



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

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Southpoint Shopping Center - 1/25/17
- B. Windsor School - 1/25/17

IV. PUBLIC HEARINGS

- A. Southpoint Shopping Center - 630-720 E. Rand Rd. - PC#16-025
Preliminary and Final Plat of Resubdivision
- B. Windsor School - 1315 E. Miner St. - PC#16-026
Amendment to Special Use Ordinance #90-082

V. OTHER BUSINESS

VI. ADJOURNMENT

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



Item: Southpoint Shopping Center - 1/25/17

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Southpoint Shopping Center - 1/25/17	Minutes

PLAN

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

COMMISSION

RE: SOUTHPOINT SHOPPING CENTER - 630-720 EAST RAND ROAD - PC#16-025
PRELIMINARY AND FINAL PLAT OF RESUBDIVISION

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 25th day
of January, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

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

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Sam, could we have roll call please?

MR. HUBBARD: Commissioner Cherwin.

(No response.)

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. The next item on the agenda is approval of meeting minutes on December 14th, Medical Office building and Arlington Heights Animal Hospital.

COMMISSIONER JENSEN: So moved.

CHAIRMAN LORENZINI: Recommendation to approve?

COMMISSIONER JENSEN: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: I'll second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: The next item, we have two public hearings on the agenda. The first one is the Southpoint Shopping Center at 630-720 East Rand Road, PC#16-025. Sam, is there something you want to say about this one?

MR. HUBBARD: I do, yes. I'd like to read a brief letter from the Petitioner that was received this evening:

Dear Chairman Lorenzini, on behalf of Inland Southpoint Venture, LLC and Villa Porto, LLC, collectively the Applicant, as owners of the property commonly known as 630, 640 and 704 East Rand Road, collectively the subject property, we respectfully request a continuance of the public hearing and associated Plan Commission deliberations scheduled to be held at 7:30 p.m. today regarding Applicant's petition for preliminary and final plat of subdivision approval under Case No. PC 16-025. Applicant respectfully requests that the Plan Commission continue

the public hearing and all Plan Commission deliberations regarding the petition to the Plan Commission's regularly scheduled meeting on February 8th, 2017. This continuance will afford the Applicant the time necessary to more fully communicate with the contract purchasers of the subject property and appropriate Village Staff regarding the proposed conditions of approval for the petition to ensure the acceptability of those conditions within the parameters of the purchase and sale agreements for the lots proposed to be created by the petition.

We appreciate the expressed support for the petition made by the Plat & Subdivision Committee at its December 14th, 2016 meeting and by the Staff Development Committee through its January 20th, 2017 Staff Development Committee report. We are equally appreciative of the assistance that Village Staff has provided to date in its review and analysis of the petition. We look forward to presenting the petition to the Plan Commission at its February 8th, 2017 meeting. Sincerely, Steven C. Bauer of Meltzer, Purtill & Stelle, LLC, the attorney for the Petitioner.

CHAIRMAN LORENZINI: Thank you, Sam. Any question for Mr. Hubbard?
If not, is there a motion?

COMMISSIONER GREEN: **I'd like to make a motion to continue Application PC#16-025 until the February 8th Plan Commission meeting.**

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: This should be roll call vote I believe.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 7:33 p.m.)



Item: Windsor School - 1/25/17

Department: Planning & Community Development

ATTACHMENTS:

Description

Windsor School - 1/25/17

Type

Minutes

PLAN

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

COMMISSION

RE: WINDSOR SCHOOL - 1315 EAST MINER STREET - PC#16-026
AMENDMENT TO SPECIAL USE ORDINANCE #90-082

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 25th day of January, 2017 at the hour of 7:33 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN LORENZINI: Next, the second and final public hearing on the agenda is Windsor School, 1315 East Miner Street, PC#16-026, an Amendment to Special Use Ordinance #90-082.

Have all the proper notices been given, Sam?

MR. HUBBARD: Yes, they have.

CHAIRMAN LORENZINI: Is the Petitioner here? Who is going to testify or give a presentation? Anybody who is going to testify, please come forward, we'll swear you all in at once. Please raise your right hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Okay, who is going to present?

DR. BEIN: I think I will go ahead and give some background information.

CHAIRMAN LORENZINI: Could you please state your name and spell it for the court reporter?

DR. BEIN: Sure, yes. I am Dr. Lori Bein, B-e-i-n, Superintendent of Arlington Heights School District 25. Thank you for having us here tonight.

CHAIRMAN LORENZINI: Have you read all the conditions in the report?

DR. BEIN: Yes.

CHAIRMAN LORENZINI: Do you agree with them?

DR. BEIN: Yes.

CHAIRMAN LORENZINI: Thank you. Okay, go ahead please.

DR. BEIN: I'm just going to give a real brief background of why we're even here. This is our fourth school that we've come to you about in District 25 as our enrollment throughout the district has been increasing. Each time, you've had some good questions about enrollment for the particular schools, so I'm going to give you that information about Windsor up front.

Two years ago, we had an enrollment at Windsor Elementary School of 474 students. Now in 2007, we have 509 students, up 35 children, and we're projected through demographic studies five years from now to be to 595 students. So, from 2017 to 2022, that's an increase of 121 children at that school.

Last year, we had two temporary classrooms at Windsor in a modular building. This year, we have three temporary classrooms at Windsor, those two in a modular building and we've petitioned off part of our library media center for a classroom as well. We've also had to lose an extended Kindergarten for our English language learners because we haven't had the space to continue them for a full day.

In addition to the growing enrollment at Windsor, Windsor houses two district special needs programs, one for our children throughout the district who have communication disabilities, autism, Asperger's, and one for children throughout the district who have mild to moderate cognitive delays. Those children require more square footage per child for their program delivery than a typical classroom. So, in addition to enrollment, we have programmatic needs that require us to have additional space.

The space that we are proposing to add on to Windsor includes six new classroom spaces, doubling the size of the current gymnasium, both so we can service two

gym classes at once and also so our community partners like the Park District have a better facility in the central part of Arlington Heights to use for their programs which also service our children. It also includes an external renovation of expanding our commons or our cafeteria space so that we can hold assemblies and larger group programs in there as well.

So, that's the reason behind the design that has been show to you. Ryan and Mike and Steve can share with you any details or answer any questions that you have.

CHAIRMAN LORENZINI: Okay, so that concludes your presentation?

DR. BEIN: That's mine, yes.

CHAIRMAN LORENZINI: Okay, thank you. Please state your name and spell it for the court reporter please.

MR. CORCORAN: Sure, Stephen Corcoran, C-o-r-c-o-r-a-n, Director of Traffic Engineering at Eriksson Engineering. I prepared the traffic and parking study for you in your packet and, unfortunately, that study is at the moment useless. We basically, originally this project was what we call an elbow room improvement, our expansion to the school system. It was going from roughly 509 to 518 students, and that's what this traffic study was based upon. Then very recently, literally last week when the new projections came out, we found out as the superintendent mentioned it's now going to be 595 students.

So, the study is going to be updated, that's one of the conditions of the traffic and parking, per the conditions from the Staff. We've already made some changes. We've reoriented, I think some of the plans that we could show you show the west parking lot originally was angled parking. We have actually reoriented it, made it 90-degree, and picked up 10 spots to help accommodate the additional size of the school. We have also looked at some land-banking options we presented to Staff today, and they're taking a look at it. We haven't gotten comments back. So, we are in the process of making the accommodations to the traffic and parking study to accommodate the additional students.

In essence, this school is unique as compared to most of the schools in the district. There are no school buses. The whole district except for like four homes lie within the mile-and-a-half radius, so every student walks. Currently, there's no kids in those four houses that would have to take a school bus.

So, we have looked at the traffic under the original condition, and there is plenty of frontage along there at Windsor. In the last year and a half, we made some changes to the restricted direction at Windsor during some times of the day to help with traffic. Under our original study, that is fine. We are looking to some changes to the west parking lot. Currently, right now only the communication and foundation kids are dropped off there. We're looking at making some changes possibly there to accommodate some additional traffic. We've just got to be careful because we don't want to open it up to the whole school because we're mixing different types of students and the way they get in and out of their cars.

So, that's something we're going to refine shortly in our traffic study before we go to the Board. That's the short version. So, I don't know if there's any questions, I'd be more than happy to answer or we could go on.

CHAIRMAN LORENZINI: Well, finish your presentations, and then we'll hear Sam's, and then we'll come back with questions. State your name and spell it please.

MR. SCHULZ: Good evening, I'm Ryan Schulz, S-c-h-u-l-z, Director of Facilities. We're also, with this parking, we're seeking variations on three items. We're seeking a variation on the setback limits on the existing building. We're also seeking a variation on the impervious surface. Right now, the calculation is at 50.1 percent I believe compared to 50

percent. Then we're also seeking a variation on parking spaces. Again, as Steve had already stated, we are working through that portion of the project.

So, those are the three variations that we're seeking tonight with the project and we'd be happy to answer any other questions. I think that's all we have for right now, so we'll open it up to any questions I guess now.

CHAIRMAN LORENZINI: Thank you. Anybody else? Okay, Sam, would you like to give the Staff report please?

MR. HUBBARD: So, as you've heard, the Petitioner is proposing an addition to the Windsor School and associated parking lot and additional site improvements as well. Subject property is located in the R-3 One-Family Dwelling District, and all schools within the One-Family Dwelling District are required to obtain a special use permit.

Back in 1990, this property did obtain a special use permit to allow an addition at that time. So, the proposed addition to the school has triggered an amendment to the previously approved special use permit. Back in 1990, when that special use was approved, the district was also approved for a variation for parking at that time, and I'll talk a little bit more about that later on in the presentation. As you've heard, Petitioner is requesting three variations and I'll provide some more details on those later on as well.

So, the first part of this process started at the Plat & Subdivision Committee back on November 30th of last year. The committee I think was very generally supportive of the project and encouraged the Applicant to proceed forward but also acknowledged that there were some traffic and congested issues particularly relevant to drop-off and pickup operations in the mornings and at dismissal. So, the Subcommittee did feel that the proposed addition was a great opportunity to address all these issues and encouraged the school district to work into their plans some potential improvements to the parking lot and drop-off and pickup operations.

As with all substantial building additions, the project was also required to appear before the Design Commission which happened on January 10th of this year. The Design Commission was supportive of the project and did recommend approval with only one condition, to add some additional landscaping around the existing building at the northeast corner by where Windsor and Miner intersect. So, as revisions to the landscape plan are required due to other issues with the parking lot, I just want to remind the Petitioner that when they do go to revise that landscape plan, to keep that landscaping as recommended by the Design Commission.

Finally, at the encouragement of both Staff and the Plat & Subdivision on January 18th, the Petitioners held a neighborhood meeting with residents in the neighborhood that were interested about the project. Staff did receive a summary of that meeting from the Petitioner. It sounded like it went fairly smoothly. I think there were about two residents that attended. There were some minor concerns about congestion given the growing enrollment there, but the district did say that they're willing to work with individuals on their concerns to address that throughout the project.

So, that sums up the things that are clear to date and it brings us to the present proposal before us this evening. Here you can see an aerial of the property. This redline around the property shows the property boundaries. You can see here the existing parking lot layout and the existing building. There's no proposed changes to the existing building setback. As you have heard, it is non-compliant; particularly, it's non-compliant in this area right here where the building is set back approximately 12.9 feet from the exterior side yard property line along Windsor Drive.

Code requires a 40-foot setback in this location, and that's due to the lot width. The exterior setback is derived as 10 percent of the lot width. The lot width here is 536 feet which would require a 53-foot exterior side yard setback, but our code does put a cap at a maximum of 40 feet, so that's what the required side yard setback is here. As the building is only 12.9 feet, the variation is needed. The actual setback condition is grand-fathered in, so a variation is not necessarily required at this point. But since the school district is going through the special use amendment process, they're just formalizing this allowance as they've done the last proposal at Thomas School.

The next variation is relevant to the overall impervious surface coverage which is limited to a maximum of 50 percent in the R-3 District. The Applicant is exceeding this requirement by 0.1 percent, so a variation technically is required. Staff is supportive of this variation as the overall impervious surface coverage for the entire school campus here which includes the fields to the west as well as the Miner School is actually well below the required 50 percent limitation. So, although on this particular site is just a tiny bit over, when considering the entire campus it's well under. So, in light of this, Staff believes that the justification for variation approval have been met.

Here is the site plan kind of illustrating the proposed addition area. We have here the gym addition off to the west, and then six classrooms will be added in this location along with some offices. The playground area in the back will be refigured. There will be a rubber surface play area to the south, and this is how the parking lot is proposed at least as of, up until yesterday that was how it looked.

That kind of brings me to the next request for variation on the parking requirement. During the review process, Staff did identify some concerns with the overall parking lot that was proposed on the left-hand side. You can see the previous plan which showed 90 spaces. The existing parking lot has 89 spaces, the Applicant was proposing 90 spaces for a one-space increase. Back when the special use permit was approved in 1990, a parking variation was granted and that variation actually adjusted the required parking formula to allow one parking space per employee plus two spaces per classroom, whereas our code requires two parking spaces per employee plus one per classroom.

The variation is still applicable today, it still exists and it still could be applied to the site. But given the projected future employees, when we take that formula and apply it today, the total number of required parking spaces is 157. So, when the district did survey the existing 89-space parking lot, they found it to be 92 percent occupied. Staff is a little concerned that, given the growing enrollment, there could be a shortage of parking on site. Combined with some concerns about the circulation on the proposed parking lot layout as well as some conflicting figures in the Staff report on the parking study relative to future enrollment, we did ask the school district to rework the parking lot and also to survey the ancillary parking area in between Miner and Windsor School to see if there was overflow capacity there.

So, yesterday, the Applicant did provide the plan as you can see on the right-hand side which has reworked the parking lot and allowed the addition of, I think 11 spaces for a total of 101. However, this does still fall short of the required 157 spaces, so a variation is necessary. Staff is supportive of the request. We evaluated the written justification for variation approval provided by the Applicant, and we do concur that the necessary standards of approval have been met. Although we do believe that 101 spaces will serve the school well for the next several years, I think there is still some concern that there will be potential need for additional parking. So, we have asked the district to provide a land-banked parking option, and

that was a condition of approval that was submitted to Staff today. So, we haven't had a full chance to evaluate it but we did receive it and thank the district for complying with that.

I would also mention that the revised parking layout as you can see here does increase very slightly the size of the parking lot, so that may require a slight increase in the impervious surface which may change that 50.1 percent just a little bit. So, I've added some language in the motion sheet for this evening to accommodate for that potential adjustment in the variation.

Relative to traffic and congestion, the district did provide a traffic study and it did conclude that the proposed addition will only have a minor increase in traffic. As you've heard, there are I think some changes necessary to that document which Staff is asking for, especially because we're aware that there are some issues with traffic and congestion in this area. So, we did ask for some revisions to the traffic study.

That kind of brings me to our recommendations this evening. Because we've received several new plans in the last two days, there are some adjustments here to the recommended conditions of approval and I just want to go through those briefly so that we all understand what's going on here.

The first condition outline a bunch of items that the Village was asking for prior to Village Board consideration of this project. We've since adjusted that to read prior to Village Board ordinance adoption, so that will give the Petitioner a little bit of extra time to provide those documents and at least move forward with the first reading at the Village Board. But condition one (A) essentially stays the same. (B) and (C) have been removed because the changes to the parking lot have addressed those concerns. However, we did add a new condition (D) which requires the Petitioner to provide a revised engineering, landscaping, photometric plans, stormwater calculations, grading plans, all of those things needed to accommodate for this new revised parking lot layout so that we can review that and make sure that everything still conforms to Village code requirements.

Condition (E) remains the same, it's just still stating that we're looking for some revisions to the traffic study so suggest some improvements to the pedestrian environment and some of the traffic flow issues. Again, one of the plans that the district did submit this afternoon did show some changes, some potential changes to drop-off/pickup being moved within the parking lot area which would keep some of it off the street and help address some of those congested issues. But we're still looking for those revisions to the traffic study. Condition (F) has been removed because the Petitioner has provided the land-bank parking plan.

Then conditions two through eight remain unchanged. I could certainly provide a synopsis on those conditions for additional details. However, they were outlined in the Staff report. But if the Plan Commission would like additional details, I'm happy to provide. Otherwise, this concludes Staff's presentation on this application and as always, I'm happy to answer any questions that the Commission may have.

CHAIRMAN LORENZINI: Do we have a motion to approve the Staff report into the public record?

COMMISSIONER WARSKOW: I'll make such a motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. Okay, we'll go to questions from the Commissioners now. Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: The only real issue there was at Plat & Sub had to do with drop-off and pickup of the students. I'm not exactly clear if you've totally resolved that issue or how you plan to handle it to minimize disrupting things in the neighborhood as well as keeping everyone safe as the parents do the pickup and drop-off.

MR. CORCORAN: Well, one thing that the school has already implemented and that was discussed with Staff this summer was restricting northbound traffic on Windsor. With Staff's help and the Village's help, we put signage to basically prevent people during the morning arrival from going northbound. When we got our traffic counts, people were just ignoring those. So, we worked with the school staff and they put out cones right where you can't go past and you have to make a left on Campbell, the east-west street that's immediately to the south of the, well, a couple of houses south of the school lot. That seemed to help stop that traffic.

So, we've done that or the school district has done that already. We've reconfigured this parking lot and made it more useful, instead of one access, it's two. We're exploring how we want to handle the operations and that's a detail we don't have if we get more traffic besides just the communication and foundation classes to use it. We don't want to open it up to general population but we do want to allow like maybe the Kindergarten classes. But we're still working through that and we'll have an answer when we provide the revised study. There's obviously some internal stuff with the school would need to play through with their staff that are important.

COMMISSIONER JENSEN: So, all the fine details would have to be worked out but you expect that you'll have some resolution that would be satisfactory for the residents as well as the school district?

MR. CORCORAN: Yes. I mean the basic challenge right now is everyone who is not, the K through 5 classes drop off basically on Windsor, and so there is a limit. I mean we have a lot of frontage there, like almost 600 feet. But we want to use some more, I mean ideally there should be more, you know. Obviously, we can't create more real estate, so we're now trying to move some of that traffic into the parking, this new designed parking lot.

COMMISSIONER JENSEN: Really that's the only issue that I saw that wasn't addressed from what our discussion was at Plat & Sub. So, that's it for me.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes. That is the issue that is foremost in my mind. I have a child in School District 25 who has attended two of District 25 schools, and traffic and safety have been a major concern of mine, not just from hearing but from personal experience. I have to tell you, I don't know if you remember but I voted no on the Olive-Mary Stitt increase because I don't think you addressed traffic there. It sounds like you're trying to but I don't feel comfortable on voting on this until I know exactly what the details on that are.

So, I'm just going to tell you I'm not going to vote in favor of this until I have all of the details, engineering, landscape and the traffic study.

CHAIRMAN LORENZINI: Thank you. Commissioner Green?

COMMISSIONER GREEN: Just to put a ditto on that, I think you have to resolve this drop-off problem. So, it's a little hard to vote for something that we don't know if there is a real good solution that's going to come out of. But I just wanted to state you have to solve this problem.

CHAIRMAN LORENZINI: Commissioner Dawson.

COMMISSIONER DAWSON: Okay, well, as a parent who actually does drop off, I can speak about that. But I actually have a lot of questions. For the drop-off, I honestly don't know what it is you could do. I don't know that there is a solution. I don't know if Dr. Bein wants to step up, but one of the things I have always been curious about is why the school district, why is it parents having to volunteer, why the school district isn't there helping?

DR. BEIN: It's a combination. It's a combination of paid employees and the parents actually requested could they create a PTA group that would volunteer to help in that process. We're very willing to commit more staff to do that should that help. As we mentioned earlier, our community at Windsor live within walking boundaries, so parents choose to drop off their children. Currently, we separate the drop-off of our typical children from our communications and foundations children because they need much more assistance existing and entering cars.

We are looking at changing so that our Kindergarten families also drop off in the parking lot. Again, we can't open up that parking lot to all 500 students because that would even slow down the process more. But we're looking at splitting the best we can, if you have a Kindergarten or siblings with a Kindergarten, go ahead and drop off in this area versus Windsor.

Drop-off and pickup is, we're a landlocked school district and it's something that we address at all of our schools and we're constantly looking at. Three years ago, we did have a committee including police officers and Village Staff looking at parking at Windsor, and that's where the next step of a parent volunteer group was proposed and enacted.

So, we have been looking at it. We're willing to move some more drop-off into that parking lot. We also need to consider the safety and the needs of our communications and foundations kids that have much more assistance needs entering and exiting cars.

COMMISSIONER DAWSON: South does drop-off and pickup through the parking lot, correct?

DR. BEIN: Yes.

COMMISSIONER DAWSON: Never understood how that works or how that improves, I mean I guess to some degree it would improve safety. Is there anyway though to stagger the foundation and communications programs starting and ending so that they could come later or earlier or we could drop off earlier. To me, I don't see what, I understand what you're saying but I don't see what they could possibly do to fix this flow because it's true, it's streets. Unless we have parents, unless we get rid of all the grass and the green and, you know, the pervious surface and turn it into a parking lot, there is nowhere else to drop off these kids.

You're right, I mean I've seen the foundation children and the communications children, they need significant assistance getting out of their cars. It takes a lot of time and they shouldn't be rushed. It wouldn't be fair to stress them out, rush them through the process.

DR. BEIN: That would be dangerous.

COMMISSIONER DAWSON: It would be, and the children have their own needs and all we would be doing is adding to that stress. So, hey, I'm a huge fan of improving the drop and go situation. I don't know what to do, I don't know if anyone has a perfect solution. The only thing I could think of would be to stagger that so that parents could go through the parking lot, and foundation and communication kids could have a different drop-off time. I don't know if that's possible.

DR. BEIN: Yes, thank you for the suggestion. Legally, it's not because you can't differentiate their school experience. But we can add more people to the parking lot area, so if we at least pick a grade, if you have a Kindergartner, drop off in this area, or whatever grade we may choose, Kindergartner seems to make the most sense in terms of the assistance they need getting in and out of cars. However, it puts them farthest away from where their classrooms actually are, their classrooms, the Kindergartners, are along Windsor.

But I think the best solution we can think of at this point is to bring another grade level and have those families drop off in the parking lot and just add to that parking lot drop-off to limit some of the numbers of cars waiting to pull up on Windsor.

COMMISSIONER DAWSON: Another thing just popped into my head, I don't know if you can consider it. But similar to the car pool lanes, I drop off in my car, I have like, you know, four kids in my car. I pick up whoever I can, it used to be four, now one of my sons is at South, but I try to pick up as many kids as possible to drop-off, right, because again we're close, we should be walking. My kids usually ride their bikes to school, but the first grader, she doesn't feel comfortable going to school that way. In inclement or bad weather, I don't want to send my kids, I'm farther away from the school, closer to Arlington Heights Road, so we're kind of more in the farther end.

Is there a way to, say if you have three or more children in your car, you can go through this parking lot to encourage more car pooling amongst the community?

DR. BEIN: That's an excellent idea.

COMMISSIONER DAWSON: Just a thought.

DR. BEIN: That's an excellent idea.

COMMISSIONER WARSKOW: That's the type of idea that I'm looking for is to actually do something to reduce the number of cars, do something to incentivize parents to car pool, or those who are capable of walking, or kids who are capable of riding bikes to do that.

DR. BEIN: We can't police it. We can't say you can't drive your child but we definitely can encourage people to do like a drop off in the parking lot if you have car pool number of kids.

