95} (veh)	0.8			0.6			0.4			0.4		
Control Delay (s/veh)	8.5			8.4			8.3			8.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.5	A		8.4	A		8.3	A		8.1	A	
Intersection Delay (s/veh) | LOS	8.4						A					

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HCS Two-Way Stop-Control Report

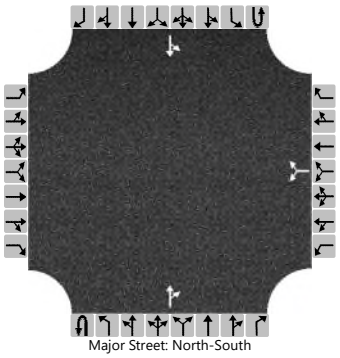
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell East
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.38
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		4			28	1		45	86	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

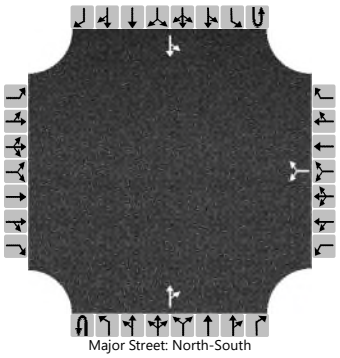
Flow Rate, v (veh/h)							26							118		
Capacity, c (veh/h)							565							1522		
v/c Ratio							0.05							0.08		
95% Queue Length, Q_{95} (veh)							0.1							0.3		
Control Delay (s/veh)							11.7							7.6	0.7	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.7								3.0		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Windsor and Campbell East
Agency/Co.	Eriksson	Jurisdiction	Arlington Heights
Date Performed	9/12/2022	East/West Street	Campbell Street
Analysis Year	2028	North/South Street	Windsor Drive
Time Analyzed	AM Peak	Peak Hour Factor	0.38
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Windsor School		

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		4			28	1		50	95	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							26							132		
Capacity, c (veh/h)							531							1522		
v/c Ratio							0.05							0.09		
95% Queue Length, Q_{95} (veh)							0.2							0.3		
Control Delay (s/veh)							12.1							7.6	0.8	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						12.1								3.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

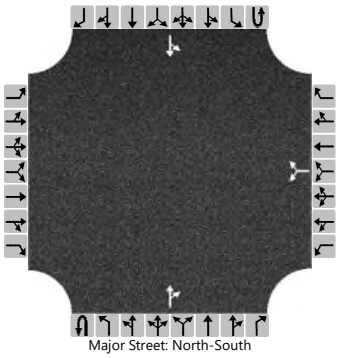
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell East
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.52
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		6			56	14		27	66	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							25							52		
Capacity, c (veh/h)							725							1460		
v/c Ratio							0.03							0.04		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							10.1							7.6	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.1								2.4		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

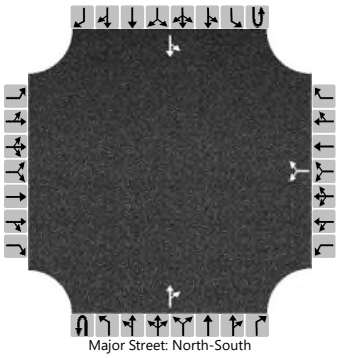
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell East
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.52
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		6			56	14		28	73	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							25							54		
Capacity, c (veh/h)							714							1460		
v/c Ratio							0.04							0.04		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							10.2							7.6	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							10.2							2.3		
Approach LOS							B							A		

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HCS Two-Way Stop-Control Report

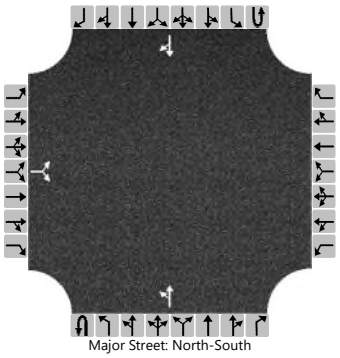
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell West
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.40
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		3						4	28				128	7
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15							10						
Capacity, c (veh/h)			590							1209						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			11.3							8.0	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		11.3								1.1						
Approach LOS		B								A						

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HCS Two-Way Stop-Control Report

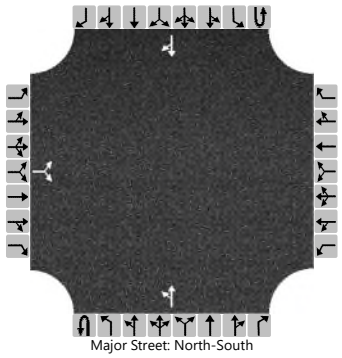
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell West
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.40
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		3		3						4	28				142	8
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15							10						
Capacity, c (veh/h)			563							1171						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			11.6							8.1	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		11.6								1.1						
Approach LOS		B								A						

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HCS Two-Way Stop-Control Report

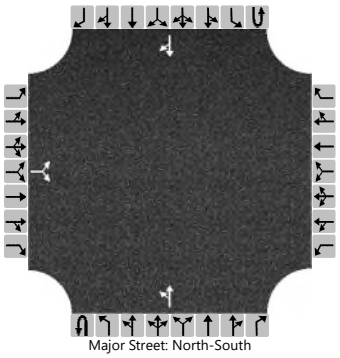
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell West
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.51
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		12						10	52				81	11
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			31							20						
Capacity, c (veh/h)			765							1370						
v/c Ratio			0.04							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			9.9							7.7	0.1					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		9.9								1.3						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

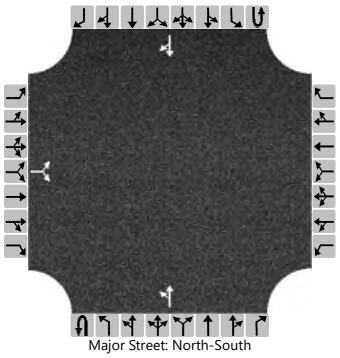
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	9/12/2022
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Windsor School

Site Information

Intersection	Windsor and Campbell West
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.51
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		12						10	52				89	12
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			31							20						
Capacity, c (veh/h)			749							1350						
v/c Ratio			0.04							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			10.0							7.7	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.0								1.3						
Approach LOS		B								A						

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COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - EXISTING SITE** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: SITE

CONDITION (SELECT WITH DROP-DOWN)

___ PROPOSED CONDITION

X EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	3.71	3.52
Permeable Playground	0.75	0.15	0.11
Pervioius (Village C)	0.50	3.68	1.84
TOTALS:		7.54	5.48

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{5.48}{7.54} \rightarrow \text{Composite C} = \mathbf{0.73}$$

MODIFIED RATIONAL METHOD: BULLETIN 70 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - EXISTING SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	7.540	acres
2. Composite Runoff Coefficient	0.730	
3. Actual Release Rate	1.360	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**1.963**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	10.92	60.11	58.75	0.405	
10 min	10.02	55.15	53.79	0.741	
15 min	8.20	45.13	43.77	0.904	
20 min	7.05	38.80	37.44	1.032	
30 min	5.60	30.82	29.46	1.218	
40 min	4.66	25.65	24.29	1.338	
50 min	4.00	22.02	20.66	1.423	
1 hr	3.56	19.59	18.23	1.507	
1.5 hr	2.68	14.75	13.39	1.660	
2 hr	2.24	12.33	10.97	1.813	
3 hr	1.62	8.92	7.56	1.874	
4 hr	1.31	7.21	5.85	1.934	
5 hr	1.11	6.11	4.75	1.963	←
6 hr	0.95	5.23	3.87	1.919	
7 hr	0.86	4.73	3.37	1.952	
8 hr	0.77	4.24	2.88	1.903	
9 hr	0.70	3.85	2.49	1.854	
10 hr	0.64	3.52	2.16	1.787	
11 hr	0.59	3.25	1.89	1.716	
12 hr	0.55	3.03	1.67	1.654	
18 hr	0.39	2.15	0.79	1.170	
24 hr	0.32	1.76	0.40	0.796	

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - EXISTING SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	7.540	acres
2. Composite Runoff Coefficient	0.730	
3. Actual Release Rate	1.360	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**2.281**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	68.03	66.67	0.459	
10 min	10.80	59.45	58.09	0.800	
15 min	9.28	51.08	49.72	1.027	
20 min	8.04	44.25	42.89	1.182	
30 min	6.34	34.90	33.54	1.386	
40 min	5.28	29.06	27.70	1.526	
50 min	4.55	25.04	23.68	1.631	
1 hr	4.03	22.18	20.82	1.721	
1.5 hr	3.03	16.68	15.32	1.899	
2 hr	2.49	13.71	12.35	2.041	
3 hr	1.83	10.07	8.71	2.160	
4 hr	1.48	8.15	6.79	2.243	
5 hr	1.25	6.88	5.52	2.281	←
6 hr	1.07	5.89	4.53	2.246	
7 hr	0.96	5.28	3.92	2.270	
8 hr	0.86	4.73	3.37	2.230	
9 hr	0.79	4.35	2.99	2.223	
10 hr	0.72	3.96	2.60	2.151	
11 hr	0.67	3.69	2.33	2.116	
12 hr	0.62	3.42	2.06	2.043	
18 hr	0.45	2.46	1.10	1.641	
24 hr	0.36	1.97	0.61	1.201	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - PROPOSED SITE** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

X OTHER: SITE

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION

___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	3.78	3.59
Permeable Playground	0.75	0.15	0.11
Pervioius (Village C)	0.50	3.61	1.81
TOTALS:		7.54	5.51

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{5.51}{7.54} \rightarrow \text{Composite C} = \mathbf{0.73}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - PROPOSED SITE **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	7.540	acres
2. Composite Runoff Coefficient	0.730	
3. Actual Release Rate	1.360	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**2.281**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	68.03	66.67	0.459	
10 min	10.80	59.45	58.09	0.800	
15 min	9.28	51.08	49.72	1.027	
20 min	8.04	44.25	42.89	1.182	
30 min	6.34	34.90	33.54	1.386	
40 min	5.28	29.06	27.70	1.526	
50 min	4.55	25.04	23.68	1.631	
1 hr	4.03	22.18	20.82	1.721	
1.5 hr	3.03	16.68	15.32	1.899	
2 hr	2.49	13.71	12.35	2.041	
3 hr	1.83	10.07	8.71	2.160	
4 hr	1.48	8.15	6.79	2.243	
5 hr	1.25	6.88	5.52	2.281	←
6 hr	1.07	5.89	4.53	2.246	
7 hr	0.96	5.28	3.92	2.270	
8 hr	0.86	4.73	3.37	2.230	
9 hr	0.79	4.35	2.99	2.223	
10 hr	0.72	3.96	2.60	2.151	
11 hr	0.67	3.69	2.33	2.116	
12 hr	0.62	3.42	2.06	2.043	
18 hr	0.45	2.46	1.10	1.641	
24 hr	0.36	1.97	0.61	1.201	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - AREA 1 EXISTING **DATE:** 12/14/2022

TYPE OF AREA (SELECT WITH DROP-DOWN)

- [X] DETAINED AREA
- [ ] UNRESTRICTED AREA
- [ ] UPSTREAM AREA
- [ ] MAJOR STORMWATER SYSTEM
- [X] OTHER: AREA 1

CONDITION (SELECT WITH DROP-DOWN)

- [ ] PROPOSED CONDITION
- [X] EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.04	0.04
Pervioius (Village C)	0.50	0.18	0.09
TOTALS:		0.22	0.13

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.13}{0.22} \rightarrow \text{Composite C} = \mathbf{0.58}$$

MODIFIED RATIONAL METHOD: BULLETIN 70 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - AREA 1 EXISTING **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.220	acres
2. Composite Runoff Coefficient	0.580	
3. Actual Release Rate	0.040	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**0.042**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	10.92	1.39	1.35	0.009	
10 min	10.02	1.28	1.24	0.017	
15 min	8.20	1.05	1.01	0.021	
20 min	7.05	0.90	0.86	0.024	
30 min	5.60	0.71	0.67	0.028	
40 min	4.66	0.59	0.55	0.031	
50 min	4.00	0.51	0.47	0.032	
1 hr	3.56	0.45	0.41	0.034	
1.5 hr	2.68	0.34	0.30	0.037	
2 hr	2.24	0.29	0.25	0.041	
3 hr	1.62	0.21	0.17	0.041	
4 hr	1.31	0.17	0.13	0.042	←
5 hr	1.11	0.14	0.10	0.042	
6 hr	0.95	0.12	0.08	0.040	
7 hr	0.86	0.11	0.07	0.040	
8 hr	0.77	0.10	0.06	0.039	
9 hr	0.70	0.09	0.05	0.037	
10 hr	0.64	0.08	0.04	0.034	
11 hr	0.59	0.08	0.04	0.032	
12 hr	0.55	0.07	0.03	0.030	
18 hr	0.39	0.05	0.01	0.015	
24 hr	0.32	0.04	0.00	0.002	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - AREA 1 PROPOSED** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- ___ UNRESTRICTED AREA
- ___ UPSTREAM AREA
- ___ MAJOR STORMWATER SYSTEM
- **X** OTHER: AREA 1

CONDITION (SELECT WITH DROP-DOWN)

- **X** PROPOSED CONDITION
- ___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.11	0.10
Pervioius (Village C)	0.50	0.11	0.06
TOTALS:		0.22	0.16

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.16}{0.22} \rightarrow \text{Composite C} = \mathbf{0.73}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - AREA 1 PROPOSED **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1. Detained Area	0.220	acres
2. Composite Runoff Coefficient	0.730	
3. Actual Release Rate	0.040	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	**0.066**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	1.99	1.95	0.013	
10 min	10.80	1.73	1.69	0.023	
15 min	9.28	1.49	1.45	0.030	
20 min	8.04	1.29	1.25	0.034	
30 min	6.34	1.02	0.98	0.040	
40 min	5.28	0.85	0.81	0.045	
50 min	4.55	0.73	0.69	0.048	
1 hr	4.03	0.65	0.61	0.050	
1.5 hr	3.03	0.49	0.45	0.055	
2 hr	2.49	0.40	0.36	0.059	
3 hr	1.83	0.29	0.25	0.063	
4 hr	1.48	0.24	0.20	0.065	
5 hr	1.25	0.20	0.16	0.066	←
6 hr	1.07	0.17	0.13	0.065	
7 hr	0.96	0.15	0.11	0.066	
8 hr	0.86	0.14	0.10	0.065	
9 hr	0.79	0.13	0.09	0.065	
10 hr	0.72	0.12	0.08	0.063	
11 hr	0.67	0.11	0.07	0.061	
12 hr	0.62	0.10	0.06	0.059	
18 hr	0.45	0.07	0.03	0.047	
24 hr	0.36	0.06	0.02	0.034	

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **AHSD 25 KINDERGARTEN ADDITIONS** **PERMIT NUMBER:**

LOCATION: **WINDSOR ELEMENTARY - AREA 2 PROPOSED** **DATE:** **12/14/2022**

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- ___ UNRESTRICTED AREA
- ___ UPSTREAM AREA
- ___ MAJOR STORMWATER SYSTEM
- **X** OTHER: AREA 2

CONDITION (SELECT WITH DROP-DOWN)

- **X** PROPOSED CONDITION
- ___ EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Impervious (Village C)	0.95	0.55	0.52
TOTALS:		0.55	0.52

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.52}{0.55} \rightarrow \text{Composite C} = \mathbf{0.95}$$

MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: AHSD 25 KINDERGARTEN ADDITIONS **PERMIT NUMBER:**

LOCATION: WINDSOR ELEMENTARY - AREA 2 PROPOSED **DATE:** 12/14/2022

DEVELOPMENT INFORMTION

1.	Detained Area	0.550	acres
2.	Composite Runoff Coefficient	0.950	
3.	Actual Release Rate	0.100	cfs

REQUIRED DETENTION VOLUME

4.	Required Detention Volume	**0.233**	ac-ft

CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.36	6.46	6.36	0.044	
10 min	10.80	5.64	5.54	0.076	
15 min	9.28	4.85	4.75	0.098	
20 min	8.04	4.20	4.10	0.113	
30 min	6.34	3.31	3.21	0.133	
40 min	5.28	2.76	2.66	0.146	
50 min	4.55	2.38	2.28	0.157	
1 hr	4.03	2.11	2.01	0.166	
1.5 hr	3.03	1.58	1.48	0.184	
2 hr	2.49	1.30	1.20	0.199	
3 hr	1.83	0.96	0.86	0.212	
4 hr	1.48	0.77	0.67	0.223	
5 hr	1.25	0.65	0.55	0.229	
6 hr	1.07	0.56	0.46	0.228	
7 hr	0.96	0.50	0.40	0.232	
8 hr	0.86	0.45	0.35	0.231	
9 hr	0.79	0.41	0.31	0.233	←
10 hr	0.72	0.38	0.28	0.228	
11 hr	0.67	0.35	0.25	0.227	
12 hr	0.62	0.32	0.22	0.223	
18 hr	0.45	0.23	0.13	0.199	
24 hr	0.36	0.19	0.09	0.172	