COMMISSIONER DAWSON: Well, and just like we've done with the drop and go, there's a bit of guilt, I mean the parents that do the drop and go, if you don't do it right, boy oh boy, they have no qualms in smacking you down and telling you you're going to do this the right way next time because it was so dangerous. It was so dangerous, there were so many children that were almost hit by cars and it was so dangerous.

I know, I've seen the changes, I've seen what we're trying to do, I've seen the cones. I don't know what the solution, I don't. I empathize because I look at this and think, well, what are we going to do? Tear up the grass and drive through there?

I do think there needs to be more staff dedicated to this. We can have a longer row, part of the reason that the drop-off is so short is we don't have enough parents to open the doors. We only utilize maybe, I don't know, two-thirds is probably more accurate than half of Miner or Windsor for the drop-off because there aren't enough parents to do it.

DR. BEIN: I think we go to the end of our property, correct?

COMMISSIONER DAWSON: No.

DR. BEIN: No?

COMMISSIONER DAWSON: You go to the driveway, if you can see it. Not the driveway, the emergency access.

DR. BEIN: Got you.

COMMISSIONER DAWSON: That's where they stop.

DR. BEIN: Okay.

COMMISSIONER DAWSON: Because there aren't enough parents to go farther down, you can't get enough volunteers.

DR. BEIN: I thought we went, I'll have to go back and look, but I know the few times I've done it, we've gone up to where the end of the blacktop is so kids can walk right onto the blacktop.

COMMISSIONER DAWSON: No, no, no, that's what I, yes, from the black --

DR. BEIN: But I see what you mean, so past that.

COMMISSIONER DAWSON: They go all the way up to here where that little sidewalk is there, all the way down to the emergency access road.

MR. HUBBARD: Can I just point that out?

COMMISSIONER DAWSON: I think you can go farther but you can't get enough parents. We can't get enough parents there. We had trouble, there's constantly, they're on the PTA Facebook page, they constantly ask for people for drop and go. We can't get enough volunteers. I sympathize, I used to volunteer a lot but it was too difficult. I work, it was too difficult to get there and do that.

Anyway, there's a lot of things that could be done. I agree that we need to have our plans. I also understand that we need to get this moving because --

DR. BEIN: We want to be ready for the opening of the school year.

COMMISSIONER DAWSON: We want to be ready for the fall and selfishly, you know, I don't want my daughter going to school in a construction zone, although I will only have one child left, two of them will have moved on. But I agree with you, too. You know me, I'm usually the one who gets upset if I don't have enough information up here. So, I'm torn on that. Okay, so I think we've probably beat the drop-off area to death but I do have some other questions.

Where is the land-banked parking?

MR. SCHULZ: Yes, I think these are them right there. So, I believe it's 19 spots that will be land-banked again to the west of the field area.

COMMISSIONER DAWSON: So, right now that's, it's not really anything right now?

DR. BEIN: It's a soccer field.

COMMISSIONER DAWSON: Okay, they use it for, okay, so we would lose part of that. Then how many parking spots we'll be losing in this adjacent parking on the side here? That goes in between Windsor and Miner School?

MR. HUBBARD: I don't know specifically how many are being lost there. I know it's a net gain of, it's going from 89 and now proposed to 101. So, it's a gain of 12.

COMMISSIONER DAWSON: Between 12 --

MR. SCHULZ: That's up to our limit I believe, right?

MR. HUBBARD: To the property line.

MR. SCHULZ: Property line. So, the 101 number contains the numbers all the way up to the property line. It also contained the previous number contained some of those spots in the connector if that makes sense.

COMMISSIONER DAWSON: That's what I'm trying to understand because that's teacher parking what you're talking about, that's staff and teacher parking. The parents park

in the other lot there. So, while I appreciate you can have more teachers and you're going to have more spots there, from a neighborhood concern when there is an all school assembly, again I don't know the answer, I'm not trying to say that you're not going to put a parking lot here, but when there is an all school sort of assembly, you park everywhere. We park in those spots and those are full. So, if we're losing spots there --

DR. BEIN: We're not losing them.

MR. SCHULZ: No. No, no, so that's --

COMMISSIONER DAWSON: They're going to go on the street. That's what I'm trying to get at.

MR. HUBBARD: They're being removed from here and they're being put into the overall addition of parking here. So, any spaces that are being done there are going to be incorporated along with 12 additional ones.

MR. CORCORAN: Yes, there's roughly 58 spaces in the main north-south lot, and about 30 spaces on the property in that east-west lot. So, that's where we get the 89.

COMMISSIONER DAWSON: Okay, so the --

MR. CORCORAN: Spaces that are existing. Then when we build the new lot which is really going into that field, the soccer field, we're ending up with 101, so a net gain of 12 within the school property.

COMMISSIONER DAWSON: So, a net gain of 12 but we're talking 100 more children and more teachers. So, it's a problem, I don't know the answer. I'm sure neighbors are frustrated and upset, but what are we going to do? Either we --

DR. BEIN: I'm sorry, I can address the, so 100 more children aren't going to bring five more teachers, right? The six classrooms that we're building will fulfill the three temporary classrooms, plus a communications Kindergarten that we've had to keep at Green Briar because of space needs will come over and complete the communications program, that will be a fourth classroom. That leaves us two empty rooms to use as we see the need. With additional students coming, they're not going to necessarily, we have small class sizes for the most part throughout our district. So, 90 children aren't going to need a new teacher for every 20. You see what I mean?

So, if we have class sizes at second grade of 20 to 22, we can add to each of those classes without adding a teacher. There will be some staff growth that we may need to see, depending on where the student enrollment falls. If 20 kids come in fifth grade, we're going to need another fifth grade teacher. But they spread out among K-5, we may not need additional teachers.

COMMISSIONER DAWSON: But there will be additional cars. That being said, as opposed to generally what we're approving up here which is a new business, a new something that's going to be bringing, a hotel, a new restaurant that's going to be bringing people into a space that were not usually there, we can't stop people from moving into the neighborhood.

So, you know, I don't know what the answer to that is, maybe I'm just getting up on my soapbox but I guess it's not as if you're creating more people. People are just moving in and you're trying to address it. So, I don't know the solution, but I do think that more effort needs to be put into that, of addressing, encouraging the car pooling, encouraging that, you know, type of way to reduce, I don't know how you police it, you don't, but there needs to be a little bit more effort into that.

Okay, sorry. Why did you choose not to go up? We have a second floor, why did we not go up with the design?

MR. SCHULZ: We looked at a couple of those things, and then it really

came down to like the continuity of the way the classrooms were set up and where the newer addition already was. So, that's why if we look at that option where the second story addition was, we looked at going with a two-story addition there, and again we worked with the building internally and it just didn't make sense at the time. We did plan the building, the addition for potential future growth like we're planning way down the road that we could extend back there and move the building back off on that end. But again that's unknown and we'd have to see what long, long term projections would be for building.

COMMISSIONER DAWSON: So, that was another question I had, is this enough? And do we have a built-in plan for where we would put in more? Because when I look at this, there is not a lot of room.

The last, would you, the architectural drawings? Or not architectural, yes, could you, there was a picture at the end of the playground. Which one am I at, what number? It is in engineering drawings, sorry.

Anyway, it shows a path to the playground, there, thank you. But I didn't see the door on the drawing.

MR. SCHULZ: So, that is the existing site plan. So, the buildings don't lay on the existing site plan. That path is existing, it's reconfigured in the new layout. So, if you look at the overview plan --

COMMISSIONER DAWSON: So, how are the kids getting to the playground is my question.

MR. SCHULZ: Yes, so they'll be coming out on the west side out, there we go, there. So, it comes out the side kind of where the, if you know where the mobile classroom is right now, it will be coming out that side and then also out to the east end, the yellow corridor. There's a set of doorway that goes out to the new classroom there.

COMMISSIONER DAWSON: So, but the Kindergarten classrooms, those are the kids I'd be most concerned about getting to the, maybe you're going to move where the Kindergarten classrooms are and I know that classrooms move all the time, but the Kindergarten classrooms, then they would have to go around that building to get to the parking lot? Or to the playground I mean.

MR. SCHULZ: Yes, there is another doorway pretty close to the Kindergarten, but otherwise they'll have to go out that west door if they want the same set of doorway.

COMMISSIONER DAWSON: They have their own doors, right?

MR. SCHULZ: Right.

COMMISSIONER DAWSON: Otherwise they'll have to go all the way through the building, when it's raining or bad weather they won't go out anyway so we're talking about good weather, and then they would have to be led around the building.

DR. BEIN: The staff is now determining as the staff looking out where will all classrooms go. Do they want to change where certain grade levels or programs are, and they're deciding that as the staff.

COMMISSIONER DAWSON: All right. Then I just have one last question because I promised I'd ask it. Where are you moving the PTA closet?

MR. SCHULZ: Oh, yes, that's a great question. If you look to the north of the gym, that's where the relocation of offices will be at.

COMMISSIONER DAWSON: Those storage rooms are there?

MR. SCHULZ: Yes.

closets? COMMISSIONER DAWSON: So, the PTA will have one of those

MR. SCHULZ: Yes, that's where the relocation of the ones from the --

COMMISSIONER DAWSON: All right, I'm done. Sorry.

CHAIRMAN LORENZINI: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes. My main concern is the drop-off and pickup. I was at the Plat & Sub, we discussed that pretty well there. I think we made a point that that's something that should definitely addressed. This is an opportunity to try to solve and correct that problem. Two months later, I haven't seen that you've done anything. I mean apparently yesterday you came back with a new site plan showing a revised parking lot. So, you've wasted two months.

I understand your desire to get this moving forward so that you're ready for the school year in August, but I don't see how I can vote to approve this when we're not seeing what you're doing here. I mean we don't see the plan. We see a possible revised parking lot layout, but I don't see where you're addressing the drop-off and pickup. To me, safety of the students is paramount.

I was there, prior to the Plat & Sub, I had to be there when the students were leaving, and I saw the congestion. I saw kids crossing the street to get to their parent's car in the opposite side of the street. That's an unsafe condition. Again, I think you've wasted two months in trying to resolve that. I'm sorry, but that's just the way I feel about it.

I see space south of the new parking lot, west of the school. Can't something be done there to create a drop-off area where parents come into the parking lot? Because I'm assuming that all those spaces are pretty much filled by the time the students come for classes, they're filled by teachers and staff members and so forth. So, now parents that are dropping off their students are not fighting teachers and staff for parking spaces, but something has to be addressed there where you'd have off-street drop-off. It seems like you have room there for it unless I'm missing something.

MR. SCHULZ: Again, it comes back to the Park District and kind of the way they use the space. They fill that area with soccer fields. They have, this is probably one of the most heavily used soccer fields in the Village.

COMMISSIONER SIGALOS: I'm speaking of the area south of the parking lot immediately west of the school. There's not soccer fields there.

MR. SCHULZ: Yes. Yes, it is, yes.

COMMISSIONER SIGALOS: I'm talking west of the parking lot.

MR. SCHULZ: You can see all the soccer fields they currently have. So, it would actually be, with the parking lot reconfiguration, the way we show it today, we'll actually be impacting one of their mid level fields, it's like their junior level field, based on that already. So, any other additional space that we would take up will be impacting the fields that they would be able to use.

COMMISSIONER SIGALOS: I don't know, at least something has got to be worked out and put the safety of the students first. This is an opportunity to do it when you're addressing this addition. I don't know what the answer is but again this is what you've hired engineers for and I don't see anything that's happened in the last two months since you came to Plat & Sub.

DR. BEIN: Thank you for your comments. We worked very hard over the last two months. Our student safety is our number one concern, our number one interest. You

are right that there are students at times that go across Windsor when their parents call them across the street. We can't arrest the parents for doing that. We continue to communicate with them and we talk with individuals that are involved, but we can't stop a parent from saying come on, come on, come on Johnny, come across the street. We're definitely interested and always looking at that and making sure our kids are safe. It's very important to us, so we're doing what we believe is the best safe option that we have.

We're very willing to bring another grade level into the parking lot. We could definitely do incentives. The difficulty with incentives is that we're having to look two to four kids, two to four kids, but we always say all Kindergartners or all first graders or whatever, we know there's 120 kids who now are going to come additionally into the parking lot as opposed on to Windsor.

We can add more staff. We can ask the police, they come out as often as they, we can ask them to come out again and ticket anyone who goes around or doesn't follow the signage that's up. But I just want you to know, we spend everyday working on this. When we get the written request or verbal request from the Village, we address them the best that we can.

So, we're bringing you our best solutions at this point. We will continue to look at drop-off/pickup. We'll come back to the Village on the conditions that they have requested. But we're going to ask you to really continue to work with us, we want to get this moving forward.

We're behind because we're trying to meet all the different needs that we should be looking at and meeting and trying to take everybody's input. We really want to open the school year with this addition ready for students.

COMMISSIONER SIGALOS: I understand it, but what does this solution offer that doesn't exist now?

MR. SCHULZ: It offers a lot more vehicles that can come into the parking lot than currently do. That's what the plan shows, that with the new layout, the potential of the two entrances, the new entrance and the drop-off area, it allows us stacking that we don't have right now. We don't use that stacking. Right now the only way that that parking lot is used on the west side is for the communications and foundation students.

So, this allows us to bring in the Kindergarten staff or parents that are dropping off their kids on Windsor and Miner right now. So, that's what this plan gains, all the stacking in a lot that we currently don't have.

MR. CORCORAN: In essence, we don't have real estate, I mean that's the bottom line, like many older schools, to add more drop-offs, to add more drop-off lanes. So what we're trying to do is to spread out the traffic, and that's by moving some of the kids and the students into that lot to help reduce the demand.

As far as parents behaving badly, that's the one thing I've struggled for 30 years, how to get a parent to do the right thing and not do what you said. Maybe to address that as far as that goes, right now our restriction on northbound Windsor is only in the morning. If we do that in the afternoon, at least that precludes that opportunity of someone going north and waving their kid. So, that's one additional thing based on your comments that we could do to help at least prevent that, or prevent the opportunity of that happening in the afternoon.

COMMISSIONER SIGALOS: Well, I didn't see the stacking before. So, what you're showing here is this perimeter of the parking lot that's intended for parents to park there and pick up or drop off their students.

MR. SCHULZ: Yes, and if you look at the current, the way the parking lot is laid out, it's pretty much parking spot land-locked, right? You can't pull in and have that side, right side drop-off like this plan allows on the right side of the car. So, that will get to, I believe it's close to 30, if I'm correct?

MR. CORCORAN: Yes, it's 27 or 28 cars.

MR. SCHULZ: Close to 30 cars that can come into the lot to drop off.

COMMISSIONER SIGALOS: May I ask if the row of parking, the southernmost row of parking, I think this says 10 parking spaces there, if that was diagonal, would that not help? Where you have a perpendicular now, you're going to be, if somebody's backing out, possibly backing into one of these cars or students getting into one of the cars there? I don't know, I mean I'm not an engineer. I'm just hoping, it looks like the diagonal parking might be safer there where you have --

CHAIRMAN LORENZINI: They might lose a couple of spots.

COMMISSIONER SIGALOS: You may possibly.

COMMISSIONER DAWSON: You probably wouldn't at drop-off and pickup because the teachers are on the spots.

MR. CORCORAN: Yes, that's exactly correct. That's teachers, so they're not leaving until later. We could do diagonal because we'd just shorten up the aisle end on the east side there to preserve the 10 spaces. But I think we'd just, you know, at this point we would leave it. If Staff directs us to go diagonal, we can do that, too.

COMMISSIONER SIGALOS: That's all I have. That was my main concern.

COMMISSIONER DAWSON: I do have one more question though when you're done or did you want me to ask it now?

CHAIRMAN LORENZINI: Go ahead.

COMMISSIONER DAWSON: Well, if you're thinking about putting the Kindergartners or letting the Kindergartners drive through here, you're going to have the same problems with the car pooling because there will be older kids in the cars, too. So, that argument doesn't necessarily work but okay.

But I have one concern that just occurred to me. You're going to have parents parking, coming in from the street from Miner and backing up onto Miner. So, you're going to have so many parents. I'm just, I'm visualizing parents aren't going to behave, right, that are going to the drop-off no matter what. If they start stopping on Miner, now you're going to create parents that aren't going to try to go in the parking lot, going around them to get to Windsor. That's going to cause a whole lot of havoc.

I think you're going to need to have staff or someone stationed there to avoid that problem. Right now, students monitor those areas. There is not staff there. But do you see what I'm saying? Again, I'm not trying to, I don't know the solution so I'm not trying to create a problem. But I can see that happen, it happens right now where we're backed up on Miner, we can't get around onto Windsor. So, now you're going to have two backup points.

So, you're going to have to put staff there to make sure that you waive people on or make them move on.

DR. BEIN: Right.

CHAIRMAN LORENZINI: Thank you. Let's get off, just for a second.

Conditions five and six, Sam, the school shall enter into a maintenance agreement that assigns future maintenance of the restrictor structure, you're talking about the outlet or retention pond there?

MR. HUBBARD: Yes, exactly. The style of restrictor was a mesh restrictor. I believe that the Public Works Department felt that that had much more potential to be clogged. So, they recommended a wire restrictor. I think school district or the engineer prefers the mesh.

CHAIRMAN LORENZINI: So, the point is the school district has to take care of maintaining it?

MR. HUBBARD: That's it, yes, they enter into it.

CHAIRMAN LORENZINI: Okay, and the onsite utility, number 6, onsite utility and maintenance agreement, what is that all about?

MR. HUBBARD: It's just giving the Village the right to enter and maintain some of the utility infrastructure onsite should there be a failure so that they have the rights to go on the property because those failures could impact the entire system.

CHAIRMAN LORENZINI: Okay. Can we go back to the aerial of the actual site? Can somebody just explain to me how a drop-off works now and what the problems you're encountering are? I mean I've got a general idea, but I'd like to just hear it first-hand.

MR. CORCORAN: Sure. Well, on this plan, essentially the west parking lot is only used by the communication and foundation students which is roughly 60 students today. So, parents come in to drop off or some of them do get taxi rides in lieu of being driven by their parents. There's no small school buses like some district schools. So, they get dropped off, so that's the only folks who go in there other than the teachers themselves, and generally they're there before the students arrive.

CHAIRMAN LORENZINI: Everybody else walks or gets dropped off on Windsor?

MR. CORCORAN: Mostly. There are two loading areas. One is basically the whole east side of the school along the west side of Windsor. There is a loading area on Miner and it's not used very heavily in the morning because the parents like to drop their kids off near the playground. They can't see their kid walk to the playground, so it's only really used in the afternoon as a parking spot while they're waiting for their kids to come out. So, primarily everyone walks down Windsor.

Some parents who are coming from the south, like south of Kensington, now that we've restricted in the morning the arrival, there are five or six parent's cars that use Campbell which is right on the bottom there, yes, exactly where Sam is pointing. They park there, either walk their kids over or in the afternoon they park there and wait until their kids walk down to them.

CHAIRMAN LORENZINI: What type of restrictions are in place? What type of signs and whatnot?

MR. CORCORAN: In the morning, you cannot go northbound on Windsor from, I think it's 8:30 to 9:15. There is signage out there that says that. Then as we were noting, some parents, well, I shouldn't say parents, vehicles were violating that so we reinforce that with the cones and that seemed to help a lot.

As far as the traffic goes, in the morning it actually works fairly well because we do have a lot of drop-off. But again some parents like to drop their kids off at a specific spot so that will sometimes back up. Then we have three, a crossing guards and two helpers at the four-way stop at Windsor and Miner. Obviously when they're crossing a group of kids especially in the afternoon, that stops all traffic. So, especially in the afternoon, we get these little short periods where all traffic is stopped as they're letting all the kids cross in big groups.

Then as mentioned before, we have parents who do whatever they feel that they think is right to get their kids and that always poses an issue.

CHAIRMAN LORENZINI: There's a statement in the report that says parents often ignore school's drop-off procedures and create unsafe motoring and pedestrian environments. That's just what you're talking about, okay.

All right. So, I'm a little confused about the parking requirements. They are increasing it from 89 to 101 which is good, but they need 157?

MR. HUBBARD: Correct, yes, per the previously approved variation that altered the parking formula for the site, they required 157. If they were to go under the current code, I think it's something like 218.

CHAIRMAN LORENZINI: They are required to have 157, so how do you get to, we're with 89 now?

MR. HUBBARD: The formula was based on the number of employees back in 1990 which I think maybe it has changed since then. So, that's what was required back then.

DR. BEIN: Since the last time, we haven't made a change. Since then, we haven't made a change since then.

CHAIRMAN LORENZINI: Would you speak, I'm sorry, for the court reporter here, would you speak in the mic please?

DR. BEIN: Thank you. So, do I understand, Sam, that since we haven't made a change since that point, even though the parking formula changed we haven't had to adhere to that? But now that we're doing an addition, we have to adhere to the changes in parking formula?

MR. HUBBARD: Correct, yes. I mean technically, you know, any time you increase in employee, your parking requirement increases. But the Village doesn't monitor or police you every time, you know, an employee is added. So, yes, over the last, you know, 26 years, the number of employees has increased from 1990 I would assume. Back in 1990, it only actually required 83 spaces, that's what the variation approved. Given the mix of classrooms and the number of employees back in 1990, 83 spaces were required. If you apply the same formula that was granted back in '90 which is still applicable today, that formula requires 157 spaces based on their projected employees and number of classrooms.

CHAIRMAN LORENZINI: You mentioned that the new student count is going to change your study, how much has the student count changed from when you originally did the study?

MR. CORCORAN: Currently, there's 509 students, and we projected a nominal increase of, or I shouldn't say we, but the school district originally projected a nominal increase of 518. The recent projections they received on their demographics analysis is 595. So, we're going to have to adjust our numbers appropriately. Again, that's why we're looking at these different uses of the west parking lot to help.

CHAIRMAN LORENZINI: But does that negate or does that nullify your expansion as to needing more than what you're -- no. All right, so if they don't need any more classrooms and this is based on the number of classrooms, why would that change the parking needs or the traffic study?

MR. HUBBARD: It's the number of classrooms and number of employees, that's what the formula is for the --

CHAIRMAN LORENZINI: As the doctor stated, how many more teachers are you actually going to have?

DR. BEIN: If we're adding teachers based on enrollment and it's a little bit of a best formula guess, at the most we would add five teachers. We're more likely looking at three.

CHAIRMAN LORENZINI: Okay, so let's say five teachers. How many empty spots do you have now on the parking lot on a daily basis? Is the lot full?

MR. CORCORAN: As Sam said, it's like 92 percent full, so it's like four or five spaces available. But Staff has asked us to do some additional counts which we've done, we haven't had a chance to present it to him because, and this kind of shows an aerial. The parking from the two schools' staff, there's like a middle area that's empty, and so we've done some additional counts to quantify that to help identify some extra spaces in addition to any land-banking.

CHAIRMAN LORENZINI: Okay, forget the former now, basically you've got five extra spots now, you've going to add five teachers, that fills it up, but you're adding 10 spots more.

MR. CORCORAN: 12.

CHAIRMAN LORENZINI: Or 12 spots more. All right, from that viewpoint, you've probably got enough.

Well, I tend to agree with all the Commissioners, with five of the Commissioners. So, you said you're working on some ideas based on this new study. What other ideas are you working on?

DR. BEIN: In terms of the drop-off/pickup?

CHAIRMAN LORENZINI: Drop-off/pickup, any added parking.

DR. BEIN: Yes, that would likely be bringing an additional grade level into the parking lot and off of Windsor.

CHAIRMAN LORENZINI: Bringing an additional, oh, I see, yes.

DR. BEIN: So, adding the number of students you can drop off in the parking lot.