LIGHTING FIXTURE SCHEDULE

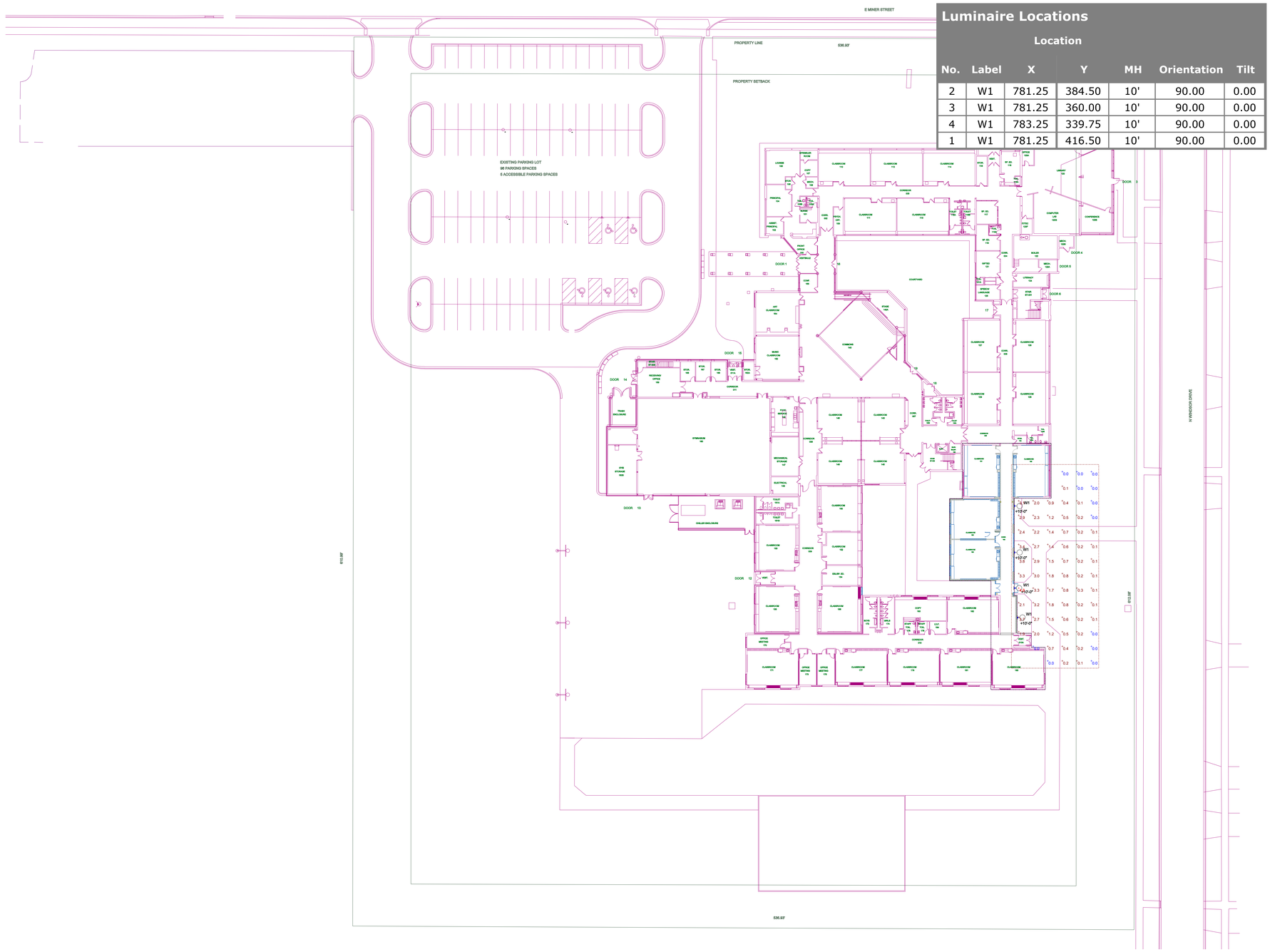
TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG NUMBER	ACCEPTABLE MANUFACTURER
W1	ARCHITECTURAL EXTERIOR WALL MOUNTED LUMINAIRE WITH TYPE 4 DISTRIBUTION, DARK BRONZE FINISH, AND INTEGRAL MOTION SENSOR CONTROLS	MOUNTED @ 10'-0" A.F.G.	L.E.D. 23 WATT 5000K	MVOLT	LITHONIA DSXW1 LED 20C 350 50K T4M MVOLT PIR DDBXD	APPROVED EQUAL

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.1 fc	4.8 fc	0.0 fc	N/A	N/A

Luminaire Locations

No.	Label	Location X	Location Y	MH	Orientation	Tilt
2	W1	781.25	384.50	10'	90.00	0.00
3	W1	781.25	360.00	10'	90.00	0.00
4	W1	783.25	339.75	10'	90.00	0.00
1	W1	781.25	416.50	10'	90.00	0.00



1 SITE PLAN - ELECTRICAL

SCALE: 1" = 30'

0 10' 20' 40'

N

Actual size to read at scale
0 IN 1 IN 2 IN

STR

ARCHITECTS:

STR Partners, LLC
350 West Ontario Street | Suite 200
Chicago, IL 60654

T: 312.464.1444
www.strpartners.com

- CIVIL ENGINEERING:
  ERIKSSON ENGINEERING ASSOCIATES, LTD.
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  Grayslake, IL 60030
  (847) 223-4804
- LANDSCAPE ARCHITECTURE:
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  (847) 223-4804
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  350 West Ontario Street, Suite 200
  Chicago, IL 60654
  (262) 253-4700
- STRUCTURAL ENGINEERING:
  THE STRUCTURAL GROUP
  707 Lake Cook Road, Suite 300
  Deerfield, IL 60015
  (847) 562-1977
- MEP/FP ENGINEERING:
  CS2 DESIGN GROUP LLC
  837 Oakton Street
  Elk Grove Village, IL 60007
  (847) 981-1880
- CONSTRUCTION MANAGER:
  NICHOLAS & ASSOCIATES
  1001 Feehanville Drive
  Mount Prospect, IL 60056
  (847) 394-6205

KEY PLAN

SCOPE DOCUMENT

This drawing is one drawing within a complete set of documents and shall not be considered separately from the Drawings as a whole. The Drawings indicate the general scope of the project in terms of architectural design concept, the dimensions of the building, the major architectural elements and the type of structural, mechanical, and electrical systems. As Scope Documents, the Drawings do not necessarily indicate or describe all work required for full performance and completion of the requirements of the Construction Documents. On the basis of the general scope indicated or described, the Contractor shall furnish all items required for the proper execution and completion of the Work.

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PROJECT

WINDSOR ELEMENTARY SCHOOL ADDITION
1315 East Miner Street
Arlington Heights, IL 60004

ARLINGTON HEIGHTS SCHOOL DISTRICT 25
1200 South Dunton Avenue
Arlington Heights, IL 60005

CLIENT PROJECT NUMBER

STR PROJECT NUMBER
22053

DRAWING DATES

NUMBER	DATE	COMMENTS
	FEB 2, 2023	ISSUE FOR PLAN COMMISSION

IN-PROGRESS
NOT FOR CONSTRUCTION
2/2/23

DRAWING TITLE

SITE PLAN - PHOTOMETRIC CALCULATION

SHEET NUMBER

PH0.0



D-Series Size 1
LED Wall Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

d-series

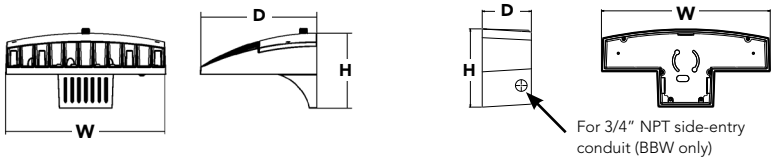
Specifications

Luminaire

Width:	13-3/4" (34.9 cm)	**Weight:**	12 lbs (5.4 kg)
Depth:	10" (25.4 cm)		
Height:	6-3/8" (16.2 cm)		

Back Box (BBW, E20WC)

Width:	13-3/4" (34.9 cm)	**BBW Weight:**	5 lbs (2.3 kg)
Depth:	4" (10.2 cm)	**E20WC Weight:**	10 lbs (4.5 kg)
Height:	6-3/8" (16.2 cm)		



Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines) [1]	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A) [1]	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT [2] 120 [3] 208 [3] 240 [3] 277 [3] 347 [3,4] 480 [3,4]	**Shipped included** (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) [5]	**Shipped installed** PE Photoelectric cell, button type [6] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) PIR 180° motion/ambient light sensor, <15' mtg ht [1,7] PIRH 180° motion/ambient light sensor, 15-30' mtg ht [1,7] PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [1,7] PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [1,7] E20WC Emergency battery backup (includes external component enclosure), CA Title 20 compliant [8,9]

Other Options

Shipped installed

SF	Single fuse (120, 277 or 347V) [3,10]
DF	Double fuse (208, 240 or 480V) [3,10]
HS	House-side shield [11]
SPD	Separate surge protection [12]

Shipped separately [11]

BSW	Bird-deterrent spikes
VG	Vandal guard
DDL	Diffused drop lens

Finish *(required)*

DDBXD	Dark bronze	DSSXD	Sandstone	DWHGXD	Textured white
DBLXD	Black	DDBTXD	Textured dark bronze	DSSTXD	Textured sandstone
DNAXD	Natural aluminum	DBLBXD	Textured black		
DWHXD	White	DNATXD	Textured natural aluminum		

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1VG U	Vandal guard accessory

NOTES

1. 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRH1FC3V.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4. Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
5. Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
6. Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
7. Reference Motion Sensor table on page 3.
8. Same as old ELCW. Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
9. Not available with SPD.
10. Not available with E20WC.
11. Also available as a separate accessory; see Accessories information.
12. Not available with E20WC.

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70CRI)					40K (4000 K, 70CRI)					50K (5000 K, 70CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
10C (10 LEDs)	350mA	13W	T2S	1,415	0	0	1	109	1,520	0	0	1	117	1,530	0	0	1	118	894	0	0	1	69
			T2M	1,349	0	0	1	104	1,448	0	0	1	111	1,458	0	0	1	112	852	0	0	1	66
			T3S	1,399	0	0	1	108	1,503	0	0	1	116	1,512	0	0	1	116	884	0	0	1	68
			T3M	1,385	0	0	1	107	1,488	0	0	1	114	1,497	0	0	1	115	876	0	0	1	67
			T4M	1,357	0	0	1	104	1,458	0	0	1	112	1,467	0	0	1	113	858	0	0	1	66
			TFTM	1,411	0	0	1	109	1,515	0	0	1	117	1,525	0	0	1	117	892	0	0	1	69
	530 mA	19W	T2S	2,053	1	0	1	108	2,205	1	0	1	116	2,220	1	0	1	117	1,264	0	0	1	67
			T2M	1,957	1	0	1	103	2,102	1	0	1	111	2,115	1	0	1	111	1,205	0	0	1	63
			T3S	2,031	1	0	1	107	2,181	1	0	1	115	2,194	1	0	1	115	1,250	0	0	1	66
			T3M	2,010	1	0	1	106	2,159	1	0	1	114	2,172	1	0	1	114	1,237	0	0	1	65
			T4M	1,970	1	0	1	104	2,115	1	0	1	111	2,129	1	0	1	112	1,212	0	0	1	64
			TFTM	2,047	0	0	1	108	2,198	1	0	1	116	2,212	1	0	1	116	1,260	0	0	1	66
	700 mA	26W	T2S	2,623	1	0	1	101	2,816	1	0	1	108	2,834	1	0	1	109	1,544	0	0	1	59
			T2M	2,499	1	0	1	96	2,684	1	0	1	103	2,701	1	0	1	104	1,472	0	0	1	57
			T3S	2,593	1	0	1	100	2,785	1	0	1	107	2,802	1	0	1	108	1,527	0	0	1	59
			T3M	2,567	1	0	1	99	2,757	1	0	1	106	2,774	1	0	1	107	1,512	0	0	1	58
			T4M	2,515	1	0	1	97	2,701	1	0	1	104	2,718	1	0	1	105	1,481	0	0	1	57
			TFTM	2,614	1	0	1	101	2,808	1	0	1	108	2,825	1	0	1	109	1,539	0	0	1	59
	1000 mA	39W	T2S	3,685	1	0	1	94	3,957	1	0	1	101	3,982	1	0	1	102	2,235	1	0	1	57
			T2M	3,512	1	0	1	90	3,771	1	0	1	97	3,794	1	0	1	97	2,130	1	0	1	55
			T3S	3,644	1	0	1	93	3,913	1	0	1	100	3,938	1	0	1	101	2,210	1	0	1	57
			T3M	3,607	1	0	1	92	3,873	1	0	1	99	3,898	1	0	1	100	2,187	1	0	1	56
			T4M	3,534	1	0	2	91	3,796	1	0	2	97	3,819	1	0	2	98	2,143	1	0	1	55
			TFTM	3,673	1	0	1	94	3,945	1	0	1	101	3,969	1	0	1	102	2,228	1	0	1	57
20C (20 LEDs)	350mA	23W	T2S	2,820	1	0	1	123	3,028	1	0	1	132	3,047	1	0	1	132	1,777	1	0	1	77
			T2M	2,688	1	0	1	117	2,886	1	0	1	125	2,904	1	0	1	126	1,693	1	0	1	74
			T3S	2,789	1	0	1	121	2,994	1	0	1	130	3,014	1	0	1	131	1,757	0	0	1	76
			T3M	2,760	1	0	1	120	2,965	1	0	1	129	2,983	1	0	1	130	1,739	1	0	1	76
			T4M	2,704	1	0	1	118	2,905	1	0	1	126	2,922	1	0	1	127	1,704	1	0	1	74
			TFTM	2,811	1	0	1	122	3,019	1	0	1	131	3,038	1	0	1	132	1,771	0	0	1	77
	530 mA	35W	T2S	4,079	1	0	1	117	4,380	1	0	1	125	4,407	1	0	1	126	2,504	1	0	1	72
			T2M	3,887	1	0	1	111	4,174	1	0	1	119	4,201	1	0	1	120	2,387	1	0	1	68
			T3S	4,033	1	0	1	115	4,331	1	0	1	124	4,359	1	0	1	125	2,477	1	0	1	71
			T3M	3,993	1	0	2	114	4,288	1	0	2	123	4,315	1	0	2	123	2,451	1	0	1	70
			T4M	3,912	1	0	2	112	4,201	1	0	2	120	4,227	1	0	2	121	2,402	1	0	1	69
			TFTM	4,066	1	0	2	116	4,366	1	0	2	125	4,394	1	0	2	126	2,496	1	0	1	71
	700 mA	46W	T2S	5,188	1	0	1	113	5,572	1	0	1	121	5,607	1	0	1	122	3,065	1	0	1	67
			T2M	4,945	1	0	2	108	5,309	1	0	2	115	5,343	1	0	2	116	2,921	1	0	1	64
			T3S	5,131	1	0	2	112	5,510	1	0	2	120	5,544	1	0	2	121	3,031	1	0	1	66
			T3M	5,078	1	0	2	110	5,454	1	0	2	119	5,487	1	0	2	119	3,000	1	0	1	65
			T4M	4,975	1	0	2	108	5,343	1	0	2	116	5,376	1	0	2	117	2,939	1	0	1	64
			TFTM	5,172	1	0	2	112	5,554	1	0	2	121	5,589	1	0	2	122	3,055	1	0	1	66
	1000 mA	73W	T2S	7,204	1	0	2	99	7,736	2	0	2	106	7,784	2	0	2	107	4,429	1	0	1	61
			T2M	6,865	1	0	2	94	7,373	2	0	2	101	7,419	2	0	2	102	4,221	1	0	1	58
			T3S	7,125	1	0	2	98	7,651	1	0	2	105	7,698	1	0	2	105	4,380	1	0	1	60
			T3M	7,052	1	0	2	97	7,573	2	0	2	104	7,620	2	0	2	104	4,335	1	0	2	59
			T4M	6,909	1	0	2	95	7,420	1	0	2	102	7,466	1	0	2	102	4,248	1	0	2	58
			TFTM	7,182	1	0	2	98	7,712	1	0	2	106	7,761	1	0	2	106	4,415	1	0	2	60

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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	**77°F**	**1.00**
30°C	86°F	1.00
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A) 120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	24 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	74 W	0.69	0.40	0.35	0.30	0.23	0.17

Motion Sensor Default Settings

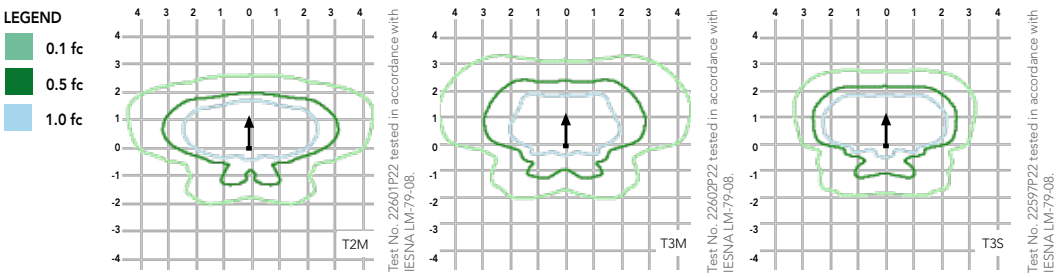
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*For use when motion sensor is used as dusk to dawn control

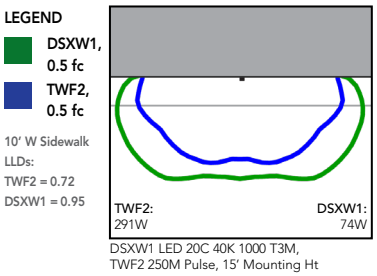
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Wall Size 1 homepage.

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Distribution overlay comparison to 250W metal halide.



DSXW1 LED 20C 40K 1000 T3M, TWF2 250M Pulse, 15' Mounting Ht

Options and Accessories



T3M (left)



HS - House-side shields



BSW - Bird-deterrent spikes



VG - Vandal guard



DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE
The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION
Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (70 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 min. CRI) configurations.

ELECTRICAL
Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION
Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS
CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

BUY AMERICAN ACT
This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations.
Please refer to www.acuitybrands.com/resources/buy-american for additional information.

WARRANTY
Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-29-412-042

Petition #: P.C. 22-021
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-29-412-015, 03-29-412-016, 03-29-412-042
Location: Windsor Elem. School, 1315 E Miner St.
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: _____ For: _____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 328,316 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

	YES	NO	COMMENTS
1. PUBLIC IMPROVEMENTS REQUIRED:			
a. Underground Utilities Water		NO	
Sanitary Sewer			
Storm Sewer			
b. Surface Improvement Pavement			
Curb & Gutter			
Sidewalks			
Street Lighting			
c. Easements Utility & Drainage			
Access			

2. PERMITS REQUIRED OTHER THAN VILLAGE:
a. MWRDGC X b. IDOT
c. ARMY CORP d. IEPA X
e. CCHD

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?		X	
4. SITE PLAN ACCEPTABLE?		X	
5. PRELIMINARY PLAT ACCEPTABLE?		N/A	
6. TRAFFIC STUDY ACCEPTABLE?	X		
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: Eriksson Eng. Assoc.
DATE OF PLANS: 12/5/22

RECEIVED
DEC 09 2022
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Director Village Engineer 12/27/22 Date

PLAN COMMISSION PC #22-021
Windsor School Expansion
1515 East Miner Street
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

13. The proposed utilities are private and as such will not be the Village's responsibility to maintain. Windsor School has an existing Onsite Utility Maintenance Agreement on record with the Village that will apply to the proposed utilities. The applicant shall acknowledge that they accept this understanding.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. In the event the existing parking lot is to be expanded:
    a) An MWRD permit is required.
    b) The brief stormwater summary provided with an explanation of the methodology is acceptable. Provide a storm water report with calculations to verify that both the Village and MWRD storage requirements are met.
    c) Minimum restrictor size allowed for maintenance reasons is 2". If the restrictor size required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.
    d) Provide a detail showing the restrictor structure.
    e) If the parking lot is to be reconstructed, this area should be accounted for in the detention.
    f) Show the overflow route.

15. An IEPA permit for the sanitary sewer is required.

16. On sheet C101 Site Demolition Plan, the utilities to be removed do not correlate with the utilities shown on sheet C001 Topographical Survey. Verify the existing utilities.

17. If on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

18. Fire access for the building shall comply with Section 503 of the International Fire Code. Provide an exhibit showing the distance from the fire lane(s) to the entire building confirming the 150 ft rule is met.

19. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. The heavy-duty pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.

20. Provide clarification if the addition will have an approved automatic sprinkler system.

21. If the addition is to have an approved automatic sprinkler system, verify that the existing water service is sufficient.