CHAIRMAN LORENZINI: Or maybe car pool them.

DR. BEIN: Yes, we'll continue to encourage car pooling. We'll have to identify what students come into the parking lot, is it a grade level, is it a car size, what is it. But bringing some of those cars into that area and stacking them as opposed to having them dropped off Windsor.

CHAIRMAN LORENZINI: One final question, Sam. On item number one, condition one, we changed "consideration" to "ordinance adoption." Could you explain one more time what that does?

MR. HUBBARD: So, if it was prior to consideration by the Village Board, then the Applicant would be required to comply with (A) through (E) prior to even appearing at the Village Board. Under ordinance adoption, they can appear at the Village Board and they can have the discussion without having fully provided all those documents (A) through (E). As you know, items come to the Village Board once for review and then the second time for ordinance adoption. So, they would be required to provide these documents prior to ordinance adoption. So, the Village Board would not formally approve the requested special use, the entire application until these items have been provided and the Village have had a chance to review them and satisfied that they'll address the Village's concerns.

CHAIRMAN LORENZINI: Your recommendation was Staff recommends approval subject to the following. Do you still hold that position?

MR. HUBBARD: Yes.

CHAIRMAN LORENZINI: All right, that's all the questions I have. Next step is going to the public for comments. Any comments from the public? Seeing none, oh, yes, sir. Would you come forward? Please state your name and spell it.

QUESTIONS FROM AUDIENCE

MR. VALENTINO: Thank you. My name is Terry Valentino, V-a-l-e-n-t-i-n-o. I live at 204 North Brighton in Arlington Heights, about two blocks west of Windsor. I was a Windsor parent, three children went to Windsor South Prospect. I've lived in my house for 32 years, I was a member of the Fire Department here for 33 years, and I have an involvement in emergency management. Right now, I'm in Rolling Meadows as the deputy fire chief going through this exact same thing, relocating and resituating two new fire stations.

The nice thing we have available to us though because the compliment is I'm glad we have this problem with too many students which is outstanding. We have an outstanding District 25 and my children are products of that. I have lived this nightmare for 30 years, you know, being a parent, walking to school with my children back and forth, and driving. I've experienced it, I have pictures on my phone from just one week ago which had nothing to do with what is currently I guess on the board in a best scenario.

But I would ask that you look at the worst case scenario because looking at that orange rectangle on the screen, it doesn't give, I don't think it gives everyone here a good snapshot of the area. Because you have the impact of Miner Junior High which has all high need students, one on ones if I'm not mistaken, you can correct me. The superintendent also talked about the enhanced need for one on one or special needs students which is outstanding. But they also have teachers and aides, perhaps one on ones as well which I don't know if that's used in the formula of the 157 which can only enhance that even, you know, even more.

So, we have the impact of streets don't go through in that area. I mean it's obvious that Mr. Corcoran knows about that. We have east-west movement on Miner. We have unique sidewalk situations with carriage walks to the west of that where the students are right on the street, and then it immediately transfers to parkways. As the superintendent did say and Mr. Corcoran said, many of the students do walk to school, but many of them do get rides as well which adds to this problem.

So, if you look on Windsor on any given morning or afternoon for the pickup, that's true, they're all stated there. If we're going to just move that to the west, I don't think that makes the problem, it doesn't help our problem. Then Mr. Corcoran's last statement, he was just also talking about that parents tend to drop their children off on Windsor and they want them to walk and usually there are children going to school and hang out in the parking lot before the door is open. That won't be available because the building is going to -- the collection point I guess before they go through the normal year, you know, the regular school year. So, I'm thinking that now all the parents are going to want to park on Miner and drop their children off curbside and watch them go on the playground which is the far west area. It's just something to think about.

There is a lot of pedestrian traffic, children back and forth on both sides of Miner. From what I understand and I see, the city does a very good job or the Village does a very good job of snow sweeping there which is fine. I understand they also have to dedicate and tell the city they want to snow-blow, the north side of Miner or south side, I don't know if that would be the case, if that would change. The impact of moving all of that parking on

to the west, I would also think about those loops, you know, of the drop-off, making that loop in and out.

I agree with you, Mary Jo, Commissioner, excuse me, that you are going to have a bottleneck back like you would not believe. Then you're going to have the ingress and egress at Miner Junior High which is all over the place as far as times in and out. I've seen this for 30 years, I'm pretty observant.

It also doesn't address the District 25 garage there which has trucks going in and out. With all the extra parking lot and only right-in and right-out, I don't know what it's called, but on Miner as I saw in the new parking configuration, there's going to be more enhanced pedestrian traffic back and forth, east and west on that, I don't care if it's on the north side of Miner. So, if indeed all those parents are trying to come out of that loop and circle around, they're going to have to stop for the students that are walking east and west across that very, very, very large pedestrian walkway which is another safety issue. I would compare this to St. Viater's incident where they had a huge, the exact same problem, where they had one way in and one way out. When I go to pass Viater's now during the class change and all, I think it makes a lot more sense, that one way in and one way out.

I have photos right now. I mean if we're only enhancing it by 12 spaces, I've got pictures right now on my phone to show you teachers from Miner, parents, they park on Miner, they park on my street which is very small. They park on Derbyshire, it's funky because Derbyshire dead ends right into the parking lot. My street Brighton dead ends right into it. There is no consistency just because, you know, it's old school planning, there was no planning I guess down the way.

Then the other issue that happens is the crossing guard is overwhelmed at 3:35. The students are deployed from the Windsor, I don't know if they're going to still be deployed, but you're going to have the students then deployed from maybe perhaps the west side, walking all the way back to Windsor, and then crossing at the corner there. So, all these things that right now in that simple orange rectangle are kind of nice in I guess the best case scenario. I would say that we should all look at the worst case scenario.

I don't know, I know we have half-day Kindergarten so it lays that kind of thing with the student's population. But if there is indeed the trend maybe to go to an all-day Kindergarten, all these kinds of things being entered into, not five years, not ten years but down the line, I just need you to think about that also.

I keep going back to the worst case scenario where, a typical winter where snow piles are piled this high and cars can't see coming in and out of those parking lots, looking east and west to make egress out of the parking lot. It shouldn't be a concern as long as the students seeing the cars. Ingress and egress on Miner is I just think a nightmare. Parents even to this day, when they do drop children off, they're on the north side of Miner all the way down, north and south, and I would challenge you to go there on very bad rainy day and just see how that would play out, too. Go there at 3:35 on a day when there's thunderstorm in the forecast.

I'm no way against the project going forward, that timeliness is everything and I understand that with the project. But you only have one shot at safety obviously. A few more comments just to hit on all my notes, in the nice case scenario with all the 32 cars and that loop, that's not going to happen. There's not going to be 32 cars that are all parked bumper to bumper to bumper like it's show in the schematic. Parents, if you're talking about the code of ethics of dropping off and picking up, is going to skew that whole thing. I'm thinking, I'm

not a traffic engineer, but I'm thinking it's just going to back up all the way on Miner. Plus, there's other things going on back and forth, you know, the normal work day. So, I'm just agreeing with everything you had to say earlier, I totally agree with you. You just took all the words out of my mouth as far as the impact on traffic. It's a nice problem to have but I think we have to be far reaching of anything in planning this.

I just want to make sure I hit everything in my notes. Oh, yes, so when we're talking of more integration with volunteers and PTA involvement, again when it's necessary for those volunteers to come in or those students with the PTA or whatever, I don't think that enters into the equation, too. So, if you have 10 more parents, where are they going to park? Five more blocks away? They're not going to park there, they're going to park right where the teachers are. So, you immediately lose those 10 spots by the volunteers for that.

So, the formula is very nice and it works, and I say if they need 157, 157 it should be, the type of letter of the law, but I understand variances are also necessary. So, I'm available at any time to talk to anybody else. But I've been there 30 years, I'm very observant. I'm a huge proponent of safety but I'm a bigger proponent of District 25. That's it, thank you.

CHAIRMAN LORENZINI: Thank you. Anything else? Any audience in the public have any questions or any comments? Okay, if not, we'll close this portion of the public hearing and go back to the Commissioners for final questions, deliberations and/or motions.

COMMISSIONER JENSEN: Yes, just to follow up on what Commissioner Dawson said, I like the idea of car pooling. I don't think just giving an incentive of allowing them into going into this loop where they might not otherwise be able to come in to drop off, I would ask you to explore and see whether there is some software that might actually allow people to do some car pooling throughout the year. I don't know if you have a website, you could dedicate part of that website to allow this car pooling which would be a tool which you could use to facilitate some car pooling. That might alleviate some of the concerns.

I like where Commissioner Lorenzini was going by taking a look at what your parking requirements and problems are now and scaling those up. That's the kind of formula I understand as opposed to the formula that we have, that you have to have so many, you know, by the number of teachers, employees and staff and the other. So, if you've got a parking arrangement that works to the scale of students and teachers that you have now, what I think you need to do is scale that up to what you will need given the new mix and the new number of employees and students you're going to have. That would make more sense to me and it would be something that I could probably vote in favor of. So, I wouldn't be too bound by trying to find 157 slots there, but you do need obviously to increase it maybe more than what you've done. I like the banking of another 19 parking places, so that might actually take care of what is needed.

Like the other Commissioners though, I do think you've got to solve some of these problems because you go to the Board. At this point, I'm not exactly sure how I'm going to vote.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: Yes, I know Commissioner Dawson pointed out that I'm usually all for green space, as much green space as possible. I think you have a unique circumstance here with the fields that are not on your particular parcel providing additional green space for stormwater management and your underground detention which should also help with stormwater management. So, we're here for variations. I think there could be an even larger variation for impervious surface to handle safety.

Safety of our children is paramount. I don't want you to cut back on

time or money and have that come back and bite us because children are in danger and somebody gets hurt. Let's have a larger variance somewhere and really solve this problem.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: Being a relatively new grandparent, I had an opportunity to take my granddaughter to a preschool. I know that car pooling is a problem with car seats. So, you have this situation you can't pick up as many kids as we used to in the good old days because you have to have an improved car seat. So, that's probably not going to be a solution for going around the back of the school. It's going to have to be something else.

I agree with Commissioner Sigalos that we didn't see any solutions here. We asked for them in the Plat & Sub and it's like you didn't do anything. I know that's not the case. I'm an architect, I understand exactly what you're going through and what it takes to put a project together like this.

I was happy to see that you have ideas of redoing the parking lot and stacking some cars, and I think we're maybe on the way of solving part of the problem. But again, I don't know how I'm going to vote on this tonight. It's kind of a tough one. But you know, if a drop-off lane or whatever could work on Windsor or something, I don't know. I would give up a little grass, whatever it's going to take, to get the kids in and out of there safely.

Like I said, I experienced just a couple of days a week over at Green Briar School and it's a much smaller situation there in preschool and it's chaos. You know, if you want to know what the most popular vehicle in Arlington Heights is, it's a minivan and SUV. They don't pull up bumper to bumper, they leave enough space so when their child comes they could pull out. So, they take about a space and a half because they'd have to be able to pull out and they don't want to back up. They want to just keep going forward. I know the engineer here is well aware of all those things.

I was encouraged to see that the plan has progressed since the last couple of days but we didn't have it in our packets. So, for me that's a plus. I don't want to hold up the project and I think that I'm leaning towards moving forward because I know your construction consideration here. It's paramount for the kids which is another safety concern that they get this thing built. If it takes a little longer to get the drop-off lane figured out, it's not going to be any worse than it is today, it's going to be the same until we get this thing figured out. I would encourage you to figure it out, get it done.

Anyway, that's my comment.

CHAIRMAN LORENZINI: Thank you. Susan?

COMMISSIONER DAWSON: I don't agree that a drive-up lane on Windsor will help. I'm just saying, I think it would actually make it less safe because, I'm just saying, because I've actually dropped off there. So, if you have people pulling into the lane, they have to pull out of it. Right now, at least during drop-off --

COMMISSIONER GREEN: You're on the street.

COMMISSIONER DAWSON: You're on the street, people aren't pulling around, there's very few cars going, there are some but very few cars going past because they don't want to be in the mess and there is no one going north.

I have no idea if there is an option that would eliminate these soccer fields. I was kind of hoping one of you guys had an idea.

COMMISSIONER GREEN: Well, I thought maybe there would be a lane in, maybe not so much a pull off but you could come in and loop around --

COMMISSIONER DAWSON: Well, that's what I'm wondering.

COMMISSIONER GREEN: More stacking space. I don't mean necessarily --

COMMISSIONER DAWSON: That's why I'm looking to you to tell me if there is an option through the soccer fields. I don't think a drive-up lane on Windsor is a solution.

I'd hate the idea of losing more green space. Kids run around here. I mean I know you're looking at a lot of grass, but you're also looking at where at recess the kids play football. They do, I'm telling you. I mean and we're losing, you know, before I came here, my husband looked at the plans and was like we're losing the whole blacktop practically and we're losing a significant amount of outdoor play area for an addition that has to happen. There's really not much of a, I mean unless we can go up which is why I asked about going up.

So, now we're going to lose even more green space for a driveway which, by the way, I know all about safety so that's why I'm curious if someone has an idea. But in my mind, when we went to a drop and go scenario with volunteers, the safety situation at this school significantly improved. But I've always been very disappointed in the school district that they are not helping us. I know you feel differently but I was a part of this. I brought Trustees myself to the school to see the problem because I didn't feel it was being adequately addressed.

I would be happy if I had the school district committing to a number of staff with a drop-off lane telling us that they would have X number of staff assisting, increasing the drop-off so that we are utilizing more of the space. You could have, you know, kid volunteers, right now we've got crossing guard volunteers, we could have additional fifth graders, there's a zillion fifth graders on the safety plan, who could walk the kids around if you want to utilize Miner as well for a drop-off area. I'm just thinking off the top of my head. But you could have kid volunteers walking, once five kids or ten kids get together, walking them to the back, I think parents would feel safe about that.

I agree that we wait, we do, we want to see our kids go to the playground. But there are solutions here that could involve not losing green space. But it's out of the box thinking and it requires the school district to dedicate, I know you've got to pay the staff to devote to that, I get that. I understand there's a cost involved. My mom is a teacher, my cousin is a teacher, I understand. So --

DR. BEIN: We're happy --

CHAIRMAN LORENZINI: Excuse me. If you're going to speak, would you come up to the podium please?

DR. BEIN: Sorry.

COMMISSIONER DAWSON: So, in my mind, what I would really like to see is a plan for where the drop and go area would be. It is just in the morning. Now, I don't pick up a lot in the afternoon so I don't know how bad it is in the afternoon because again I work, so I'm not always doing the afternoon pickup. I'm not an expert on, not that I'm an expert or whatever. But if I knew that you are going to commit to stationing X number of staff around and that this was the area that was going to be the pickup, I would feel a lot better about it without losing the green space. Because I did see, once the staff went there, it was a nightmare before, now that we have volunteers picking up, it's a lot safer for our children, a lot.

There are parents who still let their kids go across Windsor, but just like you said, Principal Fabrizio is out there all the time yelling at those parents. She's out there all the time and that woman has got a personality. She does not shy away from telling anyone that they shouldn't be doing that. Plenty of parents just ignore her, and you're right, you can't stop that. No matter what we do, parents are going to ignore the safety protocols. So, all we can do is the

best we can do.

I would feel much more comfortable if I felt that there was something, I worry, I do worry that if we let this go on to the Trustees without a real plan in place, that there might not be a plan in place. Then the safety never really gets resolved. So, that is concerning to me, so I mean there is my soapbox for the day.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: Can we go to that new parking lot plan or this revised parking lot plan? There was one that showed the land-bank parking lot. This land-bank parking is not a Park District property, correct?

DR. BEIN: It's our property.

MR. CORCORAN: It's our property, school property.

COMMISSIONER SIGALOS: That's school district property.

COMMISSIONER DAWSON: Park District uses the school district property.

COMMISSIONER SIGALOS: So, what happens if let's say five years from now the parking is inadequate and now we've got to go to this land-bank parking? Now you've got to go with additional parking stalls over there. So, they lose that soccer field or football field, whatever is over there, is that correct? Well, maybe that's what has to be done now and utilize some space there for drop-off lanes.

It sounds like eventually you're going to have to add parking if they get up to whatever that count was, 595 students. So, maybe, I'm just fearful that if we don't address it now it's not going to be addressed, this drop-off and pickup. I hate to see the vote that we don't approve this to allow the project to move forward. But if it's not addressed now, it will never be addressed.

COMMISSIONER JENSEN: I'd like to ask a question if I could. If we did a continuance of this, how much time would, I guess mainly Mr. Corcoran need before you could come back with dealing with some of these issues? Actually, I do like what Commissioner Sigalos said. We've got this area that you can land-bank, couldn't that be used in the meantime without putting parking space in there for some kind of a drop-off lane?

MR. CORCORAN: Let me answer the second question first. We've done land-banking with the Village on other types of projects and, you know, as part of the land-banking, there's clauses, there's wording that we work out with Staff that basically gives them the right to, well, for both parties to if there's a need, the Village will ask that the land-banking be put in. So, it's not an issue if they agree to it, you know, you can enforce that it be put in. So, it's not like you can't go in it later on.

To answer the first question, I got the information, I did the parking study. So, it's really just a matter of days for me to do the updates and go over a couple of operational issues because most of the things we're talking about really are more operational in terms of adding staff to help kids in and out, directly, maybe restricting northbound in the afternoon, things like that.

COMMISSIONER JENSEN: So, if we did a continuance, you'd be able to come back to the next meeting of the Plan Commission having made some progress in this area that obviously of most concern to the Commission?

MR. CORCORAN: Yes, I mean we can get something to Staff next week for whether we go to Plan Commission or the Board.

COMMISSIONER JENSEN: Now, I wasn't totally clear. This area in here will be set aside for land-banking. Is that possible to use at the present time, not putting the

parking slots in there but using it for some kind of arrangement for drop-off and pickup?

MR. CORCORAN: Well, it's not really designed for that and it actually, theoretically that would cause a problem because now you have parents who will drive straight to use the parking lot as we designed it, and then some parents are now going to try to use that and then they're going to come out and work their way out. So, it's not really intended to be a drop-off area. That's just additional parking.

COMMISSIONER JENSEN: Okay. The last thing I want to do is I agree with Commissioner Green, at least with the younger graders, you've got to worry about car seats. It can go all the way to the fifth grade. So, we could encourage some car pooling for some of the other grades, so I wouldn't totally throw that option out and I would look to see if there's software or whatever that can help the parents do some car pooling to reduce the amount of traffic here, just something to explore.

MR. CORCORAN: There is a commercially available software for that. To be quite honest, we find it very hard at the elementary level, I've never seen that successfully implemented. It's not so much, well, car seats is one issue; the other issue is parents are running 50 different ways with their kids at the end of the day. So, it's hard to car pool when Suzy has to go to dance class, or Jimmy has to go to karate, and then your neighbors' kids have to go to football or whatever.

COMMISSIONER JENSEN: But in the morning, you're all going to school.

MR. CORCORAN: Yes.

COMMISSIONER JENSEN: So, you could work out something at least that would alleviate the problem for the morning, they only have to figure out what they're going to do with all the alternative places they're going to take their kids to.

MR. CORCORAN: So, we find that more successful at the high school level.

COMMISSIONER SIGALOS: Can I ask Mr. Corcoran another question? Going back to this land-bank parking space, if those were built now, that those parking stalls are constructed now and say eliminate the south row of parking with 10 spaces, create a wider area there for drop-off and pickup and go back to your diagonal parking where everybody is entering and going through the parking lot all one way and going around in a circle or semi-circle here, rather than coming in and out of the west entrance, coming in and out of the east entrance so that you'd have to go in one direction. That might help traffic flow and safety.

MR. CORCORAN: That is actually how this parking lot is intended to be used as the west entrance is inbound only, then you come in and then you --

COMMISSIONER SIGALOS: But if it's diagonal parking, there is no question. You may have some parents try and go out the westbound entrance. Or if it goes back to your diagonal parking plan, you'd have to exit out east.

MR. CORCORAN: Well, again that's something we'll have to discuss with Staff in more detail.

COMMISSIONER SIGALOS: I'm just bringing that up.

MR. CORCORAN: Yes. We had that issue --

COMMISSIONER SIGALOS: I mean because This should be done now and not say, well, we're going to look at it, think about it and come back and nothing is ever going to happen.

MR. SCHULZ: I'll address diagonal spots. We did initially have diagonal spots to do that. Then we got a comment back from Staff that they wanted to redo the top lane and make sure it was wide enough. So, that's why those spots were turned to the 90-degree

orientation that they are now and the traffic pattern was set up the way it is. The other benefit is that we gain spots by turning them to the 90-degree spots.

COMMISSIONER JENSEN: It seems to me that rather than our trying to design the solution, we ought to let you guys work on the solution and come back at the next Plan Commission. So, my preference would be to have a continuance of this until that time and I'd like to make that motion.

CHAIRMAN LORENZINI: All right, let me get my question in, okay? So, one question for Mr. Corcoran or whoever, or Sam, are they putting in pavers in the parking lot that are permeable? Or is it just asphalt?

MR. HUBBARD: No, I don't believe there are any permeable pavers --

CHAIRMAN LORENZINI: Would that give them some credits on the impermeable surface, the non-permeable surface?

MR. HUBBARD: From the zoning requirement? I don't know if we'd allow impervious pavers to be --

COMMISSIONER WARSKOW: Yes. Permeable pavers do --

CHAIRMAN LORENZINI: They do work but I don't know if our code --

COMMISSIONER WARSKOW: No, the code does take permeable pavers into account.

CHAIRMAN LORENZINI: All right, so that would be one way to help some of the permeability issue. But I guess I'm still trying to understand the question. If people park on Miner and people park on Windsor and sit there, drop their kids off and sit there and watch them go to class and then leave, what good would a drive-through lane would do? Because if people pull in the drive-through aisle and drop their kids off, you only get what, two or three cars in there at a time?

COMMISSIONER DAWSON: They don't stay. They have to move.

CHAIRMAN LORENZINI: No, they have to move but I'm saying, personally I think that people will certainly drop their kids off on Miner instead of waiting in a long line trying to get to this two or three-car drop-off area.

COMMISSIONER DAWSON: The kids for the most part enter from behind the school. So, everyone tries to get onto Windsor because that's where the kids have to go line up for school. Does that make sense? But everyone moves, you have to keep moving, does that clarify it at all? So, what we're saying is people don't drop off on Miner because then the kids have to walk all the way around the school to get to --

CHAIRMAN LORENZINI: But what I'm saying is if you've got 25, 30, 40 cars waiting to drop off kids, I could see some parents, or maybe most parents just wanting to drop them off on Miner or Windsor rather than waiting in queue, waiting for this queuing line to drop off kids at this drop-off area.

COMMISSIONER GREEN: If I could jump in, what they do is they get out on the right side of the car, they have a collector sidewalk or something or however you can get around there. If you had enough staff there to open the door and grab the kid and bring them out and say here you go, you don't have wait to get up to the building to drop them off. You could start dropping them off anywhere along there and walk them over. So, that's where the staff comes in to alleviate the problem. You could unload 15 cars at a time, do you see what I'm saying?

CHAIRMAN LORENZINI: Yes.

COMMISSIONER GREEN: They tell you to stop and somebody is there and

they open the door and they take the kid.

CHAIRMAN LORENZINI: That's only for the people going into the parking lot.

COMMISSIONER GREEN: Well, yes. I'm just saying, you know, they're lining up around here as we're looking at their plan --

CHAIRMAN LORENZINI: I guess what I'm saying is I don't see where an additional drop-off area is going to solve the whole problem.

COMMISSIONER GREEN: It just gives you more cars potentially and the staff is required to get them out of the cars faster. You can't have just two cars unloading up at the door with one person. You have to have the whole school to open and get --

CHAIRMAN LORENZINI: Does any other school do that? They have other schools to have to open the doors for the kids and usher them in?

DR. BEIN: We have similar arrangements like we do at Windsor with the combination of volunteers and the combination of staff.

CHAIRMAN LORENZINI: Do other schools, any other schools do something like that?

DR. BEIN: Yes, same arrangement.

CHAIRMAN LORENZINI: It does speed up the process?

DR. BEIN: It's similar at all of them, yes.

COMMISSIONER WARSKOW: This issue is at every school in the district.

DR. BEIN: I think part of the thing that, you know, maybe we'll continue to try to work on is people like to drive their kids. I like to drop my kids off, too. But in 2005, Windsor had 631 students, same parking arrangement, same thing. So, I think just over time as our lives get busy, it becomes easier for us and the world changes and we want to see our children get to the lineup space, we had more people that drive even though we had significantly more students 10 years ago.

CHAIRMAN LORENZINI: Okay, just one last comment. What I would recommend you do next time, before us or the Trustees or whoever, present the solutions first. That whole lining up of the cars, I think that would have come off a little better if the solutions were presented also.

All right, that's all I have. So, any further comments or recommendations?

COMMISSIONER DAWSON: Lynn, you were making one?

COMMISSIONER JENSEN: Well, I'd still like to **move for a continuance until the next meeting of the Plan Commission and let us take it up at that point rather than voting up or down.**

COMMISSIONER WARSKOW: I would second that.

CHAIRMAN LORENZINI: Roll call vote or is that a voice vote?

MR. HUBBARD: Do roll call.

CHAIRMAN LORENZINI: Roll call, okay.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes.

MR. HUBBARD: So, this is a motion to continue until February 8th.

COMMISSIONER GREEN: That gives you enough time.

CHAIRMAN LORENZINI: So, I guess what we would like to see is a more detailed and comprehensive plan on what the solution would be. Thank you for your time and effort in this.

That's all on the agenda. Any other business, Sam? There is one thing I want to cover.

MR. HUBBARD: I just wanted to ask real quick. Has the paper packets, the day that they were mailed out on Tuesday I believe because we had --

CHAIRMAN LORENZINI: I got them on time.

MR. HUBBARD: You guys had them on time?

CHAIRMAN LORENZINI: Okay, one thing I'd like to bring up, we all have received the memo from Robin Ward, the in-house counsel, regarding recusing and abstaining from a vote. Basically, several of the Commissioners were going to abstain from a vote, I mistakenly tried recuse them from it.

MR. HUBBARD: I think it's the other way around. They wanted to recuse but they abstained.

COMMISSIONER JENSEN: We behaved as if we were abstaining.

COMMISSIONER DAWSON: No, I said abstain.

MR. HUBBARD: I think the appropriate procedure would have been to recuse yourself rather than to abstain.

CHAIRMAN LORENZINI: No, no, I think that's what this letter is trying to say. If you're recusing yourself, you should leave and not hear anything. If you're going to abstain, you can hear the discussion but you don't have to decide on abstaining until after all is said.

MR. HUBBARD: If you're abstaining at the beginning of a discussion, then really what you should be doing is recusing yourself because you have a conflict of interest, you're acknowledging that. You don't want to abstain, you can abstain for any reason, you don't want to vote, you don't know how to vote you abstain. But if you have a conflict of interest and you want to recuse yourself at the beginning and not participate --

COMMISSIONER JENSEN: But she said just being a customer doesn't mean that you need to abstain or recuse.

CHAIRMAN LORENZINI: The relevant quote from memo says a member who recuses oneself does not participate in any way in the discussion on the matter for which they have recused themselves. The member is required to leave the room while the project is being discussed. The next paragraph goes on to say, and the abstention is deciding after a project has been fully discussed to not vote on the project. It is not declared at the beginning of the meeting, it is generally not based on a potential conflict of interest or to avoid an appearance of impropriety.

MR. HUBBARD: Right. So, what happened at the last meeting was there were three Commissioners that abstained at the beginning.

CHAIRMAN LORENZINI: Right.

MR. HUBBARD: They should have recused themselves instead.

COMMISSIONER JENSEN: We shouldn't have declared that we were abstaining.

COMMISSIONER DAWSON: No, we shouldn't have.

COMMISSIONER WARSKOW: We shouldn't have done anything in that specific sense and circumstance.

COMMISSIONER JENSEN: What's in this memo is we really should have been able to participate fully and voted.

MR. HUBBARD: Correct.

CHAIRMAN LORENZINI: Okay, so maybe we should all read the memo again then. Okay, thank you. Anything else? If not, motion to adjourn?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER WARSKOW: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Meeting is adjourned, thank you.

(Whereupon, the public hearing on the above-mentioned petition adjourned at 9:11 p.m.)



Item: Southpoint Shopping Center - 630-720 E. Rand Rd. - PC#16-025

Department: Planning & Community Development

Requested Action

— Preliminary and Final Plat of Subdivision

Variations Required

— Variation to Section 29-201a(5) of Chapter 29 of the Municipal Code to waive the requirement for a traffic and parking analysis on the subject property.

Background

— The petitioner requested continuance of the January 25th Plan Commission hearing to allow for review and discussion of the recommended conditions between Staff and the current and future owners. As a result, modification to a couple of conditions have been made which is acceptable to both Staff and the petitioner.

Recommendation

— The Staff Development Committee reviewed the proposed Preliminary and Final Plat of Subdivision and Variation to Section 29-201a(5) of Chapter 29 and supports the proposed request, subject to the following:

1. The existing Reciprocal Easement Agreement, inclusive of all amendments thereto (REA), which is recorded against the Southpoint Shopping Center and provides for shared parking, cross access, and shared maintenance and access to common utilities and signage shall remain in effect. If changes to the REA are executed, any such changes shall continue to make adequate provisions for those elements so as to continue to satisfy all applicable Village of Arlington Heights code requirements.
2. Unless the petitioner is able to demonstrate prior payment to the Village in the amount of \$6,736 in accordance with Ordinance No. 79-159, the petitioner shall pay that fee to the Village prior to Village Board adoption of the resolution approving the Final Plat of Southpoint Resubdivision.
3. By virtue of the Southpoint Shopping Center's location within TIF Redevelopment Project Area No. 5, the Village is desirous of facilitating appropriate redevelopment opportunities of all or portions of the shopping

center. To that end, the owner(s) of lots 1, 2 and 3 of the Southpoint Resubdivision shall, upon request of the Village, reasonably cooperate with the Village in the Village's review of any appropriate future redevelopment plans for all or any portion of the shopping center; provided, however, this condition shall not be construed as a waiver of such property owner(s) rights and obligations pursuant to law, including, without limitation, the Village's zoning regulations and the existing Reciprocal Easement Agreement, inclusive of all amendments thereto, recorded against the Southpoint Shopping Center.

4. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

ATTACHMENTS:

Description	Type
Staff Report #2	Board or Commission Report
Legal Notice	Correspondence
Aerial	Exhibits
Plat & Sub Minutes	Minutes
Project Narrative	Correspondence
Plat of Survey	Exhibits
Existing Conditions	Exhibits
Final Plat of Subdivision	Exhibits
Department Comments - Round 1	Correspondence
Petitioner Response to Department Comments - Round 1	Correspondence
Rezoning Notification Letter	Correspondence



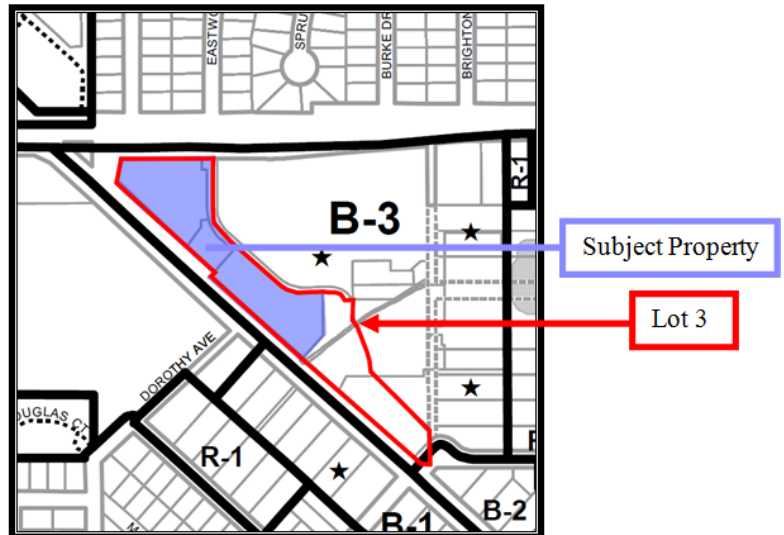
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

File Number: PC #16-025
Project Title: Southpoint Shopping Center Subdivision
Address: 630-720 E. Rand Rd.
PIN: Multiple PIN's

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: 1-25-2017 & 2-8-2107
Date prepared: 1-20-2017 – Revised 2-3-207

Petitioner: Inland Commercial Real Estate
 Phil Menolascina
Address: 2901 Butterfield Rd.
 Oak Brook, IL 60523

Existing Zoning: B-3, General Service, Wholesale, and Motor Vehicles District



SURROUNDING LAND USES:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-1, One-Family Dwelling District	Single-Family Homes	Single-Family Detached
South	B-1, Business District Limited District	Multi-tenant commercial/retail/office developments	Commercial
East	B-3, General Service, Wholesale, and Motor Vehicles District	Multi-tenant commercial/retail/office developments	Commercial
West	B-2, General Business District	Fast food restaurant with drive-thru, multi-tenant shopping center, retail outlet.	Commercial

Requested Action:
 Preliminary and Final Plat of Subdivision

Variations Required:

Variation to Section 29-201a(5) of Chapter 29 of the Municipal Code to waive the requirement for a traffic and parking analysis on the subject property.

Background

The subject property is approximately 4.23 acres in size and contains the Olive Garden Restaurant, Chili's Restaurant, and neighboring multi-tenant retail building of approximately 17,167 square feet, as well as portions of a private access road within the Southpoint Shopping Center. Each of the three buildings are located on separate tax parcels, but the entire subject property is contained within one existing lot of record (Lot 3 of the Cub Addition Subdivision). Lot 3 not only includes the subject property, but also includes a portion of the parking lot in front of the Bif Furniture store, which portion is not owned by the petitioner. The entire Southpoint Shopping Center is owned by three separate entities with the petitioner being one of these entities.

The applicant is proposing the subdivision of their portion of Lot 3 into three lots; Lot 1 would contain the Olive Garden, Lot 2 would contain the Chili's, and Lot 3 would contain the multi-tenant retail building and a portion of the drive aisle that connects E. Palatine Road to E. Rand Road. The applicant would like the ability to sell off these newly created lots, which they believe would enhance capital investment into the shopping center through the introduction of new ownership, and would also facilitate redevelopment opportunities for the remaining portions of the shopping center owned by the petitioner. There would be no proposed changes to the site at this time; the only change to the property would be the establishment of new lot lines.

The subject property is part of the Southpoint Shopping Center PUD, which was approved in 1988. This PUD includes the subject property as well as the larger shopping center to the east of the subject property, which contains the Bif Furniture site and the multi-tenant retail spaces attached to the Bif furniture building, and the Floor and Décor site and the multi-tenant retail spaces attached to the Floor and Décor building. The entire Southpoint Shopping Center is subject to a lengthy Reciprocal Easement Agreement (REA) that provides for shared access and shared parking between all users within the PUD.

Prior Case History

The following is a brief summary of the relevant zoning history on the Southpoint Shopping Center:

- 1983: Ordinance 83-029 annexed the property, rezoned portions of the property into the B-3 District, and granted subdivision approval to allow construction of a 70,000 square foot Cub Food store.
- 1988: Ordinance 88-109 granted PUD approval, rezoned additional portions of the property into the B-3 District, and granted certain Variations to allow construction of what is known today as the Southpoint Shopping Center.
- 1990: Ordinance 90-014 granted the same approvals as contained within Ordinance 88-109, which was necessary due to a scrivener error in the legal description within Ordinance 88-109.
- 1990: Application PC 89-089 was filed with the Village to allow the shopping center to be resubdivided into 11 separate properties. The Village had concerns with this resubdivision as the proposed lots showed property lines going through the middle of the existing shopping center buildings and the REA had not yet been established, which document would have guaranteed shared access and parking even if portions of the property were subdivided and under separate ownership. This application was withdrawn and never appeared before the Plan Commission.
- 1991: Ordinance 91-023 repealed Ordinance 88-109, which repeal was necessary due to the fact that Ordinance 90-014 had reestablished the same approvals as contained within Ordinance 88-109.

Zoning and Comprehensive Plan

As indicated above, the subject property is within the B-3, General Service, Wholesale, and Motor Vehicle District. Restaurants and retail sales uses are permitted within the B-3 District and the existing land uses are therefore consistent with the current zoning classification. There is no minimum lot size requirement within the B-3 District and so the proposed lot sizes are compliant with B-3 regulations.

The B-3 District allows for a wide variety of commercial uses and includes allowances for several auto repair uses, which may not be appropriate in this location. While rezoning is not requested by the applicant, the Village may wish to rezone the entire Southpoint PUD to the B-2 classification at a future date. Therefore, as part of this petition the Village is had asked that the future property owners of the subject property not object to any future rezoning to the B-2 classification. After subsequent discussion with the property owners' representative, the petitioner has agreed to notify the contract purchasers of the subject property that the Village may seek to rezone Southpoint into the B-2 classification in the future (see attached letter).

The Village's Comprehensive Plan designates the future use of the subject property as "Commercial". The proposed resubdivision is consistent with this designation.

Site Plan, Building and Landscaping

As the proposed resubdivision will only establish new property lines within the previously approved PUD and will not involve any changes to the existing site, building layout, or parking areas, there are no site, building, or landscape concerns. The proposed subdivision does not trigger any update to current MWRD standards and so there will be no change to the existing onsite detention/retention area. The proposed lots will conform to all setback and bulk regulations.

It should be noted that the applicant had originally proposed a four lot resubdivision, which resubdivision would have contained one lot for each of the three existing buildings and a fourth lot for the portion of the access road that connects E. Rand Road to E. Palatine Road. Staff encouraged the petitioner to redesign the resubdivision so that this fourth lot, which would not be buildable and would only contain an access drive, be incorporated into the other three lots. Accordingly, the applicant redesigned the proposed resubdivision so that the access drive was consolidated into Lot 3. Staff believes that this layout is preferable as it ties the ownership and associated maintenance of the access drive to the tangible asset (the multi-tenant retail building) that is located on the proposed Lot 3.

According to the Engineering Department, the subject property is subject to Contribution Ordinance #79-159, which was established due to the property receiving the benefit from a previously completed sanitary relief sewer improvement. This Ordinance required a fee of \$1,600 per acre to be provided to the Village, which translates to \$6,736 for the subject property. This fee was never paid when the subject property was developed and should be paid as part of the proposed resubdivision. A condition of approval has been added to require this payment.

Future Redevelopment

The subject property is located within TIF V, which was established in 2005 and includes both the Southpoint Shopping Center and the Town & Country Shopping Center. One of the goals of TIF V is to facilitate the redevelopment and revitalization of the Southpoint Shopping Center, be it through the introduction of a new outlot and/or through the redevelopment of the vacant building at the southeast portion of the site along Rand Road. One of the purposes of the proposed resubdivision is to introduce new ownership to the shopping center, and staff notes that these additional owners may complicate any future redevelopment plans. As such, the Village is asking that future property owners work with the Village to facilitate future development of the adjacent shopping center properties.

Traffic & Parking

The existing parking areas were approved during the Southpoint PUD in 1988 and no changes to the parking areas have been proposed. Section 6.12-1(4) of Chapter 28 (Zoning Code) gives the Village the ability to require a traffic study and parking analysis for projects requiring subdivision. Since the proposed resubdivision will not involve any new construction or alteration to the existing site or buildings, the Village is not requiring a traffic or parking study in conjunction with this application. The existing parking within the Southpoint PUD conforms to code requirements and provides a surplus of parking to accommodate for the sum of users within the PUD area. Exhibit I (below) outlines the required parking per Code relative to the parking provided:

Exhibit I: Parking Requirements for Entire Southpoint Shopping Center

Southpoint Shopping Center Parking	
Total Parking Required	842
Parking Provided In Front Parking Areas	1306
Parking Provided in Rear Parking Areas	130
Total Surplus/(Deficit)	594

Note: Required parking is based upon the tenants as of July, 2016. Certain users have higher or lower parking requirements which may change the parking requirements for the shopping center over time.

Although Chapter 28 does not require a traffic study, Section 29-201a(5) of Chapter 29 (Subdivision Code) requires that any commercial development of 20,000 square feet or more provide "an opinion from a qualified professional traffic engineer approving the design of any off-street parking that is proposed, the traffic circulation, and manner of ingress and egress to such development." As over 20,000 square feet of commercial floor area exists within the proposed subdivision, this opinion is required. The applicant has requested a Variation to waive this requirement and staff is supportive of this request.

The proposed lots within this subdivision will result in certain parking areas being located on a lot that is not owned by the user that requires these parking areas. Section 11.1-5 of the Zoning Code states that "where required parking facilities are provided on land other than the zoning lot on which the building or use served by such facilities is located, they shall be and remain in the same possession or ownership as to the zoning lot occupied by the building or use to which the parking facilities are accessory." As new lot lines will be created, and these new lot lines will mean certain parking areas are no longer located on the same lot where the use is located, it is crucial for the REA to provide for shared parking and reciprocal access for all users within the Southpoint PUD in order to satisfy the "possession or ownership" provision of Section 11.1-5. Staff has verified that the REA contains the required provisions that allow for shared parking and reciprocal access, as well as shared maintenance of and access to common utilities.

In February of 2013 a parking study was provided to the Village by the owner of the Floor and Décor site. This study showed peak overflow of parking for both Chili's and Olive Garden occurring in the parking area east of these properties and across the access drive between Floor and Décor and the aforementioned restaurants, which parking area is part of the Floor and Décor site. The total peak amount of overflow parking in this area was 89 vehicles, which translates to an actual demand for the Chili's and Olive Garden to be approximately 234 spaces. The existing REA provides for and allows shared parking across these sites. Although the parking required for these restaurants is not currently contained on their site (there is an existing 55 space on-site parking shortage) the surplus within the neighboring parking lots of the shopping center provide ample parking to satisfy code requirements. The further subdivision of these properties will alter this on-site parking shortage relative to Chili's and Olive Garden, which is illustrated in Exhibit II below. Staff notes that as long as adequate overflow parking is maintained to the east of these properties, parking for the Chili's and Olive Garden should not be impacted by the proposed resubdivision.

Exhibit II: Parking Requirements for proposed Lot 1 and Lot 2

	Parking Required	On-Site Parking Provided	Surplus/(Deficit)
Lot 1 (Olive Garden)	127	140	13
Lot 2 (Chili's)	73	5	68*

* The parking deficit on this property relates only to the amount of parking provided within the newly created Lot 2. It should be understood that through the REA, the surplus of parking within the overall Southpoint Shopping Center provides sufficient parking for Lot 2 to conform to code requirements. In reality, Lot 1 and Lot 2 share parking resulting in a combined parking deficit of 55 spaces.

RECOMMENDATION

The Staff Development Committee reviewed the proposed Preliminary and Final Plat of Subdivision and Variation to Section 29-201a(5) of Chapter 29 and supports the proposed request, subject to the following:

1. The existing Reciprocal Easement Agreement, inclusive of all amendments thereto (REA), which is recorded against the Southpoint Shopping Center and provides for shared parking, cross access, and shared maintenance and access to common utilities and signage shall remain in effect. If changes to the REA are executed, any such changes shall continue to make adequate provisions for those elements so as to continue to satisfy all applicable Village of Arlington Heights code requirements
2. Unless the petitioner is able to demonstrate prior payment to the Village in the amount of \$6,736 in accordance with Ordinance No. 79-159, the petitioner shall pay that fee to the Village prior to Village Board adoption of the resolution approving the Final Plat of Southpoint Resubdivision.
3. By virtue of the Southpoint Shopping Center's location within TIF Redevelopment Project Area No. 5, the Village is desirous of facilitating appropriate redevelopment opportunities of all or portions of the shopping center. To that end, the owner(s) of lots 1, 2 and 3 of the Southpoint Resubdivision shall, upon request of the Village, reasonably cooperate with the Village in the Village's review of any appropriate future redevelopment plans for all or any portion of the shopping center; provided, however, this condition shall not be construed as a waiver of such property owner(s) rights and obligations pursuant to law, including, without limitation, the Village's zoning regulations and the existing Reciprocal Easement Agreement, inclusive of all amendments thereto, recorded against the Southpoint Shopping Center.
4. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

February 3, 2017

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
JANUARY 25, 2017, AT 7:30
P.M. in the Municipal Build-
ing, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 16-025, a Pre-
liminary and Final Plat of
Subdivision and a Variation
to Section 29-201a(5) of
Chapter 29 of the Municipal
Code to waive the require-
ment for a traffic and park-
ing analysis on the subject
property, said property lo-
cated at 630-720 East Rand
Road in Arlington Heights,
IL, legally described as:
LOT 3 IN THE CUB ADDI-
TION, BEING A SUBDIVI-
SION IN THE NORTH-
WEST 1/4 OF THE
NORTHEAST 1/4 OF SEC-
TION 20, TOWNSHIP 42
NORTH, RANGE 11, EAST
OF THE THIRD PRINCIPAL
MERIDIAN, IN COOK
COUNTY, ILLINOIS
And other variations as de-
termined necessary by the
Plan Commission.
All persons desiring to be
heard shall be given the op-
portunity 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 Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.

Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
Jan. 10, 2017 (4461379)

RECEIVED
JAN 13 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published January 10, 2017 in said **DAILY HERALD**.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Laurel Baltz
Authorized Agent

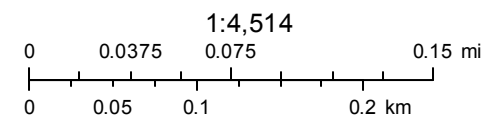
Control # 4461379

Southpoint Shopping Center Aerial



Property to be
subdivided

September 19, 2016



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

December 14, 2016

Project Title: Southpoint Shopping Center Subdivision
Address: 630-720 E. Rand Rd.
Petitioner: Inland Commercial Real Estate – Phil Menolascina
2901 Butterfield Rd.
Oak Brook, IL 60523

Requested Action:

- Preliminary and Final Plat of Subdivision

Variations Identified:

- Not identified at this time

Attendees: Steve Bauer, Attorney for Petitioner
Phil Menolascina, Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary

The subject property is approximately 4.23 acres in size and contains the Olive Garden Restaurant, Chili's Restaurant, and neighboring multi-tenant retail building of approximately 17,167 square feet. Each of the three buildings are located on separate tax parcels, but the entire subject property is contained within one existing lot of record (Lot 3 of the Cub Addition Subdivision). Lot 3 not only includes the subject property, but also includes a portion of the parking lot in front of the Bif Furniture store, which portion is not owned by the petitioner.

The applicant is proposing the subdivision of their portion of Lot 3 into four lots, Lot 1 would contain the Olive Garden, Lot 2 would contain the Chili's, Lot 3 would contain the multi-tenant retail building, and Lot 4 would contain a portion of the drive aisle that connects E. Palatine Road to E. Rand Road. The applicant would like the ability to sell off lots 1-3 and would retain ownership of Lot 4 (the drive aisle) as they own other property within the Southpoint Shopping Center. There would be no proposed changes to the site; the only change to the property would be the establishment of new lot lines.