22. In the event the existing parking lot is expanded:
    a) Per section 10.2-12.4 Curbing, perimeter curb is required for the expanded area.
    b) In the event the parking lot is reconstructed, perimeter curb will be required for the entire parking lot.
    c) The total number of parking spaces between the two parking lots is 159 stalls. The existing parking lot contains 5 handicap parking stalls. Verify if an additional handicap stall is required to meet code.

Public Works:

23. The existing sanitary sewer that will be tapped for the sanitary sewer service shall be evaluated for condition.

12/27/22

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

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

_____

_____

_____

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NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Windsor School Building Expansion
1315 E Miner St

Round 1 Review Comments **12/26/2022**

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

   - Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

   - This project includes plans for addition LED light sources installed on the building and around the property. Please consider the following: The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

3. **Present traffic problems?**
   There are no traffic problems at this location.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

General comments:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

- With the sizeable addition to Windsor School, upgraded mechanicals will need to be utilized. Mechanicals should be secured and/or positioned far enough away from the school to prevent people from gaining roof access. This is a current problem at some of our local schools. People use the mechanicals as a ladder of sorts and are able to climb onto/gain access to the roof.

- Windows should be elevated to prevent someone at ground level from peering into the classrooms/students are shielded from someone at ground level viewing them in their classrooms.

- The plans for this project do not indicate upgrades/additions to the number of bathrooms located inside the school. If new bathrooms are not considered with the addition of extra classrooms, this could force the youngest students in the building to utilize bathrooms not adjacent/near their assigned classroom. This creates a security risk in the event of a lockdown.

- All new doors should be lockable from the interior of the classroom by a lock other than one that requires a key. Interior locks should be able to be locked quickly in the event of an emergency. An interior lock that requires a key is not practical in a stress inducing situation.

Natural Surveillance and Access Management – Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

Landscaping:

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access.

- Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet. Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

- The use of bushes or plants with thorns or sharp foliage is not recommended for this facility as children are the primary patrons of this space.

Parking Lot:

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility. One point of entry and exit is recommended for parent pick up/drop off.

- Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers.

- Parking lots and pedestrian pathways should be well maintained and in good condition. The parking lot should be up to Village of Arlington Heights Code. This parking lot has heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Maintenance, adequate lighting and signage could be utilized to help vehicles entering, exiting, and navigating the parking lot to make other vehicles and pedestrians easily visible. Due to the location of this development, street parking adjacent to the entrances/exits should be prohibited, especially during parent drop off and pickup.

- CCTV is an essential part of CPTED and is highly recommended for school facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV. Consider surveillance camera upgrades for this project.

Address Visibility:

- Directional signage located at the entry to the complex should be utilized, clearly indicating location of staff parking, parent drop-off and pick-up areas and the front entrance.

- Signage should also be used to delineate school property boundaries from adjacent properties.

- Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

- Interior and exterior of school building should prominently display door numbers in the event an emergency occurs. Interior hallways and doorways should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. With the addition of 2 new classrooms, it will be essential to renumber all exterior doors and to update the school's crisis manual as soon as possible.

Parent drop-off/pick-ups:

- One designated drop-off/pick-up area should be utilized. Drop off locations should be clearly marked by signage, pavement and/or curb treatments

- There should be sufficient space and capacity for vehicles in the drop-off/pick-up area (especially during peak traffic times) to allow for the orderly movement of vehicles.

Territoriality and Maintenance – Territoriality involved creating a welcoming environment. This involves creating a strong sense of ownership and community through artwork, color, pavement treatments, landscaping design and maintenance of the property. Maintenance includes making timely repairs and the general upkeep of interior and exterior spaces.

- Create clear separation between public, semi-private and private zones through landscaping and attractive, well-maintained fencing and/or other types of natural barriers.

- Throughout the school year, displaying student artwork prominently is a great way to create a welcoming environment with distinct territoriality.

a.O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

583

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

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

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

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

Print Form (To Mail)

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

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-29-412-042

Petition #: P.C. 22-021
Petitioner: Don Hansen, STR Partners LLC
350 W. Ontario St., Suite 200
Chicago, IL 60654
Owner: Arlington Heights School District 25
1200 S. Dunton Avenue
Arlington Heights, IL 60005
Contact Person: Don Hansen, STR Partners LLC
Address: 350 W. Ontario St., Suite 200
Chicago, IL 60654
Phone #: 312-464-1444 x. 168, Direct 312-242-4168
Fax #: 312-464-0785
E-Mail: don@strpartners.com

P.I.N.# 03-29-412-015, 03-29-412-016, 03-29-412-042
Location: Windsor Elem. School, 1315 E Miner St.
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: _____ For: _____
_____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 328,316 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments from this Department

Jeff Bohner JB 12/13/22
Environmental Health Officer Date

JM
James McCalister 12/13/22
Director Date

RECEIVED
DEC 09 2022
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-29-412-042

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# of Lots: _____ Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✓ For: Public Elem. School
Land Use Variation: _____ For: _____

Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 328,316 SF
# of Units Total: _____
1BR: 2BR: 3BR: 4BR:

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

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

Comments:

Please see attached comments.

RECEIVED
DEC 09 2022
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Sam Hubbard 12/30/22
Date

Planning & Community Development Dept. Review

December 30, 2022

REVIEW ROUND 1

Project: Windsor School Building Expansion
1315 E. Miner St.

Case Number: PC 22-021

Zoning:

7. The Plan Commission must review, and the Village Board must approve, the following actions:
   - Amendment to SUP Ordinances # 90-082 and #17-013 to allow a building addition.
   - Comprehensive Plan Amendment to reclassify the "parks" portion of the subject property to "schools".
   - Certain Variations may be required depending upon your response to these comments.

General:

8. The project narrative and traffic/parking study is based on the expected student population peak in the years 2026-2027 with 29 classrooms and the expected student enrollment and staffing at 29 classrooms. However, the school is being modified to include 34 classrooms for a maximum future capacity at 15% over the 5-year average. The narrative must be revised to outline what the expected student capacity and employee count would be if full capacity usage of the 34 classrooms is necessary. Furthermore, the traffic and parking study must be revised to analyze the future traffic and parking impact at the maximum built capacity of the school (max capacity usage of all 34 classrooms with associated student population and staffing).

9. Please ensure that all plans/documents revised as a result of these comments include a revision date.

10. Provide all resubmittal documents in a USB/flash drive along with one full sized hard copy.

Project Narrative:

11. The project narrative shall be revised as follows:
    - Please revise the project narrative to outline the requested zoning actions, which are summarized above.
    - The 1st floor total square footage within the table is incorrect.
    - Provide a summary of any exterior site changes proposed (parking lot expansion, any changes to the play areas, etc.).

Floorplans:

12. No floorplan was included for the 2nd floor. How is that area used? The 1st floor shows 28 classrooms; are the remaining 6 classrooms located on the 2nd floor?

Site:

13. The architectural site plan shall be revised to show the correct required setbacks for the site, as follows:
    - Front (north): 40'
    - Side (west): 53.7'
    - Exterior side (east): 12.9' for existing building (per previously granted variation via Ord. 17-013)

14. The demolition plan indicates that the only demolition to the shared Windsor/Miner lot will be 2" milling of the existing asphalt (not full depth removal). However, the paving plan indicates that a full aggregate base will be installed, along with 5" of heavy duty asphalt. Please clarify the level of improvements here and correct the applicable plan accordingly.

15. Please revise the engineering plans to incorporate curbing within the entirety of the reconstructed Windsor/Miner lot per Section 10.2-12.4.

16. There are currently 48 parking stalls within the shared Windsor/Miner parking lot. Please confirm the total number of parking stalls within this lot upon completion of the expansion.

17. The parking lot striping within the shared Windsor/Miner lot is different as shown on the architectural plans and engineering plans. Please revise the applicable plan for consistency.

18. Add parking stall widths to the northern parking row within the shared Windsor/Miner lot.

19. Continue the site geometry plan to include the western end of the northern parking row within the shared Windsor/Miner lot. Please note that this area must include a curb.

20. The shared Windsor/Miner parking lot shows parking stalls proposed at 8' in width. Minimum allowable widths are 9'. Stall widths of 8.5' may be allowed for low turnover stalls with permission from the Engineering Division. Please revise the plans to show code-compliant stall widths.

21. The Illinois Accessibility Code regulations allow abutting handicap accessible parking stalls to share an access aisle. The existing handicap accessible parking stalls within the West lot should be restriped to take advantage of this allowance, which will increase the parking supply within the lot by two stalls. As this lot is frequently at capacity and used during drop-off/pick-up operations, the additional parking stalls will help to relieve parking demand. Please show this change on the architectural site plan and update the Project Narrative accordingly.

22. The demolition plan shows removal only one of the three existing poles at the southern end of the shared Windsor/Miner parking lot. Please clarify if new parking lot lighting is proposed within the expanded parking lot. If any parking lot lighting is proposed, please provide a photometric plan and details on the proposed fixtures, including the heights of all poles.

23. Identify any newly proposed ground mounted mechanical equipment (generators, transformers, utility pedestals etc.) on the site plan and landscape plan. These elements must be appropriately located and screened from view.

24. If any landscape variations are requested, please clearly identify what variations have been requested and update the Project Narrative and Written Justification document accordingly.

Traffic/Circulation/Parking:

25. The traffic and parking study must be revised per maximum building capacities for associated student populations and employees necessary, as identified in comment #8. Show impact for current build outs (as presented) and maximum capacity impact and identify any improvements that may be necessary to accommodate such capacity if it were to be realized, such as implementing the previously approved landbanked parking or the newly designed parking expansion.

26. Traffic counts during drop-off and pick-up were based on a warm and sunny day. To what extent will drop-off and pick-up activities increase during the winter and/or inclement weather?