Meeting Discussion:

Mr. Bauer introduced the project and explained that the petitioner would like to subdivide the subject property but was not proposing any development or alterations to the site in conjunction with the proposed subdivision. He provided a description of the subject property in relation to, and as a part of, the Southpoint Shopping Center, which he said was developed as a PUD. He said that there were three owners within the overall Southpoint Shopping Center, and the petitioner was one of the three owners. He said that the shopping center was in need of revitalization and that the petitioner hoped that the proposed subdivision would help to bring in new capital to the overall PUD and help to revitalize the shopping center. He described the proposed subdivision, which would contain four lots, one being for Chili's, one for Olive Garden, one for the inline retail building to the southeast of Chili's, and lot four would be the remaining balance of the subject property, which would contain the drive aisle connection between Rand Rd. and Palatine Rd. He explained that the petitioner owned other property within the Southpoint Shopping Center and the rationale behind creating "Lot 4", which would be retained by the petitioner while the other lots would be sold off, is that they believed it was beneficial to retain ownership of the access drive while they still owned other property within the

shopping center. He explained that the entire shopping center was governed by a Reciprocal Easement Agreement (REA), which provided for shared parking and shared access among all owners within the center. He stated that the REA was outdated and that the applicant was working with the other owners of the shopping center to update the document. He said that there were tentative future plans to provide an additional outlot within the shopping center, but that these plans were unrelated to the proposed subdivision, although they have taken it into consideration while designing the proposed subdivision so as not to obstruct this potential additional outlot.

Commissioner Jensen asked if this potential future outlot would be done by the petitioner.

Mr. Bauer replied that it would be done by a separate entity.

Commissioner Green clarified that the entire shopping center had shared access and shared parking, and that it works as a unit with all parking being shared so as to meet the demands of the sum of all of the users.

Mr. Hubbard affirmed that this was true, and said that staff would be double checking the REA to make sure that it clearly provides for shared access and parking.

Mr. Bauer provided a brief history of the development of the shopping center and said that since being developed in 1988 there have been very little changes to the shopping center and that the proposed subdivision would not involve and changes to the shopping center other than the establishment of new property lines in the northwest portion of the shopping center..

Commissioner Jensen asked where the other properties owned by Inland were located within the shopping center.

Mr. Bauer pointed to a site plan and indicated to the audience the location of these additional areas owned by the petitioner. He said the petitioner also owned the retention pond for the shopping center. He stated that the proposed subdivision did not appear to require any Variations, but if upon further analysis it was determined that Variations were needed, he hoped that these Variations would be considered perfunctory as there would be no changes to the site. He said that the petitioner would likely be open to considering a condition of approval that would render any Variations null and void should the subject property be redeveloped in the future should such condition make the Village more comfortable granting the Variations.

Commissioner Green asked if Lot 4 followed the path of the existing private drive.

Mr. Bauer replied that it followed half of the existing drive because the other half of the drive was under separate ownership.

Commissioner Green asked if, should it be determined that a FAR Variation would be needed, could the area of Lot 4 be added to the other lots to where it would reduce the scope or potentially eliminate a FAR Variation.

Mr. Hubbard stated that this would indeed help to reduce any potential FAR Variation, however, staff had completed their review of the project earlier in the day and determined that the site was compliant with all setback and bulk regulations, including FAR. However, he did state that there would be a Variation necessary to waive the requirement for a traffic study and staff was supportive of this Variation.

Mr. Hubbard explained that staff was generally supportive of the application and said that they would be taking a hard look at the REA to ensure that it did include sufficient provisions for shared parking and access for all users within the shopping center, as well as provisions for shared maintenance and access to common elements, common utilities, shared retention areas, and shared signage within the PUD. He encouraged the petitioner to provide additional details as to why they felt retention of the proposed Lot 4 would be beneficial as it was unclear of the need to create that additional lot and it could be incorporated into the other three lots.

Commissioner Jensen asked if an amendment or revision to the overall PUD was needed.

Mr. Hubbard responded that staff had looked at this and found no language in the PUD approval ordinance that tied the PUD to the subdivision as it existed today, and therefore no change to the PUD was required.

Commissioner Jensen asked if a rewrite of the REA was needed as part of this project

Mr. Bauer replied that it was not necessary as part of this project but that the owners of the shopping center were looking to do it anyway as the REA was outdated. He said that the update of the REA was independent of the propose subdivision and would likely not be done as part of the subdivision application.

Commissioner Jensen said he unclear of the need for the proposed Lot 4.

Mr. Bauer replied that the broker for the property felt that it was beneficial for the petitioner to retain ownership of this drive for future redevelopment of other portions of the shopping center that they owned.

Commissioner Jensen encouraged the petitioner to provide additional details as to why it was beneficial to create and retain ownership of this lot when they came before the Plan Commission.

Commissioner Sigalos asked if the Olive Garden and Chili's properties were leased by those restaurants or owned by those restaurants.

Mr. Bauer replied that those properties were indeed leased to those restaurants.

Commissioner Sigalos asked if the intention of the subdivision was to sell those lots to the operators of those restaurants.

Mr. Bauer explained that the operators of the restaurants were not the parties that would likely be purchasing these properties. He stated that any purchaser would be subject to the existing lease agreements and so the existing tenants in those restaurant buildings had rights to stay. He said that the value of those properties were due to the tenants that were located in them and the rent that they paid. He said it was not the intention of the petitioner to remove the tenants within these buildings.

Commissioner Green agreed with the other commissioners that the need for Lot 4 was unclear and that an adequate explanation for this lot was needed. He expressed his support for this proposal and encouraged the applicant to move forward.

RECOMMENDATION

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

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

MELTZER, PURTILL & STELLE LLC

ATTORNEYS AT LAW

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FAX (312) 987-9854

File Number: 34187-005
Direct Dial: (312) 461-4302
E-mail: sbauer@mpsllaw.com

November 17, 2016

VIA E-MAIL

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

Re: Petition of Final Plat of Subdivision Approval
Southpoint Shopping Center

Dear Mr. Hubbard:

On behalf of Inland Southpoint Venture LLC and Villa Bordeaux LLC (collectively, "Applicant"), as owners of the Olive Garden Italian Kitchen and Chili's Grill & Bar restaurant facilities located at 630 and 640 E. Rand Road, respectively, and the multi-tenant inline retail building located at 704 E. Rand Road (collectively, "Retail Properties"), we are pleased to submit the attached petition for Final Plat of Subdivision approval to create four new lots of record in the Southpoint Shopping Center in the manner illustrated and depicted by the Final Plat of Southpoint Resubdivision submitted herewith. More specifically, Applicant proposes to subdivide the Retail Properties and the adjacent, existing two-way vehicular access point to from Rand Road with that portion of the existing, internal, two-way vehicular access driveway owned by Owners (collectively "Access Point and Internal Drive," and together with the Retail Properties the "Proposed Lots") into four lots of record as follows:

- Proposed Lot 1 – Olive Garden Italian Kitchen, 80,220 s.f. lot area (1.84 acres)
- Proposed Lot 2 – Chili's Grill & Bar, 18,952 s.f. lot area (0.44 acres)
- Proposed Lot 3 – Multi-Tenant Inline Retail Bldg., 58,504 s.f. lot area (1.34 acres)
- Proposed Lot 4 – Rand Road "Access & Internal Drive," 26,559 s.f. lot (0.61 acres)

Applicant seeks to subdivide the Proposed Lots to (i) enhance capital investment in the Southpoint Shopping Center through introduction of two new owners to the shopping center's collective ownership and (ii) facilitate redevelopment opportunities for the remaining 7.69-acre portions of the shopping center's larger area that are currently owned by Owners.

*Sam Hubbard
Village of Arlington Heights
November 17, 2016
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For these reasons, Applicant has entered into contracts to sell the Retail Properties, and Applicant intends to retain ownership of the Access Point and Internal Drive to provide continued, perpetual, two-way vehicular ingress and egress to and from the shopping center, including those portions of the shopping center currently held under ownership that is unaffiliated with the Owners, until such time as Applicant identifies and secures a redevelopment opportunity for the remainder of the Owners' interest in the shopping center.

Enclosed with this letter is a complete Application for Plan Commission Consideration and the following exhibits thereto: Exhibit A – Signature Page to Petitioner's Application for Plan Commission Consideration; Exhibit B – Owner Information in the form of a Commitment for Title Insurance, which reflects the Owners' fee title ownership interest in the Proposed Lots (and other portions of the shopping center); Exhibit C - Affidavit of Ownership; Exhibit D - Current Plat of Survey of the Proposed Lots and the remaining portions of the shopping center to which Owners hold title; Exhibit E – Subject Property Map with 250' Notification Radius, which identifies all properties within 250 feet of the Proposed Lots for use in providing notification of the public hearing; Exhibit F - List of Surrounding Property Owners within 250' of the Proposed Lots for such notification; Exhibit G - Proposed Final Plat of Southpoint Resubdivision; Exhibit H - Proposed Lot Lines in Relation to Existing Site Improvements; and a written response to your September 21st comment letter. I understand Applicant will send to you this week a check in the amount of \$1,120 as payment of the Village's subdivision petition fee for the proposed four lot subdivision along with the originally executed signature pages to the petition.

As previously discussed, we would greatly appreciate the opportunity to appear at the December 14, 2016 meeting of the Plan Commission for its consideration of the proposed subdivision at a public hearing such that this matter may be initially considered for approval at the January 3, 2017 meeting of the Village Board and considered for final approval at the January 17, 2017 meeting of the Village Board. As you can imagine Owners' ability to subdivide the Proposed Lots is of critical importance to Owners' ability to timely perform under its contracts for the sale of the Retail Properties and ultimately convey the Retail Properties to the contract purchasers thereof.

We look forward to working with you and the Village to bring this exciting project to fruition in the interest of revitalizing Southpoint Shopping Center. Please contact me at (312) 461-4302 when you are available to discuss this matter in further detail.

Sincerely,

MELTZER, PURTILL & STELLE LLC



Steven C. Bauer

Enclosures

ALTA / ACSM LAND TITLE SURVEY

OF

SCALE: 1" = 60'

PARCEL 1:

PART OF LOT 1 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 1, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE EAST LINE OF LOT 1 A DISTANCE OF 533.00 FEET TO THE SOUTHEAST CORNER OF LOT 1; THENCE SOUTH 59 DEGREES, 58 MINUTES, 48 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 140.00 FEET TO A CORNER OF LOT 1; THENCE SOUTH 89 DEGREES, 58 MINUTES, 48 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 179.40 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 100.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 48 SECONDS EAST 150.00 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 40.30 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 48 SECONDS EAST 90.00 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 64.70 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 14.40 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 240.00 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT 2 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN.

ALSO THAT PART OF LOT 1 IN SAID CUB ADDITION DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 1, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE EAST LINE OF LOT 1 A DISTANCE OF 451.43 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG SAID EAST LINE OF LOT 1 A DISTANCE OF 81.57 FEET TO THE SOUTHEAST CORNER OF LOT 1; THENCE SOUTH 89 DEGREES, 58 MINUTES, 48 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 140.00 FEET TO A CORNER OF LOT 1; THENCE SOUTH 89 DEGREES, 58 MINUTES, 48 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 179.40 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 100.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 48 SECONDS EAST 150.00 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 40.30 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 48 SECONDS EAST 90.00 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 64.70 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 14.40 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 240.00 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ALSO LOT 3 IN SAID CUB ADDITION, EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 3, BEING ALSO THE NORTHWEST CORNER OF LOT 1 IN SAID CUB ADDITION, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE WESTERLY LINE OF LOT 1 A DISTANCE OF 191.95 FEET TO A POINT OF CURVATURE, THENCE CONTINUING IN A SOUTHERLY DIRECTION ALONG THE WESTERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 130.00 FEET, AN ARC DISTANCE OF 104.42 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 105.30 FEET AND A BEARING OF SOUTH 23 DEGREES, 54 MINUTES, 41 SECONDS EAST, THENCE SOUTH 47 DEGREES, 48 MINUTES, 11 SECONDS EAST ALONG THE WESTERLY LINE OF LOT 1 A DISTANCE OF 280.00 FEET TO A POINT OF CURVATURE, THENCE IN AN EASTERLY DIRECTION ALONG THE SOUTHERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 122.50 FEET, AN ARC DISTANCE OF 90.38 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 89.23 FEET AND A BEARING OF SOUTH 68 DEGREES, 54 MINUTES, 41 SECONDS EAST, THENCE NORTH 89 DEGREES, 58 MINUTES, 48 SECONDS EAST ALONG THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 114.00 FEET TO A POINT OF CURVATURE, THENCE CONTINUING ALONG THE SOUTHERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 77.50 FEET, AN ARC DISTANCE OF 89.48 FEET TO A CORNER OF LOT 1, THE CHORD OF SAID ARC HAVING A LENGTH OF 64.57 FEET AND A BEARING OF SOUTH 59 DEGREES, 57 MINUTES, 10 SECONDS EAST, THENCE SOUTH 89 DEGREES, 58 MINUTES, 48 SECONDS WEST ALONG THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 22.80 FEET, THENCE IN A NORTHWESTERLY DIRECTION ALONG A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 87.50 FEET, AN ARC DISTANCE OF 57.16 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET AND A BEARING OF NORTH 61 DEGREES, 32 MINUTES, 37 SECONDS WEST, THENCE SOUTH 89 DEGREES, 58 MINUTES, 48 SECONDS WEST 118.40 FEET TO A POINT OF CURVATURE, THENCE IN A NORTHWESTERLY DIRECTION ALONG A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 142.50 FEET, AN ARC DISTANCE OF 104.99 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 102.84 FEET, AND A BEARING OF NORTH 68 DEGREES, 54 MINUTES, 41 SECONDS WEST, THENCE NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST 280.00 FEET TO A POINT OF CURVATURE, THENCE IN A NORTHERLY DIRECTION ALONG A CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 150.00 FEET, AN ARC DISTANCE OF 125.00 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 121.50 FEET, AND A BEARING OF NORTH 23 DEGREES, 54 MINUTES, 41 SECONDS WEST, THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 192.04 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY THAT PART OF LOTS 1, 2 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT 27090321, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID LOT 3 IN THE CUB ADDITION, THENCE NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3, BEING ALSO THE NORTHEASTERLY LINE OF RAND ROAD, A DISTANCE OF 410.16 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING ALONG SAID SOUTHWESTERLY LINE OF LOT 3, NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST 190.40 FEET; THENCE NORTH 42 DEGREES, 11 MINUTES, 48 SECONDS EAST 120.00 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 48 SECONDS WEST 193.58 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 48 SECONDS EAST 45.07 FEET TO A POINT OF CURVATURE, THENCE SOUTHEASTERLY ALONG A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 57.50 FEET, AN ARC DISTANCE OF 57.16 FEET; THENCE THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET, AND A BEARING OF SOUTH 61 DEGREES, 32 MINUTES, 37 SECONDS EAST; THENCE NORTH 89 DEGREES, 58 MINUTES, 48 SECONDS EAST 25.91 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 48.57 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 48 SECONDS EAST 294.22 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 48 SECONDS WEST 20.28 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 6.42 FEET TO THE EAST LINE OF SAID LOT 2; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG SAID EAST LINE, A DISTANCE OF 341.99 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 11.77 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 22.80 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 305.88 FEET; THENCE SOUTH 42 DEGREES, 11 MINUTES, 48 SECONDS WEST 62.50 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ALSO EXCEPTING

THAT PART THEREOF DEDICATED FOR PUBLIC STREET, ACCORDING TO THE PLAT OF DEDICATION OF PUBLIC STREET RECORDED JULY 14, 1992 AS DOCUMENT NO. 92512223.

PARCEL 3:

LOTS 58 THROUGH 66 INCLUSIVE, IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO, VACATED PRAIRIE AVENUE (33 FEET WIDE), LYING SOUTH OF THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 66, AND NORTH OF THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 58 (BEING ALSO THE NORTH LINE OF JANE AVENUE), ALSO VACATED LILLIAN (66 FEET WIDE), LYING BETWEEN LOTS 63 AND 64 ALL IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, AND FILED JULY 14, 1989 AS DOCUMENT LR3809528 IN COOK COUNTY, ILLINOIS.

EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY THAT PART OF LOTS 61 THROUGH 65, INCLUSIVE, IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR386997, ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 62 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 62 AND LOT 61, A DISTANCE OF 179.19 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 204.61 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 6.33 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 42.63 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 84.96 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 10.96 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 39.80 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 34.34 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 20.18 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 20.18 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 12.73 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 121.74 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 1.28 FEET TO THE WEST LINE OF VACATED PRAIRIE AVENUE, AFORESAID; THENCE NORTH 00 DEGREES, 01 MINUTES, 11 SECONDS WEST ALONG SAID WEST LINE 341.99 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 3.23 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 10.15 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 1.86 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 12.09 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.18 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 21.40 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 10.80 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 349.03 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 28.45 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 44.91 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.75 FEET TO A POINT ON THE EAST LINE OF LOT 65 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST ALONG THE EAST LINE AND EAST LINE EXTENSION OF SAID LOTS 63, 64 AND 65, A DISTANCE OF 313.40 FEET TO THE PLACE OF BEGINNING.

ALSO EXCEPTING

PART OF LOTS 62 AND 63 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR386997, ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 63, THENCE SOUTH 89 DEGREES, 58 MINUTES, 11 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 63, A DISTANCE OF 32.74 FEET TO THE POINT OF BEGINNING, THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 80.01 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 10.90 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 21.40 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 24.38 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 3.08 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 20.18 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 12.09 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 64.46 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 53.60 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ALSO EXCEPTING

PART OF LOTS 61 AND 62 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR386997, ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 61, THENCE SOUTH 89 DEGREES, 58 MINUTES, 51 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 61, A DISTANCE OF 32.71 FEET TO THE POINT OF BEGINNING, THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 80.29 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 64.46 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 12.74 FEET; THENCE NORTH 44 DEGREES, 58 MINUTES, 12 SECONDS EAST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 12.74 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 38.80 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 10.96 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 14.57 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ALSO EXCEPTING

THAT PART THEREOF DEDICATED FOR PUBLIC STREET, ACCORDING TO THE PLAT OF DEDICATION OF PUBLIC STREET RECORDED JULY 14, 1992 AS DOCUMENT NO. 92512223.

PARCEL 4:

LOTS 44, 45, AND 46 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR386997, ALSO THAT PART OF VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, LYING BETWEEN SAID LOTS 45 AND 46 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, IN COOK COUNTY, ILLINOIS.

PARCEL 5:

EASEMENT FOR THE BENEFIT OF PARCELS 1, 2 AND 3, AS CREATED BY DECLARATION OF PROTECTIVE COVENANTS, RESTRICTIONS, AND EASEMENTS, RECORDED FEBRUARY 1, 1988 AS DOCUMENT 88046282, BY AND BETWEEN AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 21, 1983 AND KNOWN AS TRUST NUMBER 57529, AND LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 11, 1986 AND KNOWN AS TRUST NUMBER 111531, FOR INGRESS, EGRESS AND PASSAGE OF PEDESTRIANS AND MOTOR VEHICLES OVER THAT PART OF THE LAND DESIGNATED "SERVICE EASEMENT" ON THE SITE PLAN, ATTACHED TO SAID DECLARATION AS EXHIBIT C, IN COOK COUNTY, ILLINOIS, AS AMENDED BY FIRST AMENDMENT RECORDED AS DOCUMENT 8849221, EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95489113).

PARCEL 6:

EASEMENT FOR THE BENEFIT OF PARCELS 1, 2 AND 3, AS CREATED BY DECLARATION OF PROTECTIVE COVENANTS, RESTRICTIONS, AND EASEMENTS, RECORDED FEBRUARY 1, 1988 AS DOCUMENT 88046282, BY AND BETWEEN AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 21, 1983 AND KNOWN AS TRUST NUMBER 57529, AND LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 11, 1986 AND KNOWN AS TRUST NUMBER 111531, FOR INGRESS, EGRESS AND PASSAGE BY PEDESTRIANS AND INGRESS, EGRESS, PASSAGE AND PARKING BY MOTOR VEHICLES OVER THE LAND NORTH AND EAST AND ADJOINING PARCELS 1 AND 2, IN COOK COUNTY, ILLINOIS, AS AMENDED BY FIRST AMENDMENT RECORDED AS DOCUMENT 8849221, EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95489113).

PARCEL 7:

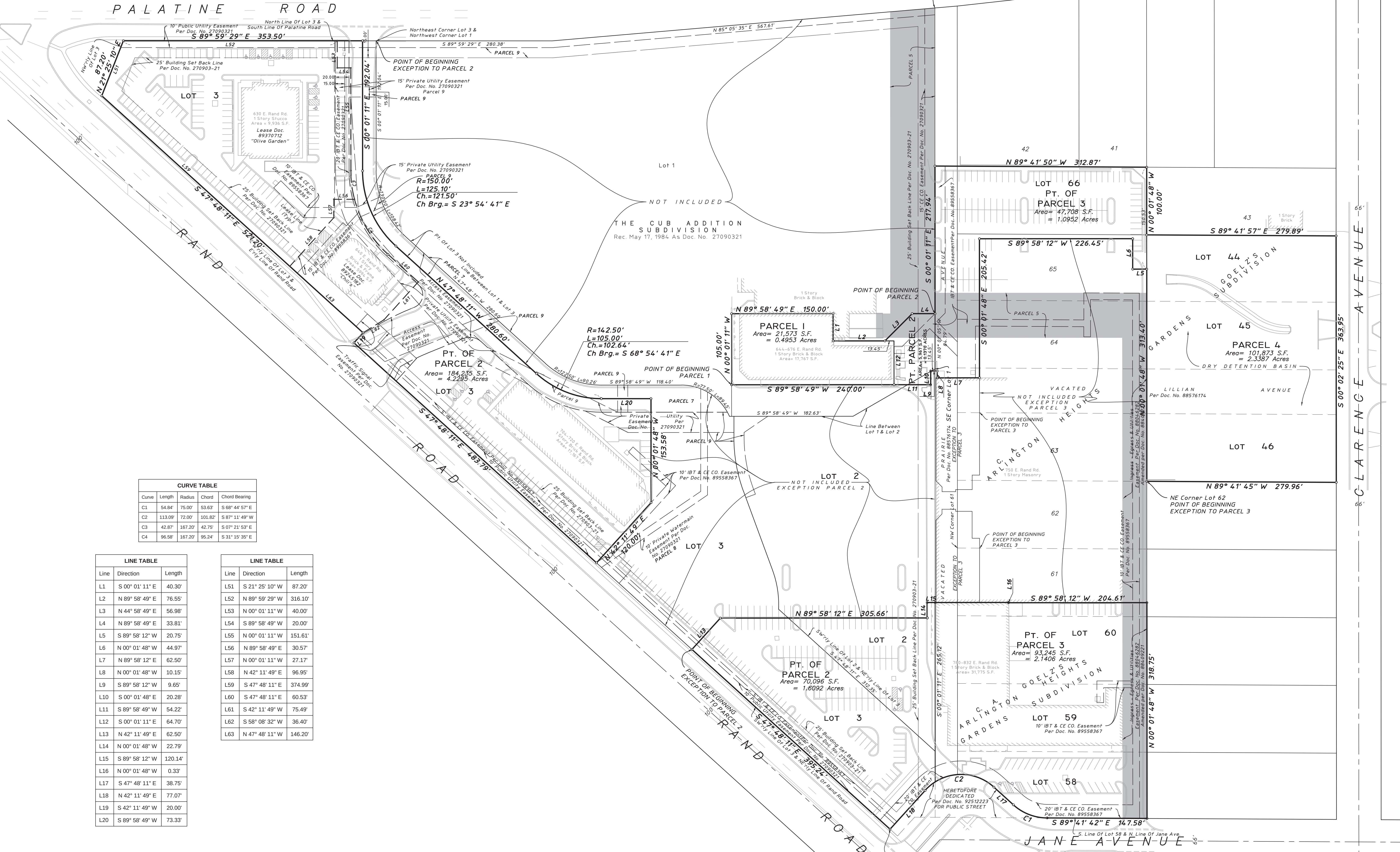
EASEMENT FOR THE BENEFIT OF PARCELS 1 AND 2, AS SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321, FOR INGRESS AND EGRESS, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED "SERVICE EASEMENT" ON SAID PLAT AS FALLS WITHIN THAT PART OF LOT 3 EXCEPTED FROM PARCEL 2, HEREIN, IN COOK COUNTY, ILLINOIS, (EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95489113).

PARCEL 8:

EASEMENT FOR THE BENEFIT OF PARCELS 1 AND 2, AS SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321, FOR PRIVATE WATER MAIN, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED "PRIVATE WATER MAIN EASEMENT" ON SAID PLAT AS FALLS WITHIN THAT PART OF LOT 3 EXCEPTED FROM PARCEL 2, HEREIN, IN COOK COUNTY, ILLINOIS, (EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95489113).

PARCEL 9:

EASEMENT FOR THE BENEFIT OF PARCELS 1 AND 2, AS SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321, FOR UTILITIES, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED AS "PRIVATE UTILITY EASEMENT" ON SAID PLAT AS FALLS WITHIN THAT PART OF LOT 3 EXCEPTED FROM PARCEL 2, HEREIN, IN COOK COUNTY, ILLINOIS, (EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95489113).



Curve	Length	Radius	Chord	Chord Bearing
C1	54.84	75.00	53.82	S 89° 59' 29" E
C2	113.09	72.00	103.82	S 89° 59' 29" E
C3	42.87	167.20	42.75	S 89° 59' 29" E
C4	98.58	167.20	95.24	S 89° 59' 29" E

Line	Direction	Length
L1	S 00° 01' 11" E	40.30
L2	N 89° 58' 49" E	76.55
L3	N 44° 58' 49" E	56.98
L4	N 89° 58' 49" E	33.81
L5	S 89° 58' 12" W	20.75
L6	N 00° 01' 48" W	44.97
L7	N 89° 58' 12" E	62.50
L8	N 00° 01' 48" W	10.15
L9	S 89° 58' 12" W	9.65
L10	N 00° 01' 48" E	20.28
L11	S 89° 58' 49" W	54.22
L12	S 00° 01' 11" E	64.70
L13	N 42° 11' 49" E	62.50
L14	N 00° 01' 48" W	22.79
L15	S 89° 58' 12" W	120.14
L16	N 00° 01' 48" W	0.33
L17	S 47° 48' 11" E	38.75
L18	N 42° 11' 49" E	77.07
L19	S 42° 11' 49" W	20.00
L20	S 89° 58' 49" W	73.33

Line	Direction	Length
L51	S 21° 25' 10" W	87.20
L52	N 89° 59' 29" W	316.10
L53	N 00° 01' 11" W	40.00
L54	S 89° 58' 49" W	20.00
L55	N 00° 01' 11" W	151.61
L56	N 89° 58' 49" E	30.57
L57	N 00° 01' 11" W	27.17
L58	N 42° 11' 49" E	96.95
L59	S 47° 48' 11" E	374.99
L60	S 47° 48' 11" E	60.53
L61	S 42° 11' 49" W	75.49
L62	S 58° 08' 32" W	36.40
L63	N 47° 48' 11" W	146.20

LOCATION MAP

NOT TO SCALE

AREA SUMMARY

Parcel 1	21,573 S.F.	0.4953 Ac.
Parcel 2	200,288 S.F.	4.59756 Ac.
Parcel 3	140,953 S.F.	3.2358 Ac.
Parcel 4	101,873 S.F.	2.3387 Ac.
TOTAL	524,697 S.F.	12.0454 Ac.

PARKING SPACE SUMMARY

Parcel 2	Regular	Accessible
Parcel 3	159	2
TOTAL	477	17

Surveyor's notes:

- The basis of bearing shown hereon is based on the Cub Addition Subdivision, Recorded May 17, 1984 as Document No. 27090321.
 - Underground utilities are not shown hereon.
 - Based on information provided on the Flood Insurance Rate Map Community - Panel No. 1703102021J dated August 19, 2008 produced by the Federal Emergency Management Agency (FEMA) for Cook County, Illinois, the property shown as Parcel 1 thru 4 and described hereon is located within Zone X, which is defined by FEMA as "Areas determined to be outside the 0.2% annual chance floodplain". PARCELS 4 is further shown on Panel No. 1703102022J dated August 19, 2008 and is also located in Zone X. Shaded, which is defined by FEMA as "Other Flood Areas of 0.2% annual chance flood areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 1% annual chance flood".
 - In the preparation of this survey reference was made to Chicago Title Insurance Company Commitment for Title Insurance No. 1401 008963256 D2 with an Effective Date of October 7, 2014.
- With respect to Schedule A of said commitment:
- PARCEL 2** - Surveyor added the exception of the dedicated public street per document No. 92512223. This exception is removed from the boundary delineation on this plat.
- PARCEL 3** - Surveyor added the exception of the dedicated public street per document No. 92512223. This exception is removed from the boundary delineation on this plat.
- PARCEL 5** - Service Easement - Doc. No. 88046282 & 8849221 - The area shown hereon is approximate only, as no dimensions are given on exhibit C of said document.
- PARCEL 6** - Pedestrian, Ingress & Egress, passage and parking Easement - Doc. No. 88046282 & 8849221 - These areas are blanket in nature over the surrounding development.
- With respect to Schedule B (in the order they appear) of said commitment:
- Exceptions 1-B, C, B.J, B.D, J, K, L, A.J, A.L, A.J, A.K, B.F, B.H, B.I & B.M are not survey related or the property however there are no portions discussed below:
- Exceptions P, U, V, W, X, Y, Z, A.A, A.B, A.E, A.F, A.U & A.X affect the property and are plotted hereon unless otherwise discussed below:
- Exception V** - Sign Easement - Doc. No. 27090321 - does not affect the subject property, as the sign has been installed per Doc. No. 88046282 & 8849221 -
- Exception A** - Easements, Covenants, Conditions - Doc. No. 88046282 & 8849221 - affects the subject property, however there are no defined easement only schematic of easement location for service access, this survey shows the approximate location of said service access easement according to Exhibit C therein all other easements are not shown or noted in nature.
- Exception A-X** - Condemned easements disclosed in letter dated Nov. 20, 1998 - This letter was not provided to the surveyor.

State of Illinois)
County of Cook)

To: Inland Real Estate Corporation, its successors and/or assigns,
Chicago Title Insurance Company its successors and/or assigns.

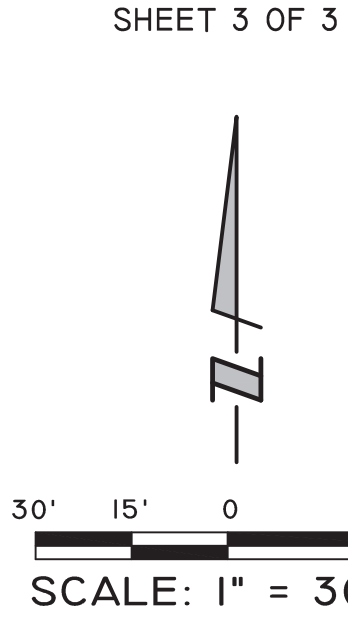
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 7a, 7b(1), 8, 9, and 11a of Table A thereof. This work was completed on October 25, 2014.

This professional service conforms to the current Illinois minimum standards for a boundary survey.

Schaumburg, Illinois, November 6, 2014.



ALTA / ACSM LAND TITLE SURVEY



Surveyor's notes:

- The basis of bearing shown hereon is based on the Cub Addition Subdivision, Recorded May 17, 1984 as Document No. 27090321.
- Underground utilities are not shown hereon.
- Based on information provided on the Flood Insurance Rate Map Community - Panel No. 17031C0201J dated August 19, 2008 produced by the Federal Emergency Management Agency (FEMA) for Cook County, Illinois, the property shown as Parcel 1 thru 4 and described hereon is located within Zone X, which is defined by FEMA as "Areas determined to be outside the 0.2% annual chance floodplain". PARCEL 4 is further shown on Panel No. 17031C0202J dated August 19, 2008 and is also located in Zone X. Shaded, which is defined by FEMA as "Other Flood Areas of 0.2% annual chance flood, areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood".
- In the preparation of this survey reference was made to Chicago Title Insurance Company Commitment for Title Insurance Order No. 1401 00893236 02 with an Effective Date of October 7, 2014.

With respect to Schedule A of said commitment:

PARCEL 2 - Surveyor added the exception of the dedicated public street per document No. 92512223. This exception is removed from the boundary delineation on this plat.

PARCEL 3 - Surveyor added the exception of the dedicated public street per document No. 92512223. This exception is removed from the boundary delineation on this plat.

PARCEL 5 - Service Easement - Doc. No. 88046282 & 88409221 - The area shown hereon is approximate only, as no dimensions are given on exhibit C of said documents.

PARCEL 6 - Pedestrian, ingress & egress, passage and parking Easement - Doc. No. 88046282 & 88409221 - These areas are blanket in nature over the surrounding development.

With respect to Schedule B (in the order they appear) of said commitment:

Exceptions 1-8, C, B1, B2, J, K, L, AL, AJ, AK, BF, BG, BH, BI & BM are not survey related items.

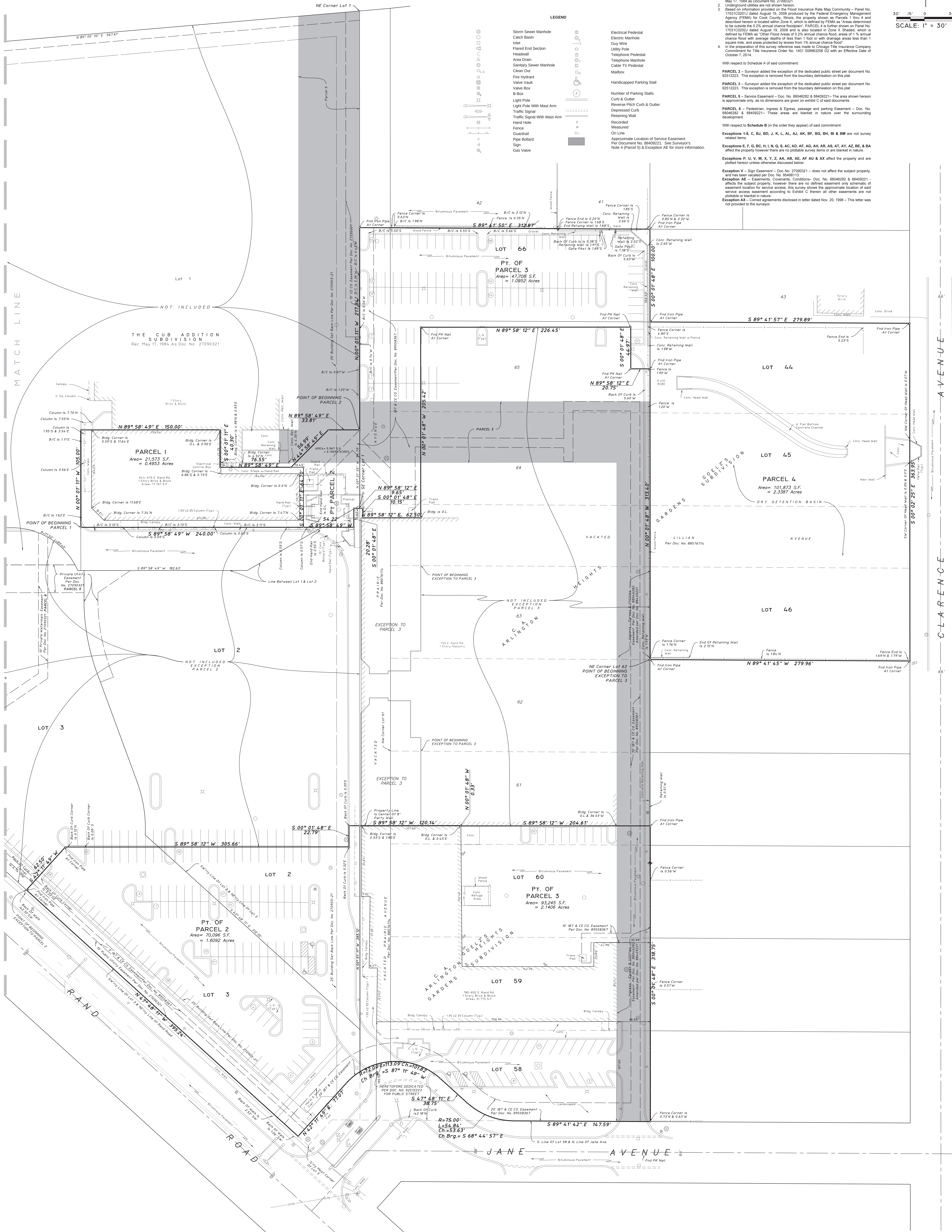
Exceptions E, F, G, BC, H, I, N, Q, S, AC, AD, AF, AG, AH, AR, AS, AT, AY, AZ, BE, & BA affect the property however there are no platable survey items or are blanket in nature.

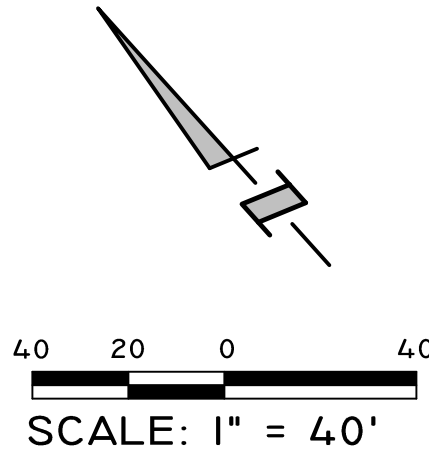
Exceptions P, U, V, W, X, Y, Z, AA, AB, AE, AF, AU & AX affect the property and are plotted hereon unless otherwise discussed below.

Exception V - Sign Easement - Doc No. 27090321 - does not affect the subject property, and has been vacated per Doc. No. 95498113.

Exception AE - Easements, Covenants, Conditions - Doc. No. 88046282 & 88409221 - affects the subject property, however there are no defined easement only schematic of easement location for service access, this survey shows the approximate location of said service access easement according to Exhibit C herein all other easements are not platable or blanket in nature.

Exception AX - Connel agreements disclosed in letter dated Nov. 20, 1996 - This letter was not provided to the surveyor.



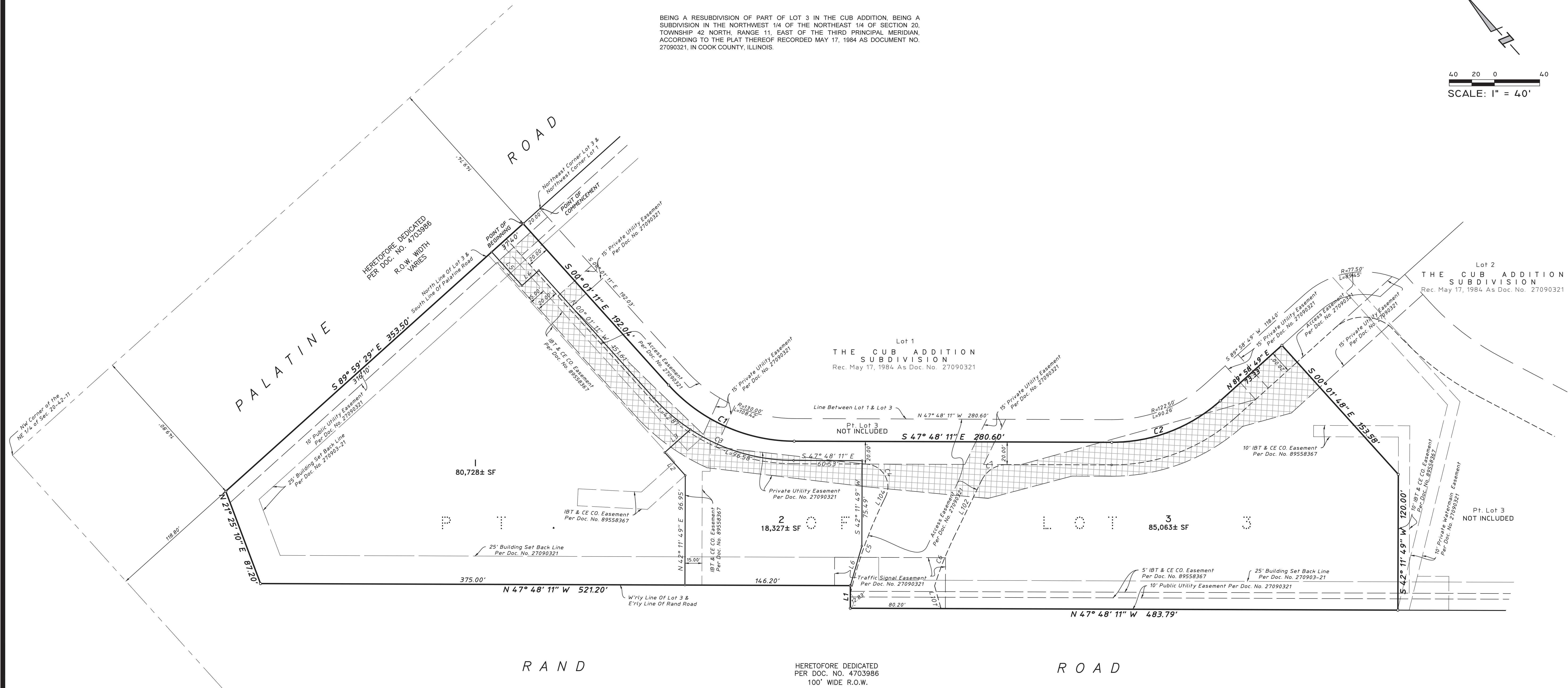
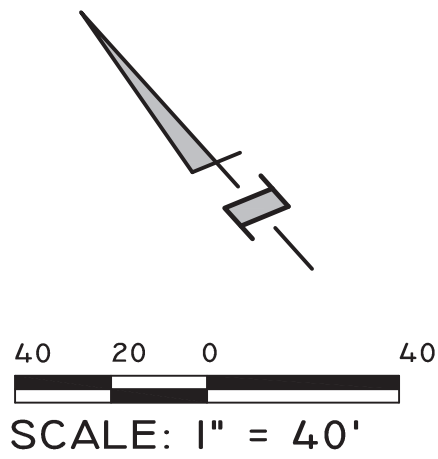


CURVE TABLE				
Curve	Length	Radius	Chord	Chord Bearing
C1	125.10'	150.00'	121.50'	S 23° 54' 41" E
C2	105.00'	142.50'	102.64'	S 68° 54' 41" E
C3	141.78'	170.00'	137.70'	S 23° 54' 41" E
C4	40.40'	20.00'	33.88'	N 10° 04' 19" E
C5	43.22'	385.00'	43.20'	S 64° 43' 50" W
C6	46.66'	315.00'	46.62'	S 63° 42' 11" W
C7	28.03'	25.00'	26.58'	N 79° 55' 11" W
C8	119.73'	162.50'	117.04'	S 68° 54' 41" W

Plot Date: Nov 14, 2016 - 4:27pm Plotted By: jeff-g
File Name: P:\2014\14196\Drawings\Exhibits\14196-Existing Conditions Exhibit.dwg

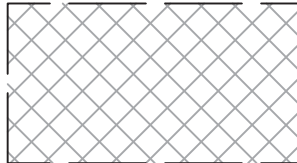
FINAL PLAT OF SOUTHPOINT RESUBDIVISION

BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321, IN COOK COUNTY, ILLINOIS.



LEGEND

- Permanant Monument to be set per section 29-205(a) of the Village of Arlington Heights Municipal Code where applicable.
- Iron Pipe to be set per section 29-205(b) of the Village of Arlington Heights Municipal Code.
- Underlying Subdivision Lot No.
- New Subdivision Lot No.
- Existing Easement
- Set Back Lines
- New Lot Lines
- Boundary Line



That portion of the Private Utility Easement Per Doc. No. 27090321 located in the land being subdivided.

LINE TABLE		
Line	Direction	Length
L1	S 42° 11' 49" W	20.00'
L2	N 00° 01' 11" W	27.17'
L3	N 89° 58' 49" E	30.57'
L4	S 89° 58' 49" W	20.00'
L5	N 00° 01' 11" W	40.00'
L101	N 26° 00' 00" E	20.83'
L102	N 67° 56' 49" E	55.50'
L104	N 67° 56' 49" E	5.58'

CURVE TABLE				
Curve	Length	Radius	Chord	Chord Bearing
C1	125.10'	150.00'	121.50'	S 23° 54' 41" E
C2	105.00'	142.50'	102.64'	S 68° 54' 41" E
C3	139.44'	167.34'	135.44'	S 23° 54' 51" E
C4	40.40'	20.00'	33.88'	N 10° 04' 19" E
C5	85.98'	385.00'	85.80'	S 61° 32' 56" W
C6	46.66'	315.00'	46.62'	S 63° 42' 11" W
C7	28.03'	25.00'	26.58'	N 79° 55' 11" W

MAIL PLAT TO:

HAEGER ENGINEERING LLC
CONSULTING ENGINEERS AND LAND SURVEYORS
100 EAST STATE PARKWAY
SCHAUMBURG, IL 60173

FINAL PLAT

OF

SOUTHPOINT RESUBDIVISION

BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321, IN COOK COUNTY, ILLINOIS.

PROFESSIONAL AUTHORIZATION

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

I, JEFFREY W. GLUNT, A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, LICENSE NUMBER 35-3695, DO HEREBY AUTHORIZE THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, ITS STAFF OR AUTHORIZED AGENT, TO PLACE THIS DOCUMENT OF RECORD IN THE COUNTY RECORDERS OFFICE IN MY NAME AND IN COMPLIANCE WITH THE ILLINOIS STATUTES CHAPTER 109 PARAGRAPH 2, AS AMENDED.