27. There was no commentary/analysis within the EEA study relative to drop-off/pick-up issues and stacking. Additional analysis is needed. Do queues stack outside of the West lot or interfere with the Miner School drop-off/pick-up operations? Was loading observed to occur in areas where it is not permitted? Does the on-street drop-off/pick-up on queue to block any intersections or driveways? Etc.

28. The EEA study does not mention the proposed expansion to the shared Windsor/Miner parking lot. Please confirm that the proposed expansion to the parking area and reconstruction of the Windsor/Miner lot will occur concurrently with the building addition. Will Miner School also be able to use the expanded parking area? The analysis in the EEA study should be revised to reflect this improvement.

29. Per code, 16 bike parking stalls are required. Please revise the site plans to show the location and number of bike parking existing on the site.

Prepared by: _____

Windsor School Building Expansion
1315 E. Miner Street
PC #22-021
December 20, 2022

Landscape Issues

1) The ends of all parking rows and every 20 parking spaces shall include a landscape island equal in area to one parking space. In addition, the island must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). The islands/trees are absent for the parking area located in the northwest corner (Area 2).

2) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Please provide the code required screening for the parking area in the northwest corner.

3) Provide six foot high landscaping that provides year round opacity along the southern property line for screening of the expanded parking lot (Area 2), or provide the required six foot high screen along the southern edge of the expanded parking lot (Area 2). Per Chapter 28, Section 6.15-2 all paved parking areas shall be effectively screened from a residential district.

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

February 6, 2023

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

Re: Plan Commission PC #22-021
Responses to Round 1 Comments

Windsor Elementary School
1315 E. Miner St.
Arlington Heights, IL 60004

STR Project #22053

Dear Mr. Hubbard:

Responses to Round 1 comments for the addition at the above referenced school in Arlington Heights School District 25 follow.

ENGINEERING DEPARTMENT:

1. Public Improvements Required:
   a) Underground Utilities: No
      Water: No
      Sanitary Sewer: No
      Storm Sewer: No
   b) Surface Improvement: No
      Pavement: No
      Curb & Gutter: No
      Sidewalks: No
      Street Lighting: No
   c) Easements: No
      Utility & Drainage: No
      Access: No

RESPONSE: Noted.

2. Permits Required Other Than Village:
   a) MWRDGC
   d) IEPA

RESPONSE: Noted. This project will receive the appropriate MWRD permits. An IEPA shall be applied for if the flow exceeds 15 PE.

3. R.O.W. Dedications? No.

RESPONSE: Noted.

4. Site Plan Acceptable? No.

RESPONSE: Noted.

5. Preliminary Plat Acceptable? N/A.

RESPONSE: Noted.

6. Traffic Study Acceptable? Yes.

RESPONSE: Noted.

7. Storm Water Detention Required? Yes.

RESPONSE: Noted. Stormwater management shall be provided in compliance with both Village and MWRD requirements.

8. Contribution Ordinance Existing? No.

RESPONSE: Noted.

9. Flood Plain or Floodway Existing? No.

RESPONSE: Noted.

10. Wetland Existing? No.

RESPONSE: Noted.

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detail plan review with associated comments will be provided upon submittal of

plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

RESPONSE: With the exception that plans for the building permit will be submitted to the North Cook Intermediate Service Center/Regional Office of Education who will issue the Building Permit, we acknowledge this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System - Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North American_1983
Datum:	D_North American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

RESPONSE: Final engineering plans shall be georeferenced using State Plane Coordinate System - Illinois East.

13. The proposed utilities are private and as such will not be the Village's responsibility to maintain. Windsor School has an existing Onsite Utility Maintenance Agreement on record with the Village that will apply to the proposed utilities. The applicant shall acknowledge that they accept this understanding.

RESPONSE: Noted.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. In the event the existing parking lot is to be expanded:
    a) An MWRD permit is required.
    b) The brief storm water summary provided with an explanation of the methodology is acceptable. Provide a storm water report with calculations to verify that both the Village and MWRD storage requirements are met.

c) Minimum restrictor size allowed for maintenance reasons is 2". If the restrictor size required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.
d) Provide a detail showing the restrictor structure.
e) If the parking lot is to be reconstructed, this area should be accounted for in the detention.
f) Show the overflow route.

RESPONSE: The parking lot expansion between Miner and Windsor is no longer shown on the plans. SWM calculations shall be provided to demonstrate that the capacity of the existing system is sufficient for the proposed improvements.

15. An IEPA permit for the sanitary sewer is required.

RESPONSE: An IEPA permit shall be applied for if the increased flow exceeds 15 PE.

16. On sheet C 101 Site Demolition Plan, the utilities to be removed do not correlate with the utilities shown on sheet C00l Topographical Survey. Verify the existing utilities.

RESPONSE: The Topographical Survey on C001 has been updated to reflect the existing conditions.

17. If on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

RESPONSE: A site photometric plan and the catalog cut are provided.

18. Fire access for the building shall comply with Section 503 of the International Fire Code. Provide an exhibit showing the distance from the fire lane(s) to the entire building confirming the 150 ft rule is met.

RESPONSE: Please see exhibit CX1.1 showing the approved fire access and dimensions from the submitted plans in 2017.

19. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy duty pavement section. The heavy-duty pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase.

    RESPONSE: Please see exhibit CX1.1 showing the approved fire access and dimensions from the submitted plans in 2017.

20. Provide clarification if the addition will have an approved automatic sprinkler system.

    RESPONSE: The addition will have an approved automatic sprinkler system complying with the codes required by an Illinois public school, International Building Code 2015 Edition, International Fire Code 2015 Edition and 2013 NFPA 13.

21. If the addition is to have an approved automatic sprinkler system, verify that the existing water service is sufficient.

    RESPONSE: Water flow testing will be coordinated with the Village to determine current static pressure, residual pressure and flow. The bid documents will require the contractor to provide a complete hydraulically calculated and operating sprinkler system to comply with International Building Code 2015 Edition, International Fire Code 2015 Edition and NFPA 2013 Edition.

22. In the event the existing parking lot is expanded:
    a) Per section 10.2-12.4 Curbing, perimeter curb is required for the expanded area.
    b) In the event the parking lot is reconstructed, perimeter curb wi 11 be required for the entire parking lot.
    c) The total number of parking spaces between the two parking lots is 159 stalls. The existing parking lot contains 5 handicap parking stalls. Verify if an additional handicap stall is required to meet code.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

PUBLIC WORKS:

23. The existing sanitary sewer that will be tapped for the sanitary sewer service shall be evaluated for condition.

    RESPONSE: Noted. A callout has been added to the connection point on the plans.

24. The detention summary is acceptable.

    RESPONSE: Noted.

25. The calculations provided indicate the additional volume required for Area 1 is 0.024 ac-ft and 0.233 ac-ft for Area 2. The total volume required for the redevelopment is 0.257 ac-ft. Staff concurs that the existing detention system provided under MWRD 17-034 provides 1.48 ac-ft of storage, meeting the Village's storage requirement of 1.28 ac-ft. 0.057 ac-ft may be required to meet the Village's detention requirements for the redevelopment area. Providing this storage with the permeable pavers and additional pipe storage is acceptable.

    RESPONSE: Noted.

FIRE DEPARTMENT:

1. All spaces added should be covered by the fire alarm and/or fire suppression systems.

   RESPONSE: All spaces will be covered by fire alarm and fire sprinkler systems. The fire alarm will comply with current National Electric Code (NEC). The fire sprinkler system will comply with International Building Code 2015 Edition, International Fire Code 2015 Edition and 2013 NFPA 13 as required for Illinois public schools.

2. Alarm and suppression systems should be tested upon completion of the work.

   RESPONSE: The fire alarm and sprinkler systems will be tested as is required by the Illinois State Board of Education (ISBE) to obtain a Certificate of Occupancy from the North Cook Intermediate Service Center/Regional Office of Education.

VAH POLICE:

1. Character of use:
   The character of use is consistent with the area and is not a concern.

   RESPONSE: Noted.

2. Are lighting requirements adequate?
   - Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

- Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should be activated by sensor, timer or motion depending on the need and location.

RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

- This project includes plans for addition LED light sources installed on the building and around the property. Please consider the following: The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12-to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

RESPONSE: Noted. This project will comply with VAH Zoning ordinances related to site lighting.

3. Present traffic problems?
   There are no traffic problems at this location.

   RESPONSE: Noted.

4. Traffic accidents at particular location?
   This is not a problem area in relation to traffic accidents.

   RESPONSE: Noted.

5. Traffic problems that may be created by the development.
   This development should not create any additional traffic problems.

   RESPONSE: Noted.

General comments:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during

all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

RESPONSE: Noted. District 25 believes the Arlington Heights Police Department continuously has up to date contact information for District 25 facilities with their School Resource Officers.

- With the sizeable addition to Windsor School, upgraded mechanicals will need to be utilized. Mechanicals should be secured and/or positioned far enough away from the school to prevent people from gaining roof access. This is a current problem at some of our local schools. People use the mechanicals as a ladder of sorts and are able to climb onto/gain access to the roof.

  RESPONSE: Noted. We do not intend to place any mechanical equipment in locations that would allow roof or building access.

- Windows should be elevated to prevent someone at ground level from peering into the classrooms/students are shielded from someone at ground level viewing them in their classrooms.

  RESPONSE: Noted. We will comply with VAH Zoning and Design commission requirements related to building aesthetics and may not always be able to accommodate the windows height request due to the current aesthetics of the building and the incorporation of the new addition design.