SCHAUMBURG, ILLINOIS _____

BY: _____
JEFFREY W. GLUNT
IL. PROF. LAND SURVEYOR NO. 35-3695
LICENSE EXPIRES 11/30/2016 AND IS RENEWABLE

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
 } SS:
COUNTY OF COOK }

I, JEFFREY W. GLUNT, HEREBY CERTIFY THAT I AM AN ILLINOIS PROFESSIONAL LAND SURVEYOR IN COMPLIANCE WITH THE LAWS OF THE STATE OF ILLINOIS AND THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY COMPLETED BY ME ON NOVEMBER 6, 2014 THAT ALL MONUMENTS AND MARKERS SHOWN THEREON ACTUALLY EXIST, AND THAT I HAVE ACCURATELY SHOWN THE MATERIALS THAT THEY ARE MADE OF AND THAT I HAVE SURVEYED AND RESUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:
THAT PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 3, BEING ALSO THE NORTHWEST CORNER OF LOT 1 IN SAID CUB ADDITION, THENCE NORTH 89 DEGREES 58 MINUTES 29 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 3, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 01 MINUTES 11 DEGREES EAST, 192.04 FEET; THENCE IN A SOUTHERLY DIRECTION ALONG A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 150.00 FEET, AN ARC DISTANCE OF 125.09 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 121.50 FEET, AND A BEARING OF SOUTH 23 DEGREES 54 MINUTES 41 SECONDS EAST; THENCE SOUTH 47 DEGREES 48 MINUTES 11 SECONDS EAST 280.60 FEET; THENCE IN A SOUTHEASTERLY DIRECTION ALONG A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 142.50 FEET, AN ARC DISTANCE OF 104.89 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 102.64 FEET, AND A BEARING OF SOUTH 68 DEGREES 54 MINUTES 41 SECONDS EAST; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 73.33 FEET; THENCE SOUTH 00 DEGREES 01 MINUTE 48 SECONDS EAST, 163.58 FEET; THENCE SOUTH 42 DEGREES 11 MINUTES 49 SECONDS WEST, 120.00 FEET TO THE WESTERLY LINE OF SAID LOT 3; THENCE ALONG SAID WESTERLY LINE THE FOLLOWING 4 COURSES: 1.) NORTH 47 DEGREES 48 MINUTES 11 SECONDS WEST, 483.79 FEET, 2.) NORTH 42 DEGREES 11 MINUTES 49 SECONDS EAST, 20.00 FEET, 3.) NORTH 47 DEGREES 48 MINUTES 11 SECONDS WEST, 521.20 FEET, AND 4.) NORTH 21 DEGREES 25 MINUTES 10 SECONDS EAST, 87.20 FEET TO THE NORTH LINE OF SAID LOT 3; THENCE SOUTH 89 DEGREES 59 MINUTES 29 SECONDS EAST ALONG SAID NORTH LINE, 353.50 TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

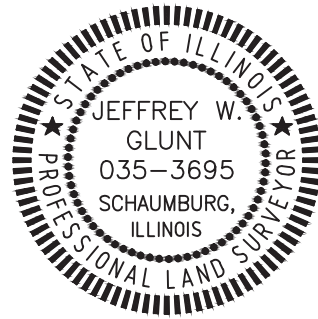
CONTAINING AN AREA OF 4.229 ACRES MORE OR LESS.

DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. IRON PIPES, (OR REBARS WITH PLASTIC CAPS), AND CONCRETE MONUMENTS HAVE BEEN SET AT CORNERS IN ACCORDANCE WITH CURRENT STATE STATUTES AND VILLAGE OF ARLINGTON HEIGHTS REQUIREMENTS.

I DO HEREBY FURTHER CERTIFY THAT THE LAND INCLUDED IN THE ANNEXED PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED AND ALSO THAT BASED ON INFORMATION PROVIDED ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 17031C0202J, DATED AUGUST 19, 2008, PRODUCED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR COOK COUNTY, ILLINOIS, THE PROPERTY SHOWN AND DESCRIBED HEREON IS LOCATED WITHIN ZONE X, WHICH IS DEFINED BY FEMA AS "AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN".

SCHAUMBURG, ILLINOIS _____ November 10, 2016

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3695



EXPIRES 11-30-18

VILLAGE CERTIFICATE

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12, AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____, A.D. 20____.

BY: _____
CHAIRMAN

ATTEST: _____
SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____, A.D. 20____.

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

APPROVED BY THE DIRECTOR OF ENGINEERING ON _____, A.D. 20____.

PREPARED FOR:

INLAND SOUTHPOINT VENTURE, L.L.C.
2901 BUTTERFIELD ROAD
OAK BROOK, IL 60523

SEND SUBSEQUENT TAX BILLS TO:

INLAND SOUTHPOINT
P O BOX 3666
OAK BROOK, IL 60522-3666

SITE DATA:

SCHOOL DISTRICTS:
ELEMENTARY SCHOOL DISTRICT NO. 25
HIGH SCHOOL DISTRICT NO. 214
HARPER COMMUNITY COLLEGE DISTRICT 512

THIS PLAT SUBMITTED FOR RECORDING BY: _____

OWNER'S CERTIFICATE AND SCHOOL DISTRICT STATEMENT

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

WE THE UNDERSIGNED, _____, A DELAWARE LIMITED LIABILITY COMPANY OWNERS OF AN UNDIVIDED 24% OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS SOUTHPOINT RESUBDIVISION AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY.

THIS IS TO FURTHER CERTIFY THAT TO THE BEST OF THE OWNER'S KNOWLEDGE THE LAND HEREIN DESCRIBED IS WITHIN THE FOLLOWING SCHOOL DISTRICTS:
1. ELEMENTARY SCHOOL DISTRICT NO. 25
2. TOWNSHIP HIGH SCHOOL DISTRICT NO. 214
3. HARPER COMMUNITY COLLEGE DISTRICT 512

DATED THIS _____ DAY OF _____, AD, 20____

BY: _____

TITLE: _____

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE SAID COUNTY IN THE STATE AFORESAID DOES HEREBY CERTIFY THAT PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGE THAT HE SIGNED AND DELIVERED SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 2015.

PRINT NAME _____

NOTARY PUBLIC _____

COMMISSION EXPIRES: _____ (SEAL)

OWNER'S CERTIFICATE AND SCHOOL DISTRICT STATEMENT

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

WE THE UNDERSIGNED, _____, A DELAWARE LIMITED LIABILITY COMPANY OWNERS OF AN UNDIVIDED 76% OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS SOUTHPOINT RESUBDIVISION AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY.

THIS IS TO FURTHER CERTIFY THAT TO THE BEST OF THE OWNER'S KNOWLEDGE THE LAND HEREIN DESCRIBED IS WITHIN THE FOLLOWING SCHOOL DISTRICTS:
1. ELEMENTARY SCHOOL DISTRICT NO. 25
2. TOWNSHIP HIGH SCHOOL DISTRICT NO. 214
3. HARPER COMMUNITY COLLEGE DISTRICT 512

DATED THIS _____ DAY OF _____, AD, 20____

BY: _____

TITLE: _____

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE SAID COUNTY IN THE STATE AFORESAID DOES HEREBY CERTIFY THAT PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGE THAT HE SIGNED AND DELIVERED SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 2015.

PRINT NAME _____

NOTARY PUBLIC _____

COMMISSION EXPIRES: _____ (SEAL)



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building Services Department

Subject: 630-720 E Rand Rd. – Preliminary and Final Plat of Subdivision

PC#: 16-025 – Round 1

Date: December 14, 2016

Sam:

I have reviewed the documents submitted for the Preliminary and Final Plat Subdivision and have no objections to the request.



Village of Arlington Heights, IL
Department of Building Services

Fire Safety Division



Date: 11/29/2016

P.C. Number: #16-025 Round 1

Project Name: 630-720 E Rand Rd – Subdivision

Project Location: 630-720 E. Rand Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

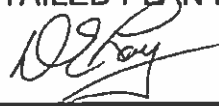
General Comments

1. No comments/objections to the proposed subdivision. Any work that may change the current road/plat configuration should be subject to additional review.

RECEIVED
NOV 29 2015
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 11-29-16

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Development Planner
From: Cris Papierniak, Assistant Director of Public Works
Date: December 22, 2016
Subject: 630-720 E. Rand Road, P.C. #16-025



With regard to the proposed Plat of Subdivision, I have the following comments:

1. I will reserve comments until proposed construction is submitted. VAH PW has no further comments at this time.

Thank you for the opportunity to comment on this improvement.

tw

RECEIVED
DEC 27 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-025
 Petitioner: Inland Southpoint Venture LLC & Villa Bordeaux LLC
2901 Butterfield Road, Oak Brook, IL 60523
 Owner: Inland Southpoint Venture LLC & Villa Bordeaux LLC
2901 Butterfield Road
Oak Brook, IL 60523
 Contact Person: Phillip Menolascina
 Address: 2901 Butterfield Road
Oak Brook, IL 60523
 Phone #: 630-368-2223
 Fax #: 630-586-6399
 E-Mail: menolascina@inland-investments.com

P.I.N.# 03-20-200-005 & 006 & 010
 Location: 630, 640 & 704 E. Rand Rd., Arlington Heights
 Rezoning: Current: Proposed:
 Subdivision: ✓
 # of Lots: 1 Current: 1 Proposed: 4
 PUD: For:
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: Commercial-Retail
Proposed: Commercial-Retail
 Site Gross Area: 184,235 Sq. Ft. / 4.23 Acres
 # 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 X

Sanitary Sewer X

Storm Sewer X

b. Surface Improvement

Pavement X

Curb & Gutter X

Sidewalks X

Street Lighting X

c. Easements

Utility & Drainage X

Access X

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC

b. IDOT

c. ARMY CORP

d. IEPA

e. CCHD

3. R.O.W. DEDICATIONS?

4. SITE PLAN ACCEPTABLE?

5. PRELIMINARY PLAT ACCEPTABLE?

6. TRAFFIC STUDY ACCEPTABLE?

7. STORM WATER DETENTION REQUIRED?

8. CONTRIBUTION ORDINANCE EXISTING?

9. FLOOD PLAIN OR FLOODWAY EXISTING? ...

10. WETLAND EXISTING?

YES NO COMMENTS

 X

 N/A

 N/A

 N/A

 X

X 79-159, 74-23

 X

 X

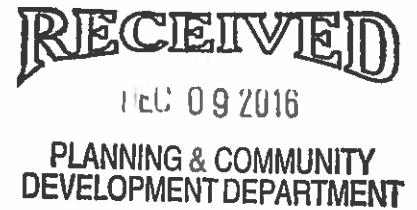
GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: N/A

DATE OF PLANS: N/A

J. J. Marcelli by MP 12-9-16
 Director Date

**PLAN COMMISSION PC #16-025
Southpoint Resubdivision
630, 640 & 704 E. Rand Rd.
Final Plat of Subdivision
Round 1**



11. The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.
12. The properties are included in Contribution Ordinance #79-159, under which the following PIN numbers receive benefits from the previous sanitary relief sewer improvements:

Address	PIN	Land Area (from Assessor)	Amount Owed
630 E. Rand	03-20-200-005	80,730 sf (1.853Ac)	\$ 2,964.80
640 E. Rand	03-20-200-006	18,326 sf (0.401Ac)	\$ 641.60
704 E. Rand	03-20-200-010	85,182 sf (1.956Ac)	\$ 3,129.60
Total =			\$ 6,736.00

Per the ordinance, the benefit was calculated at the rate of \$1,600/Acre for commercial properties. Provide a check for Contribution Ordinance #79-159 to the Engineering Department in the amount of \$6,736.00 payable to the "Village of Arlington Heights" prior to the Plan Commission approval.

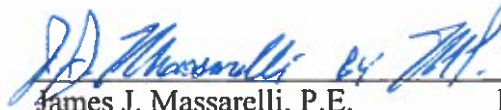
13. The properties are included in Contribution Ordinance #74-23. Records show that payment has been received from the properties listed above.
14. Village Code calls for each separate lot to have separate individual service lines for Village water and sanitary sewers. Existing circumstances have some of the lot services connected directly to Village mains, while others are connected to private mains. However, it appears that each lot is still serviced by individual water service lines and sanitary service lines. The recorded covenants, restrictions, and easements should cover the ownership and maintenance of all the existing utilities and service connections.

Final Plat of Subdivision:

15. The plat was reviewed against the attached Final Plat of Subdivision Checklist. The following items need to be addressed:
 - a. Item f: Tie township section lines to the subdivision by distances and angles.
 - b. Item l: Add Cook County Clerk signature block.

- c. Item n: The owner signature blocks and the surveyor's signature block all refer to "...the annexed plat..." This subdivision is not part of an annexation. Please use the wording specified on the attached checklist for the owner's signature blocks. Clearly identify the owners of each parcel of land within the signature blocks.
- d. Item q: The subdivision is located in the following school boundaries:
 - i. Community Consolidated School District 25
 - ii. Township High School District 214
 - iii. Harper Community College District 512
- e. Item t: Provide the name and address in the block stating "Send Tax Bill To:"

16. Add the utility signature blocks.

 12-9-16
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
Sample Utility Signature Blocks (1 page)

Final Plat of Subdivision Checklist

Municipal Code Section 29-209(a – t)

- ☒ a. The date of preparation of the final plat and by whom prepared.
- ☒ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ☒ c. All permanent survey monuments, markers and bench marks.
- ☒ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ☒ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ☐ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ☒ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ☒ h. All easements for rights of way established for public use and utilities.
- ☒ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ☒ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ☒ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ☐ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ☒ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ☐ n. A deed of dedication in the form set forth in Section 29-217(a):
The Final plat shall contain a deed of dedication substantially as follows:

"We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 ____.

Notary Public"

- ☒ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

Chairman

Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

President

Village Clerk

APPROVED by the Village Collector

APPROVED by the Director of Engineering
_____ "

- ☒ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

Signature

(SURVEYOR'S SEAL)

Illinois Land Surveyor
No. _____ "

- ☒ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.
- ☐ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.
- ☒ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.
- ☐ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.
- ☒ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Contacts for Plat Signatures

Mr. Frank Gautier
Comcast Cable
688 Industrial Drive
Elmhurst, IL 60125

630/600-6348
frank_gautier@cable.comcast.com

Alternate: Martha Gieras 630/600-6352
Martha_gieras@cable.comcast.net

Ms. Mark Cozzi
ComEd
Three Lincoln Center – 4th Floor
Oakbrook Terrace, IL 60181

630/576-6530
Mark.Cozzi@ComEd.com

Ms. Kim Augustine
NICOR Gas
300 W. Terra Cotta Avenue
Crystal Lake, IL 60014

630/338-2976
kaugust@agresources.com

Ms. Sue E. Manshum
ROW Engineer
Ameritech
2004 Miner, 1st Floor
Des Plaines, IL 60016

847/759-5603
sm9231@att.com

Mr. Greg Argetsinger
VPGM of Illinois
WOW Internet Cable
1674 Frontenac Road
Naperville, IL 60563-1757

630/536-3121
Tom Gebens
630/536-3153
Brian Herd
630/669-5227

Mr. Jonathan Karabowicz
IDOT Permits
201 W. Center Court
Schaumburg, IL 60196

847/705-4149

Mr. Michael Sterr, P.E.
Permit Office
Cook County Highway Department
69 West Washington Street
23rd Floor, Suite 2354
Chicago, IL 60602

312/603-1670

Sample Signature Blocks

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

~~Cook County Signature Block:~~

~~This plat has been approved by the Cook County Highway Department with respect to roadway access pursuant to 765 ILCS 205/2. However, a Highway Permit, conforming to the standards of the Cook County Highway Department is required by the owner of the property for this access.~~

~~_____
Superintendent of Highways
Cook County, Illinois~~

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-025
Petitioner: Inland Southpoint Venture LLC &
Villa Bordeaux LLC
2901 Butterfield Road, Oak Brook, IL 60523
Owner: Inland Southpoint Venture LLC & Villa Bordeaux LLC
2901 Butterfield Road
Oak Brook, IL 60523
Contact Person: Phillip Menolascina
Address: 2901 Butterfield Road
Oak Brook, IL 60523
Phone #: 630-368-2223
Fax #: 630-586-6399
E-Mail: menolascina@inland-investments.com

P.I.N.# 03-20-200-005 & 006 & 010
Location: 630, 640 & 704 E. Rand Rd., Arlington Heights
Rezoning: Current: Proposed:
Subdivision: ✓
of Lots: 1 Current: 1 Proposed: 4
PUD: For:
Special Use: For:
Land Use Variation: For:
Land Use: Current: Commercial-Retail
Proposed: Commercial-Retail
Site Gross Area: 184,235 Sq. Ft. / 4.23 Acres
of Units Total:
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments.

RECEIVED
DEC 03 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner 12/5/16

Environmental Health Officer Date

James McCalister 12/5/16 Direc
tor Date

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

630-720 E Rand Road
PC#16-025

Round 1 Review Comments

11/30/2016

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 parking lots and exterior of the buildings should be illuminated especially during nighttime hours (in accordance to village code) for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. Present traffic problems?

There are no apparent 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 subdivision should not create any additional traffic problems.

6. General comments:

- Please ensure that there is an emergency information/contact cards on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

RECEIVED
NOV 30 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #557

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

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Address: 2901 Butterfield Road
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Phone #: 630-368-2223
Fax #: 630-586-6399
E-Mail: menolascina@inland-investments.com

P.I.N.# 03-20-200-005 & 006 & 010
Location: 630, 640 & 704 E. Rand Rd., Arlington Heights
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: ✓
of Lots: 1 Current: 1 Proposed: 4
PUD: _____ For: _____
Special Use: _____ For: _____
Land Use Variation: _____ For: _____
Land Use: _____ Current: Commercial-Retail
Proposed: Commercial-Retail
Site Gross Area: 184,235 Sq. Ft. / 4.23 Acres
of Units Total: _____
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

No comments.

RECEIVED
DEC 03 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner 12/5/16

Environmental Health Officer

Date

James McCalister 12/5/16 Direc

tor

Date

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 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

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

Comments:

SEE ATTACHED COMMENTS.

12-13-16

Date

Planning & Community Development Dept. Review

December 14, 2016



REVIEW ROUND 1

Project: 630-720 E. Rand Rd.
Southpoint Shopping Center Resubdivision

Case Number: PC 16-025

General:

7. Please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
8. Please clarify why Inland is intending to create and retain ownership of "Lot 4". What is the purpose this lot, and what is the benefit to Inland for retaining ownership? It would seem that an alternative subdivision layout, where that part of Lot 4 which abuts lots 1-3 could be incorporated into those lots, which would negate the need for a separate "Lot 4".
9. Section 29-201a(5) of Chapter 29 of the Municipal Code, requires that all Plat of Subdivision applications for developments involving over 20,000 sq. ft. of commercial space be accompanied by a professional traffic and parking study. The applicant should clarify if a Variation from this requirement is sought. Staff would support this Variation.
10. In lieu of providing the required signature from the property owner who owns the remainder of the existing "Lot 3" in the Cub Addition subdivision, which is required per Section 29-201a(4), the applicant was going to provide an Indemnification Agreement. Please provide this document.
11. Does the REA provide adequate provisions for the shared shopping center signage (maintenance, access, etc.). If not, easements will have to be provided on the Plat of Subdivision.

Prepared by:

Sam J. Kozak

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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 Subdivision: ✓
 # of Lots: 1 Current: 1 Proposed: 4
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 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: Commercial-Retail
 Proposed: Commercial-Retail
 Site Gross Area: 184,235 Sq. Ft. / 4.23 Acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

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

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	N/A	_____
2. Complies with Landscape Plan Ordinance	N/A	_____
3. Parkway Tree Fee Required (See below.)	N/A	_____

Comments:

NO COMMENTS

 12/13/16
 Coordinator Date

MELTZER, PURTILL & STELLE LLC

ATTORNEYS AT LAW

1515 E. WOODFIELD ROAD
SECOND FLOOR
SCHAUMBURG, IL 60173-5431
PHONE (847) 330-2400
FAX (847) 330-1231

MPSLAW

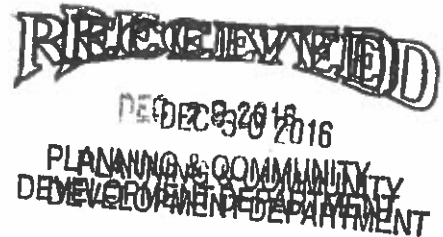
300 S. WACKER DRIVE
SUITE 3500
CHICAGO, IL 60606-6704
PHONE (312) 987-9900
FAX (312) 987-9854

File Number: 34187-005
Direct Dial: (312) 461-4302
E-mail: sbauer@mpsllaw.com

December 30, 2016

VIA EMAIL & HAND DELIVERY

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



Re: Petition for Final Plat of Subdivision Approval
Southpoint Shopping Center

Dear Mr. Hubbard:

On behalf of Inland Southpoint Venture LLC and Villa Bordeaux LLC (collectively, "Applicant"), as owners of the Olive Garden Italian Kitchen and Chili's Grill & Bar restaurant facilities located at 630 and 640 E. Rand Road, respectively, and the multi-tenant inline retail facility located at 704 E. Rand Road (collectively, "Subject Property"), we are writing in response to your email correspondence of December 14 and 22. The following are Applicant's responses to the Village's "Round 1" review comments sent to us via that correspondence regarding Applicant's petition for Final Plat of Subdivision approval to create three new lots of record in the Southpoint Shopping Center as illustrated and depicted by the Final Plat of Southpoint Resubdivision dated December 29th and submitted herewith ("Petition"). We have not provided any responses to comments from the Village's Building Services Department, Fire Safety Division, Fire Department, Legal Department, Public Works Department or the Planning & Community Development Department's Landscape & Tree Preservation unit because, as you are aware, those components of the Village did not identify any comments or concerns regarding the Petition. Our responses to all comments from the Village's Engineering Department, Police Department and Planning and Community Development Department are provided below in the order in which they were provided and with the item number then assigned to those comments.

Sam Hubbard
 Village of Arlington Heights
 December 30, 2016
 Page 2

Engineering Department Review

Comment: 11. *The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.*

Response: Applicant understands and accepts this requirement.

Comment: 12. *The properties are included in Contribution Ordinance #79-159, under which the following PIN numbers receive benefits from the previous sanitary relief sewer improvements:*

Address	PIN	Land Area (from Assessor)	Amount Owed
630 E. Rand	03-20-200-005	80,730 sf (1.853Ac)	\$2,964.80
640 E. Rand	03-20-200-006	18,326 sf (0.401Ac)	\$ 641.60
704 E. Rand	03-20-200-010	85,182 sf (1.956Ac)	\$3,129.60
		Total =	\$ 6,736.00

Per the ordinance, the benefit was calculated at the rate of \$1,600/acre for commercial properties. Provide a check for Contribution Ordinance #79-159 to the Engineering Department in the amount of \$6,736.00 payable to the "Village of Arlington Heights" prior to the Plan Commission approval.

Response: We have respectfully requested from the Village Clerk a copy of Ordinance 79-159 to gain an understanding of this requirement. Applicant will provide a check in the amount requested upon receipt of that ordinance and confirmation, following our review of that ordinance, that such payment is due thereunder.

Comment: 13. *The properties are included in Contribution Ordinance #74-23. Records show that payment has been received from the properties listed above.*

Response: Understood.

Sam Hubbard
Village of Arlington Heights
December 30, 2016
Page 3

Comment: 14. *Village Code calls for each separate lot to have separate individual service lines for Village water and sanitary sewers. Existing circumstances have some of the lot services connected directly to Village mains, while others are connected to private mains. However, it appears that each lot is still serviced by individual water service lines and sanitary service lines. The recorded covenants, restrictions, and easements should cover the ownership and maintenance of all the existing utilities and service connections.*

Response: Understood.

Comment: 15. *The plat was reviewed against the attached Final Plat of Subdivision Checklist. The following items need to be addressed:*

a. Item f: Tie township section lines to the subdivision by distances and angles.

Response: The project surveyor revised the Final Plat of Resubdivision accordingly. A copy of that plat is attached hereto.

b. Item l: Add Cook County Clerk signature block.

Response: The Cook County Clerk now provides its own signature block with a stamp. The project surveyor revised the Final Plat of Resubdivision to include a box reserved for that purpose. A copy of that plat is attached hereto.

c. Item n: The owner signature blocks and the surveyor's signature block all refer to "...the annexed plat..." This subdivision is not part of an annexation. Please use the wording specified on the attached checklist for the owner's signature blocks. Clearly identify the owners of each parcel of land within the signature blocks.