- The plans for this project do not indicate upgrades/additions to the number of bathrooms located inside the school. If new bathrooms are not considered with the addition of extra classrooms, this could force the youngest students in the building to utilize bathrooms not adjacent/near their assigned classroom. This creates a security risk in the event of a lockdown.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. Classrooms will be assigned based on administrator input and not necessarily be assigned to the youngest students.

- All new doors should be lockable from the interior of the classroom by a lock other than one that requires a key. Interior locks should be able to be locked quickly in the event of an emergency. An interior lock that requires a key is not practical in a stress inducing situation.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. District 25 is internally

exploring various security measures that they will inform first responders of any potential changes to normal operations or procedures.

Natural Surveillance and Access Management:

- Natural surveillance refers to the placement of physical features that improve visibility. Access control refers to interventions that improve the perimeter security of locations. This includes using signs, well-marked entrances and exits, and landscaping to improve or limit access to certain areas.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to landscaping and placement of items.

Landscaping:

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc. Perimeter definition and access control are essential to deter unwanted access to the facility. Utilize signage to clearly distinguish public access from private access.

  RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items.

- Plantingss higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet. Landscaping elements should not allow for easy access to roofs, windows, or other upper-level areas.

  RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items. The height and placement of items noted in this comment is a recommendation through CPTED and may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- The use of bushes or plants with thorns or sharp foliage is not recommended for this facility as children are the primary patrons of this space.

  RESPONSE: Noted. These conditions are not present on this site. We will comply with VAH zoning requirements as it relates to landscaping and placement of items. The height and placement of items noted in this comment is a recommendation through CPTED and may not always align with the Authority

Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

Parking Lot:

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility. One point of entry and exit is recommended for parent pick up/drop off.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- Pedestrian pathways on the property should be separated from vehicular routes by use of curbing, color markings, landscaping and/or other types of barriers.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- Parking lots and pedestrian pathways should be well maintained and in good condition. The parking lot should be up to Village of Arlington Heights Code. This parking lot has heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Maintenance, adequate lighting and signage could be utilized to help vehicles entering, exiting, and navigating the parking lot to make other vehicles and pedestrians easily visible. Due to the location of this development, street parking adjacent to the entrances/exits should be prohibited, especially during parent drop off and pickup.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates to site parking and traffic. CPTED recommendations may not always align with the Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

- CCTV is an essential part of CPTED and is highly recommended for school facilities. Signage indicating the use of video surveillance and monitoring is also recommended in conjunction with CCTV. Consider surveillance camera upgrades for this project.

  RESPONSE: Noted. We will comply with VAH zoning requirements as it relates site parking and traffic. CPTED recommendations may not always align with the

Authority Having Jurisdiction requirements such as Zoning, State Board of Education, or other legal requirements.

Address Visibility:

- Directional signage located at the entry to the complex should be utilized, clearly indicating location of staff parking, parent drop-off and pick-up areas and the front entrance.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We will comply with VAH zoning requirements related to parking and traffic.

- Signage should also be used to delineate school property boundaries from adjacent properties.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Interior and exterior of school building should prominently display door numbers in the event an emergency occurs. Interior hallways and doorways should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. With the addition of 2 new classrooms, it will be essential to renumber all exterior doors and to update the school's crisis manual as soon as possible.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We intend to install the appropriate exterior door numbers and relay any changes to local first responders.

Parent drop-off/pick-ups:

- One designated drop-off/pick-up area should be utilized. Drop off locations should be clearly marked by signage, pavement and/or curb treatments

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. It is not always feasible for

one pick-up and drop-off location to be utilized based on site layout and the necessary capacity needed to load and unload the building on a daily basis.

- There should be sufficient space and capacity for vehicles in the drop-off/pick-up area (especially during peak traffic times) to allow for the orderly movement of vehicles.

  RESPONSE: Noted. We will comply with Village zoning requirements related to parking and traffic.

Territoriality and Maintenance:

- Territoriality involved creating a welcoming environment. This involves creating a strong sense of ownership and community through artwork, color, pavement treatments, landscaping design and maintenance of the property. Maintenance includes making timely repairs and the general upkeep of interior and exterior spaces.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

- Create clear separation between public, semi-private and private zones through landscaping and attractive, well-maintained fencing and/or other types of natural barriers.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District. We will comply with Village zoning requirements as it relates to site and landscaping items.

- Throughout the school year, displaying student artwork prominently is a great way to create a welcoming environment with distinct territoriality.

  RESPONSE: Noted. This item is up to the jurisdiction of Arlington Heights School District 25 as an independent Public School District.

HEALTH SERVICES DEPARTMENT:

1. No comments from this Department.

   RESPONSE: Noted.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT:

1. Complies with Comprehensive Plan? Yes

   RESPONSE: Noted.

2. Complies with Thoroughfare Plan? Yes.

   RESPONSE: Noted.

3. Variations needed from Zoning Regulations?

   RESPONSE: Noted. Variations are being requested. See Written Justification.

4. Variations needed from Subdivision Regulations? No.

   RESPONSE: Noted.

5. Subdivision Required? No.

   RESPONSE: Noted.

6. School/Park District Contributions Required? No.

   RESPONSE: Noted.

Zoning:

7. The Plan Commission must review, and the Village Board must approve, the following actions:
   - Amendment to SUP Ordinances # 90-082 and #17-013 to allow a building addition.
   - Comprehensive Plan Amendment to reclassify the "parks" portion of the subject property to "schools".
   - Certain Variations may be required depending upon your response to these comments.

   RESPONSE: Noted. See revised Written Justification.

General:

8. The project narrative and traffic/parking study is based on the expected student population peak in the years 2026-2027 with 29 classrooms and the expected student enrollment and staffing at 29 classrooms. However, the school is being

modified to include 34 classrooms for a maximum future capacity at 15% over the 5-year average. The narrative must be revised to outline what the expected student capacity and employee count would be if full capacity usage of the 34 classrooms is necessary. Furthermore, the traffic and parking study must be revised to analyze the future traffic and parking impact at the maximum built capacity of the school (max capacity usage of all 34 classrooms with associated student population and staffing).

RESPONSE: AHSD25 will work with VAH to determine what measures, if any, should be taken at Greenbrier should the student enrollment exceed the 466 students anticipated.

9. Please ensure that all plans/documents revised as a result of these comments include a revision date.

   RESPONSE: All new and revised plans/documents include the date they are issued or revised.

10. Provide all resubmittal documents in a USB/flash drive along with one full sized hard copy.

    RESPONSE: All new and revised plans/documents include the date they are issued or revised.

Project Narrative:

11. The project narrative shall be revised as follows:
    - Please revise the project narrative to outline the requested zoning actions, which are summarized above.
    - The 1st floor total square footage within the table is incorrect.
    - Provide a summary of any exterior site changes proposed (parking lot expansion, any changes to the play areas, etc.).

    RESPONSE: The revised project narrative is provided.

Floorplans:

12. No floorplan was included for the 2nd floor. How is that area used? The 1st floor shows 28 classrooms; are the remaining 6 classrooms located on the 2nd floor?

    RESPONSE: The 2nd floor is provided. The rooms are labeled. The revised 1st floor plan with uses corrected is provided.

Site:

13. The architectural site plan shall be revised to show the correct required setbacks for the site, as follows:
    - Front (north): 40'
    - Side (west): 53.7'
    - Exterior side (east): 12.9' for existing building (per previously granted variation via Ord. 17-013)

    RESPONSE: The revised architectural site plan is provided.

14. The demolition plan indicates that the only demolition to the shared Windsor/Miner lot will be 2" milling of the existing asphalt (not full depth removal). However, the paving plan indicates that a full aggregate base will be installed, along with 5" of heavy duty asphalt. Please clarify the level of improvements here and correct the applicable plan accordingly.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

15. Please revise the engineering plans to incorporate curbing within the entirety of the reconstructed Windsor/Miner lot per Section 10.2-12.4.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

16. There are currently 48 parking stalls within the shared Windsor/Miner parking lot. Please confirm the total number of parking stalls within this lot upon completion of the expansion.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

17. The parking lot striping within the shared Windsor/Miner lot is different as shown on the architectural plans and engineering plans. Please revise the applicable plan for consistency.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

18. Add parking stall widths to the northern parking row within the shared Windsor/Miner lot.

RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

19. Continue the site geometry plan to include the western end of the northern parking row within the shared Windsor/Miner lot. Please note that this area must include a curb.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

20. The shared Windsor/Miner parking lot shows parking stalls proposed at 8' in width. Minimum allowable widths are 9'. Stall widths of 8.5' may be allowed for low turnover stalls with permission from the Engineering Division. Please revise the plans to show code-compliant stall widths.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

21. The Illinois Accessibility Code regulations allow abutting handicap accessible parking stalls to share an access aisle. The existing handicap accessible parking stalls within the West lot should be restriped to take advantage of this allowance, which will increase the parking supply within the lot by two stalls. As this lot is frequently at capacity and used during drop-off/pick-up operations, the additional parking stalls will help to relieve parking demand. Please show this change on the architectural site plan and update the Project Narrative accordingly.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

22. The demolition plan shows removal only one of the three existing poles at the southern end of the shared Windsor/Miner parking lot. Please clarify if new parking lot lighting is proposed within the expanded parking lot. If any parking lot lighting is proposed, please provide a photometric plan and details on the proposed fixtures, including the heights of all poles.

    RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

23. Identify any newly proposed ground mounted mechanical equipment (generators, transformers, utility pedestals etc.) on the site plan and landscape plan. These elements must be appropriately located and screened from view.

    RESPONSE: No new ground mounted mechanical equipment is proposed.

24. If any landscape variations are requested, please clearly identify what variations have been requested and update the Project Narrative and Written Justification document accordingly.

    RESPONSE: No landscape variations are requested.

Traffic/Circulation/Parking:

25. The traffic and parking study must be revised per maximum building capacities for associated student populations and employees necessary, as identified in comment #8. Show impact for current build outs (as presented) and maximum capacity impact and identify any improvements that may be necessary to accommodate such capacity if it were to be realized, such as implementing the previously approved landbanked parking or the newly designed parking expansion.

    RESPONSE: See Comment 8.

26. Traffic counts during drop-off and pick-up were based on a warm and sunny day. To what extent will drop-off and pick-up activities increase during the winter and/or inclement weather?

    RESPONSE: The intersections serving the school work at a good level of service and have the capacity to accommodate additional traffic from inclement weather.

27. There was no commentary/analysis within the EEA study relative to drop-off/pick-up issues and stacking. Additional analysis is needed. Do queues stack outside of the West lot or interfere with the Miner School drop-off/pick-up operations? Was loading observed to occur in areas where it is not permitted? Does the on-street drop-off/pick-up on queue to block any intersections or driveways? Etc.

    RESPONSE: The west lot queueing does not interfere with Miner School operations and did not queue onto the street.

28. The EEA study does not mention the proposed expansion to the shared Windsor/Miner parking lot. Please confirm that the proposed expansion to the parking area and reconstruction of the Windsor/Miner lot will occur concurrently with the building addition. Will Miner School also be able to use the expanded parking area? The analysis in the EEA study should be revised to reflect this improvement.

RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

29. Per code, 16 bike parking stalls are required. Please revise the site plans to show the location and number of bike parking existing on the site.

    RESPONSE: There are 45 existing bike parking stalls at the east side of the building. They are added to the architectural site plan.

LANDSCAPE ISSUES:

1. The ends of all parking rows and every 20 parking spaces shall include a landscape island equal in area to one parking space. In addition, the island must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). The islands/trees are absent for the parking area located in the northwest corner (Area 2).

   RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

2. Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Please provide the code required screening for the parking area in the northwest corner.

   RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

3. Provide six foot high landscaping that provides year round opacity along the southern property line for screening of the expanded parking lot (Area 2), or provide the required six foot high screen along the southern edge of the expanded parking lot (Area 2). Per Chapter 28, Section 6.15-2 all paved parking areas shall be effectively screened from a residential district.

   RESPONSE: The parking lot expansion is no longer proposed. It is our understanding that this comment is no longer applicable.

Sincerely,
STR Partners LLC

Don Hansen, AIA, LEED AP
Senior Project Manager

PLAN COMMISSION PC #22-021
Windsor School Expansion
1515 East Miner Street
Round 2

26. The petitioner's responses to comments 12-25 are acceptable.

27. The petitioner's response to comment no. 11 is noted. To clarify, the Village building permit is required for the stormwater items and work within the Village ROW and does not include any work related to the building structure addition.

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

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Windsor School Building Expansion
1315 E Miner St.

Round 2 Review Comments **02/09/2023**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further.
6. **General comments:**
   Nothing further.

#358

Steven Dinov #358, Problem Oriented Policing Coordinator
Community Services Bureau

Approved by:

587

Supervisor's Signature

Planning & Community Development Dept. Review

February 15, 2023

REVIEW ROUND 2

Project: Windsor School Building Expansion
1315 E. Miner St.

Case Number: PC 22-021

30. The response to the following comments is acceptable: 9, 10, 12, 13, 22-24, 26, and 29.

31. Based on an re-analysis of the Windsor site and Comprehensive Plan, the area that falls within the Parks classification is also listed as a Neighborhood Park on the Official Map within the Comprehensive Plan. Accordingly, this area can remain within the Parks classification. As such, the Plan Commission must review, and the Village Board must approve, the following actions:
    - Amendment to SUP Ordinances # 90-082 and #17-013 to allow a building addition.

32. The response to comment #8 is noted. Similar to the four other elementary school building additions currently proposed, a condition of approval will be recommended to require continued cooperation between the Village and Windsor School if enrollment exceeds or is projected to exceed 466 students within the proposed building.

33. The response to comment #11 is noted. Please be aware that the project narrative states that the parking survey's indicate that the land banked parking should be constructed.

34. The responses to comments #14-#20 are noted. If it is determined that additional pakring is necessary, is the District's preference to construct an addition to the shared Miner/Windsor parking lot, or construct the land banked parking as per the 2017 plan?

35. The response to comment #21 is not sufficient. The original comment related to the ADA parking spaces in the Windsor School parking lot (not the shared Miner/Windsor parking lot). Given that parking within the Windsor lot is heavily used, additional parking stalls would be prudent. Please outline whether the School District can restripe the ADA stalls in the Windor lot to share accessible aisles, whereby increasing the parking supply to 103 parking spaces.

36. The response to comment #25 is noted. Please see #32 above.

37. The response to comment #26 is noted.

38. The response to comment #27 is noted. Observations by the Village have seen queueing during Windsor pick-up extend out of the parking lot and into Miner Street. Please provide a more comprehensive response to address this concern.

Prepared by: Sam Hubbard

Windsor School Building Expansion
1315 E. Miner Street
PC #22-021
February 15, 2023

Landscape Issues

No Comments

STR PARTNERS LLC
350 West Ontario Street
Suite 200
Chicago IL 60654
312.464.1444
www.strpartners.com

February 16, 2023

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

Re: Plan Commission PC #22-021
Responses to Round 2 Comments

Windsor Elementary School
1515 East Miner Street
Arlington Heights, IL 60004

STR Project #22053

Dear Mr. Hubbard:

Responses to Round 2 comments for the addition at the above referenced school in Arlington Heights School District 25 follow.

ENGINEERING DEPARTMENT:

26. The petitioner's responses to comments 12-25 are acceptable.

RESPONSE: Noted.

27. The petitioner's response to comment no. 11 is noted. To clarify, the Village building permit is required for the stormwater items and work within the Village ROW and does not include any work related to the building structure addition.

RESPONSE: We will submit to the Village for required permitting for the stormwater items and work within the Village ROW.

POLICE DEPARTMENT:

1. Character of use: Nothing further.

RESPONSE: Noted.

2. Are lighting requirements adequate? Nothing further.

RESPONSE: Noted.

3. Present traffic problems? Nothing further.

   RESPONSE: Noted.

4. Traffic accidents at particular location? Nothing further.

   RESPONSE: Noted.

5. Traffic accidents that may be created by the development. Nothing further.

   RESPONSE: Noted.

6. General comments: Nothing further.

   RESPONSE: Noted.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT:

Zoning:

30. The response to the following comments is acceptable: 9, 10, 12, 13, 22-24, 26, and 29.

    RESPONSE: Noted.

31. Based on an re-analysis of the Windsor site and Comprehensive Plan, the area that falls within the Parks classification is also listed as a Neighborhood Park on the Official Map within the Comprehensive Plan. Accordingly, this area can remain within the Parks classification. As such, the Plan Commission must review, and the Village Board must approve, the following actions:
    - Amendment to SUP Ordinances # 90-082 and #17-013 to allow a building addition.

    RESPONSE: The Written Justification is revised.

32. The response to comment #8 is noted. Similar to the four other elementary school building additions currently proposed, a condition of approval will be recommended to require continued cooperation between the Village and Windsor School if enrollment exceeds or is projected to exceed 466 students within the proposed building.

RESPONSE: Noted. Arlington Heights School District 25 will work with Village staff and Departments to collaborate on reasonable solutions should traffic issues arise.

33. The response to comment #11 is noted. Please be aware that the project narrative states that the parking survey's indicate that the land banked parking should be constructed.

    RESPONSE: The District's preference is to preserve the existing green space for now. The sentence regarding land banked parking is removed from the Project Narrative.

34. The responses to comments #14-#20 are noted. If it is determined that additional parking is necessary, is the District's preference to construct an addition to the shared Miner/Windsor parking lot, or construct the land banked parking as per the 2017 plan?

    RESPONSE: The District's preference is to preserve the existing green space for now. If AHSD25 determines that additional parking is needed for Windsor school, the intention would be to expand the parking lot to the west of the main Windsor parking lot.

35. The response to comment #21 is not sufficient. The original comment related to the ADA parking spaces in the Windsor School parking lot (not the shared Miner/Windsor parking lot). Given that parking within the Windsor lot is heavily used, additional parking stalls would be prudent. Please outline whether the School District can restripe the ADA stalls in the Windsor lot to share accessible aisles, whereby increasing the parking supply to 103 parking spaces.

    RESPONSE: No changes to the lot are planned in the project. School District 25 does not have any striping work planned, but they will review.

36. The response to comment #25 is noted. Please see #32 above.

    RESPONSE: Noted. Arlington Heights School District 25 will work with Village staff and Departments to collaborate on reasonable solutions should traffic issues arise.

37. The response to comment #26 is noted.

    RESPONSE: Noted.

38. The response to comment #27 is noted. Observations by the Village have seen queueing during Windsor pick-up extend out of the parking lot and into Miner Street. Please provide a more comprehensive response to address this concern.

    RESPONSE: Eriksson Engineering and the School District have not observed Windsor School traffic in the west lot backing up into Miner Street. If back-ups onto Miner Street become a reoccurring condition, the west north-south drive aisle could be striped for two lanes of stacking that will alternate pulling into loading area.

LANDSCAPE:

1. No comments.

    RESPONSE: Noted.

Sincerely,
STR Partners LLC

Don Hansen, AIA, LEED AP
Senior Project Manager