Response: The project surveyor revised both of the Owner's Certificate and School District Statements and the Surveyor's Certificate of the Final Plat of Resubdivision to incorporate the language required by the Village's Final Plat of Subdivision Checklist. The

Sam Hubbard
Village of Arlington Heights
December 30, 2016
Page 4

owners of the Subject Property are those identified above as the Applicant, and they hold title to the Subject Property in the undivided percentages identified in the Owner's Certificate and School District Statements. A copy of that plat is attached hereto.

d. Item q: The subdivision is located in the following school boundaries:

- i. Community Consolidated School District 25*
- ii. Township High School District 214*
- iii. Harper Community College District 512*

Response: The project surveyor revised the Final Plat of Resubdivision accordingly. A copy of that plat is attached hereto.

e. Item t: Provide the name and address in the block stating "Send Tax Bill To:"

Response: The project surveyor revised the Final Plat of Resubdivision accordingly. A copy of that plat is attached hereto.

Comment: 16. Add the utility signature blocks.

Response: There is no need to add utility signature blocks because Applicant does not propose any new public utility easements, and there is no need to provide any such new easements.

Police Department Review

Comment: 1. Character of use:

The character of use is consistent with the area and is not a concern.

Response: Agreed. No response is required.

Comment: 2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. The parking lots and exterior of the buildings should be illuminated especially during nighttime hours (in accordance to village code) for safety, to deter criminal

Sam Hubbard
Village of Arlington Heights
December 30, 2016
Page 5

activity and increase surveillance/visibility—potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

Response: The Petition is for subdivision approval only. No site improvements are necessary or proposed in connection with the Petition.

Comment: 3. *Present traffic problems?*
There are no apparent traffic problems at this location.

Response: Agreed. No response is required.

Comment: 4. *Traffic accidents at particular location?*
This is not a problem area in relation to traffic accidents.

Response: Agreed. No response is required.

Comment: 5. *Traffic problems that may be created by the development.*
This subdivision should not create any additional traffic problems.

Response: Agreed. No response is required.

Comment: 6. *General comments:*

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

Response: The Emergency Information Card was not attached or provided to us. We have since contacted and obtained a blank card from the Police Department. Applicant will complete that card and submit it to the Police Department.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

Response: The Petition is for subdivision approval only. No landscape improvements are necessary or proposed in connection with the Petition.

Sam Hubbard
Village of Arlington Heights
December 30, 2016
Page 6

Planning & Community Development Department Review

Comment: 7. *Please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.*

Response: Understood.

Comment: 8. *Please clarify why Inland is intending to create and retain ownership of "Lot 4". What is the purpose this lot, and what is the benefit to Inland for retaining ownership? It would seem that an alternative subdivision layout, where that part of Lot 4 which abuts Lots 1-3 could be incorporated into those lots, which would negate the need for a separate "Lot 4".*

Response: The Final Plat of Resubdivision is revised to consolidate formerly proposed Lot 3 with formerly proposed Lot 4 into what is now identified as proposed Lot 3. This was done to preserve the configuration of proposed Lots 1 and 2 in a manner that is consistent with the existing tax parcel configuration of proposed Lots 1 and 2, which is necessary due to the existing restaurant lease agreements under which Olive Garden Italian Kitchen and Chili's Grill & Bar operate on those lots.

Comment: 9. *Section 29-201a(5) of Chapter 29 of the Municipal Code, requires that all Plat of Subdivision applications for developments involving over 20,000 sq. ft. of commercial space be accompanied by a professional traffic and parking study. The applicant should clarify if a Variation from this requirement is sought. Staff would support this Variation.*

Response: Applicant respectfully requests a variation from this requirement because the Petition will not have any impact on traffic counts or traffic circulation at the Subject Property.

Comment: 10. *In lieu of providing the required signature from the property owner who owns the remainder of the existing "Lot 3" in the Cub Addition subdivision, which is required per Section 29-201a(4), the applicant was*

Sam Hubbard
Village of Arlington Heights
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Page 7

going to provide an Indemnification Agreement. Please provide this document.

Response: In accordance with our communications with the Village's In-House Counsel, Applicant will provide a letter regarding indemnification to the Village in connection with the Petition prior to the Plan Commission's consideration of the Petition.

Comment: 11. *Does the REA provide adequate provisions for the shared shopping center signage (maintenance, access, etc.). If not, easements will have to be provided on the Plat of Subdivision.*

Response: Yes. Please see, for example, Section 2.07 of recorded Document Number 88046282 and Section 3.4A of recorded Document Number 90206325, which, each, in part, compose the "REA" documentation submitted to the Village on November 23rd. Please advise if the Village requires further detail regarding this comment.

We trust that the above responses sufficiently address the Village's "Round 1" review comments, and we look forward to continued communications with you and other Village representatives regarding the Petition.

Attached in accordance with your request are four full-size copies of the revised Final Plat of Southpoint Resubdivision.

Please contact me at (312) 461-4302 if you wish to discuss the responses provided herein or the revised final plat attached hereto. Thank you, and Happy New Year.

Sincerely,

MELTZER, PURTILL & STELLE LLC



Steven C. Bauer

Enclosures

MELTZER, PURTILL & STELLE LLC

ATTORNEYS AT LAW

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FAX (312) 987-9854

File Number: 34187-005
Direct Dial: (312) 461-4302
E-mail: sbauer@mpsllaw.com

February 2, 2017

VIA EMAIL

Charles Witherington-Perkins, AICP
Director of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

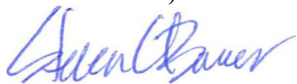
Re: Southpoint Shopping Center Subdivision Proposal
Notification Regarding Potential Village-Initiated Rezoning

Dear Mr. Witherington-Perkins:

As you are aware, Inland Southpoint Venture LLC and Villa Bordeaux LLC (collectively, "Owner") are the titleholders of record of the property commonly known as 630, 640 and 704 E. Rand Road (collectively, "Subject Property"). As you are also aware, the Subject Property is currently under contract to be sold and conveyed by Owner to multiple contract purchasers following the Village's approval of the proposed Final Plat of Southpoint Resubdivision under Case No. PC 16-025 pursuant to which the Subject Property will be divided into three new lots of record. In accordance with your request, and on behalf of Owner, we write to advise that Owner hereby agrees to notify said contract purchasers that the Village may, subject to all applicable requirements of law, seek to rezone the Southpoint Shopping Center, including the Subject Property, from the Village's B-3 General Service, Wholesale and Motor Vehicle District to the Village's B-2 General Business District.

Sincerely,

MELTZER, PURTILL & STELLE LLC



Steven C. Bauer



Item: Windsor School - 1315 E. Miner St. - PC#16-026

Department: Planning & Community Development

Requested Action

Amendment to Special Use Ordinance #90-082 to allow an addition to the existing Elementary School.

Variations Required

1. Variation from Section 5.1-3.6 of Chapter 28 to decrease the required side yard setback from 40' to 12.9' for the existing building.
2. Variation from Section 5.1-3.8 of Chapter 28 to increase the maximum allowed impervious surface coverage from 50% to 50.1% or more depending on the revised parking lot layout.
3. Variation from 11.4-4 to reduce the required number of parking spaces from 222 spaces to 101 spaces.

Background

On January 25, 2017, the Plan Commission voted to continue the public hearing on application PC#16-026 until the February 8th Plan Commission meeting to allow the petitioner additional time to address issues that were raised at the hearing. Primarily, the Plan Commissions concerns centered around whether the proposed parking would be sufficient to accommodate future demand and how the proposed project would improve traffic congestion and safety during morning student drop-offs and afternoon student pick-ups.

Recommendation

The Staff Development Committee reviewed the proposed amendment to Special Use Ordinance 90-082, a Variation from Section 5.1-3.6 of Chapter 28 to decrease the required side yard setback from 40' to 12.9' for the existing building, a Variation from Section 5.1-3.8 of Chapter 28 to increase the maximum allowed impervious surface coverage from 50% to 50.1% or more depending on the revised parking lot layout; and a Variation from 11.4-4 to reduce the required number of parking spaces from 222 spaces to 101 spaces, and recommends approval subject to the following:

1. Prior to Village Board consideration, the petitioner shall address the following:
 - a. The petitioner shall revise the engineering, landscape, and other necessary plans to reflect the revised parking lot layout as shown on sheet C2.1 and dated as revised on 1/24/17, which plans are subject to review by the Village and must be in conformance with all applicable village regulations
2. The School District shall convert the additional on-site landbanked parking into paved parking spaces as shown on sheet CSK-1 dated 1/25/17 prepared by Eriksson Engineering upon the request of the Village.
3. The School District shall continue to work with the Village and neighbors on addressing any future pick-up and drop-off concerns.
4. Compliance with all Design Commission conditions of approval.
5. The School District shall enter into a maintenance agreement that assigns future maintenance of the Restrictor Structure to the School District, or the School District shall propose an alternate screening system on this restrictor which is acceptable to the Public Works Department.
6. The School District shall provide additional side shielding on the parking lot fixtures should it be determined that light spillover has created a nuisance to neighboring residential properties.
7. The applicant shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Memo to Plan Commission 2-2-17	Memorandum
Windsor School - Plan Commission Presentation	Exhibits
Traffic Study - Revised	Exhibits
Parking Lot Plan - Revised	Exhibits
Landbanked Parking & Stacking Plan	Exhibits
Staff Report	Board or Commission Report
Legal Notice	Correspondence
Aerial	Exhibits
Plat & Sub Minutes	Minutes
DC Staff Report	Board or Commission Report
DC Minutes	Minutes
Plat of Survey	Exhibits
Written Justification	Correspondence
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape & Tree Preservation Plans	Exhibits
Lighting Cut Sheets	Exhibits

Photometric Plan

Department Comments - Round 1

Petitioner Response to Department
Comments - Round 1

Department Comments - Round 2

Exhibits

Correspondence

Correspondence

Correspondence

Memorandum



To: Chairman Lorenzini and Members of the Plan Commission

From: Sam Hubbard, Development Planner

cc: Charles Witherington-Perkins, Director of Planning & Community Development
Bill Enright, Deputy Director of Planning & Community Development
Randy Recklaus, Village Manager

Date: February 2, 2017

Re: PC 16-026 – Windsor School Expansion

Background:

On January 25, 2017, the Plan Commission voted to continue the public hearing on application PC 16-026 until the February 8th Plan Commission meeting to allow the petitioner additional time to address issues that were raised at the hearing. Primarily, the Plan Commissions concerns centered around whether the proposed parking would be sufficient to accommodate future demand and how the proposed project would improve traffic congestion and safety during morning student drop-offs and afternoon student pick-ups.

Analysis:

On February 1, 2017, staff from the Village (Planning & Community Development, Engineering, and Police Department) and the School District met to discuss the aforementioned issues. The School District presented a revised traffic study and PowerPoint presentation outlining research and analysis that occurred after the Plan Commission hearing. Both the revised traffic study and PowerPoint presentation have been included within the packet provided to the Plan Commission, as well as the additional plans that were presented at the January 25th Plan Commission Hearing (land-banked parking plan, revised parking lot layout, parking lot stacking plan, drop-off/pick-up area exhibit). Relative to the new documents submitted, staff would like to highlight the following:

- **Revised Parking Lot Layout** – The revised layout eliminates staff previous concerns about the circulation of the parking lot as was identified in the staff report dated 1-20-17. Additionally, the new parking lot layout provides 101 parking spaces as opposed to the 90 spaces provided in the previous plan. The 101 space parking lot represents an overall 12 parking space increase over the existing 89 space parking lot.
- **Land-Banked Parking** – At the request of the Village and in order to provide for future growth, the School District has prepared a plan that identifies 19 future parking spaces that could be constructed to the west of the proposed parking lot. These spaces would be “land-banked” and would not be constructed unless required by the Village. A condition of approval requiring such construction at the request of the Village has been included in the recommended motion. The School District has acknowledged that they understand this obligation and are amenable to its inclusion.
- **Additional Capacity in Auxiliary Parking Lot** – The School District has studied the auxiliary parking lot located between Windsor School and Miner School and is shared by both schools. Based on this study, when taking into consideration the the increased capacity of the Windsor School parking lot and the projected increase in teachers to accommodate the anticipated 595 student population, the study found that auxiliary parking area had overflow capacity to accommodate 16 vehicles to share between the two schools. This satisfies staff's concern that overflow parking beyond the 101 spaces within the proposed parking lot can be accommodated within this auxiliary parking area. The Village has utilized land-banked parking for a number of projects when appropriate.
- **Additional Drop-off/Pick-up Within Internal Parking Lot** – The proposed 101 space parking lot for the Windsor School will contain approx. 525 lineal feet of stacking space, and the School District has agreed to bring additional

grade levels into this area for drop-off and pick-up. They estimate that a total capacity of 225 students could be accommodated within this area, which is an increase of 165 students above what is provided in the existing parking lot today. That will bring these students off of the public streets for drop-off/pick-up, which will help to alleviate congestion within the public ROW during arrival and dismissal and will increase pedestrian safety. As part of this adjustment, the School District acknowledges that additional teachers and/or volunteers will be needed to help with operations.

- **Traffic Study Recommendations** – The traffic study recommended several changes to the parking and travel restrictions around the school during arrival and dismissal:
 - Additional crosswalk markings at Windsor Drive and Miner Street
 - Parking restrictions prohibiting parking along the east side of Windsor Drive north of Miner Street and on the north side of Miner Street east of Windsor Drive during arrival and dismissal times. This will ease congestion in the intersection area and reduce the potential for vehicle to vehicle conflicts after students have been loaded in cars.
 - Restricting northbound Windsor Drive from Campbell Street to Miner Street during dismissal times, similar to the restriction in the morning during student arrival. This will also help to eliminate congestion at the intersection of Windsor and Miner and will also reduce potential vehicle to vehicle and vehicle to pedestrian conflicts during loading times.

Staff has reviewed these proposed changes and concurs that they will help to improve safety for students, parents, and automobiles during arrival and dismissal.

- **Monitoring** – As with all schools, the Village and School District 25 continue to monitor school pick-up and drop-off activities. Each year an annual review meeting is held to determine any adjustments that may be needed. As a result, staff does not recommend the approval conditions include detailed specifics as to how drop-off and pick-up shall function as this operation may need to change over time. Condition #3 adequately addresses long term cooperation between the Village and School District 25.

Recommendation:

Staff believes that that School District response addresses primary concerns raised during the January 25th Plan Commission meeting. Therefore, staff is recommending approval of application PC#16-026:

- An amendment to Special Use Ordinance #90-082 to allow an addition to the existing Elementary School;
- A Variation from Section 5.1-3.6 of Chapter 28 to decrease the required side yard setback from 40' to 12.9' for the existing building;
- A Variation from Section 5.1-3.8 of Chapter 28 to increase the maximum allowed impervious surface coverage from 50% to 50.1% or more depending on the revised parking lot layout;
- A Variation from Section 11.4-4 to reduce the required number of parking spaces from 222 spaces to 101 spaces.

Staff recommends approval subject to the following:

1. Prior to Village Board ordinance adoption, the petitioner shall address the following:
 - a. The petitioner shall revise the engineering, landscape, and other necessary plans to reflect the revised parking lot layout as shown on sheet C2.1 and dated as revised on 1/24/17, which plans are subject to review by the village and must be in conformance with all applicable village regulations
2. The School District shall convert the additional on-site landbanked parking into paved parking spaces as shown on sheet CSK-1 dated 1/25/17 prepared by Eriksson Engineering upon the request of the Village.
3. The School District shall continue to work with the Village and neighbors on addressing any future pick-up and drop-off concerns.
4. Compliance with all Design Commission conditions of approval
5. The School District shall enter into a maintenance agreement that assigns future maintenance of the Restrictor Structure to the School District, or the School District shall propose an alternate screening system on this restrictor which is acceptable to the Public Works Department.

6. The School District shall provide additional side shielding on the parking lot fixtures should it be determined that light spillover has created a nuisance to neighboring residential properties.
7. The applicant shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

Windsor Expansion

Parking and Traffic Recommendations

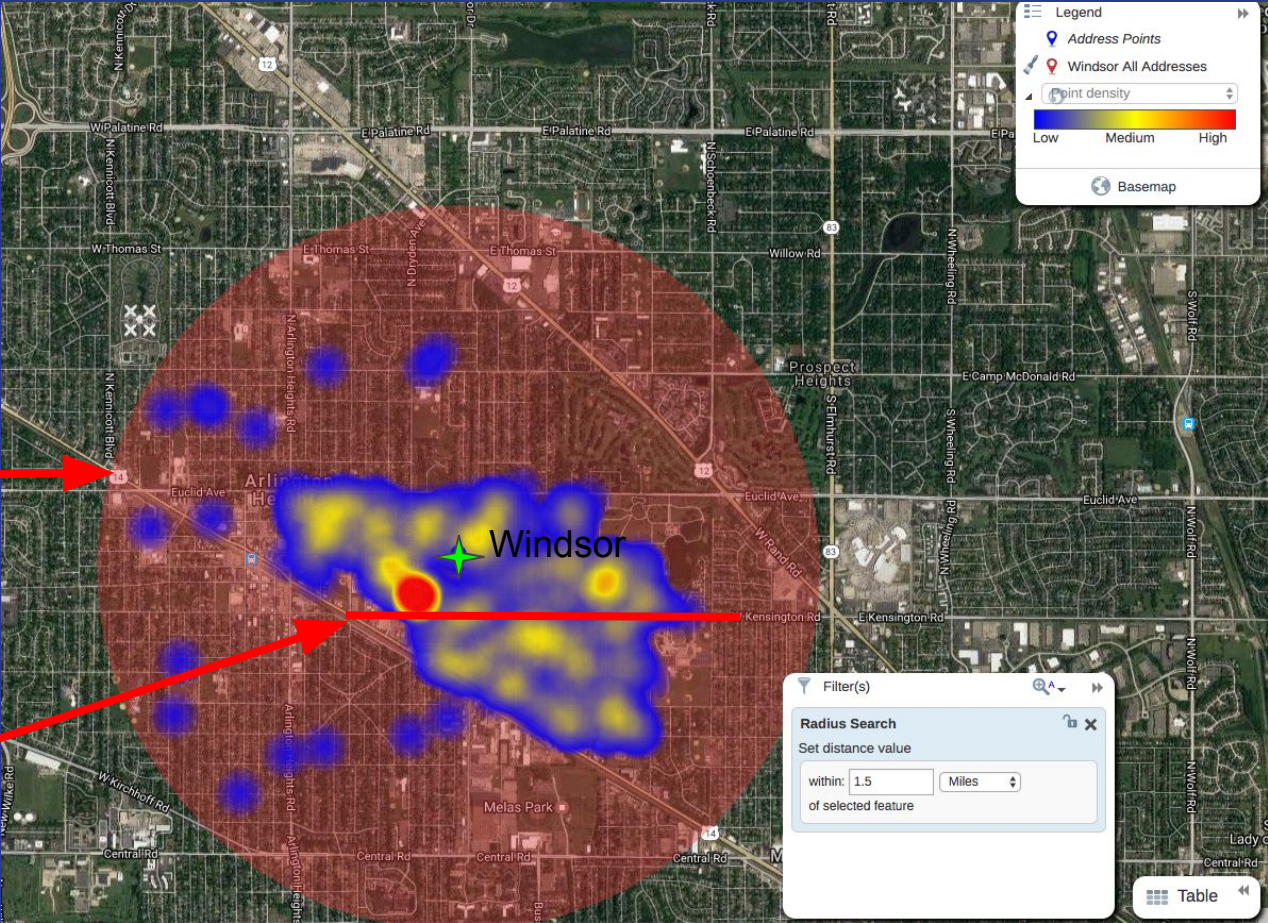




Windsor

Existing Conditions

Windsor - Existing Neighborhood Student Distribution Density Map



1.5 Mile Radius for Bus Service

Kensington Traffic Related Barrier to Walking and Biking

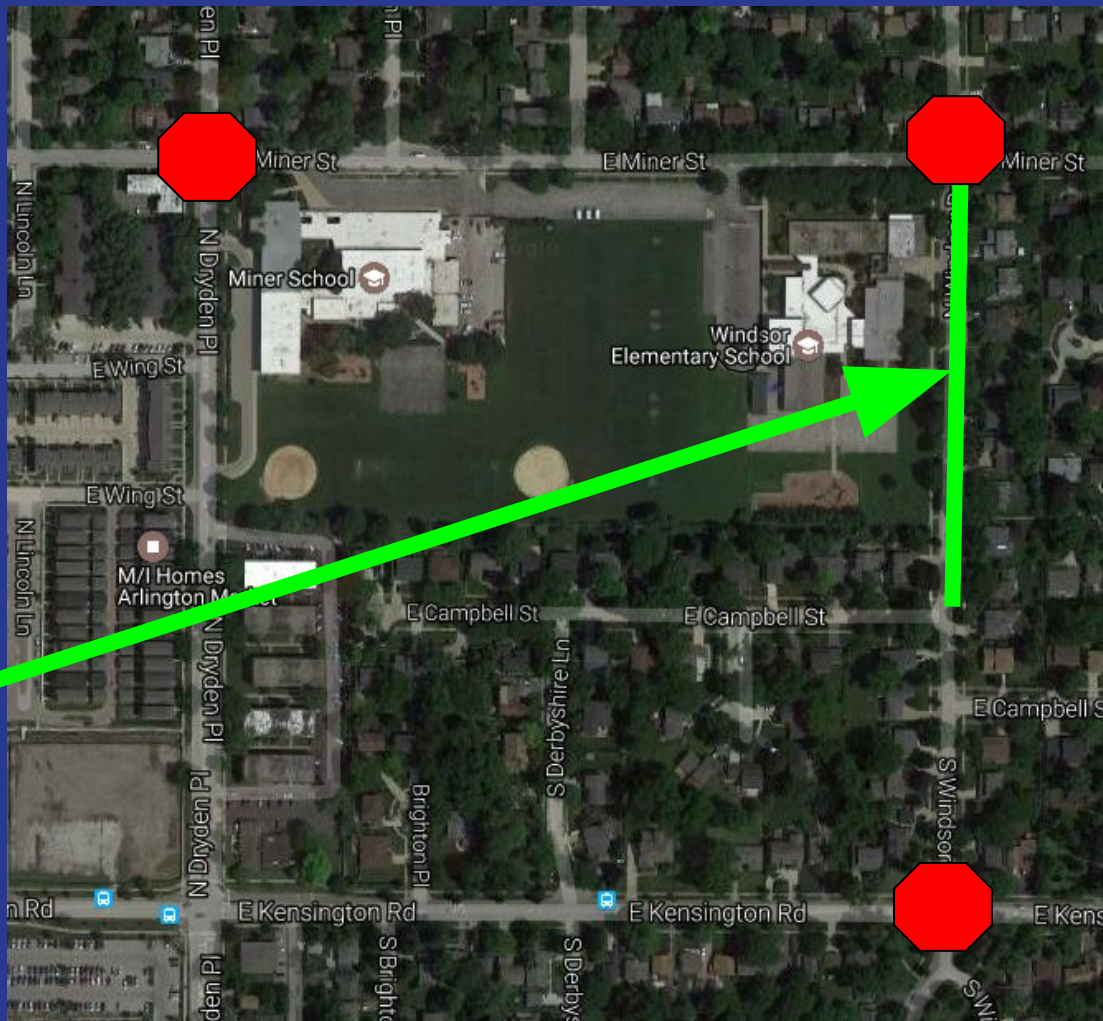
Existing Conditions



Current Crossing Guard Locations

- Miner and Dryden
- Miner and Windsor
- Kensington and Windsor

Southbound traffic **Only**
during morning drop off



Windsor - Existing Data

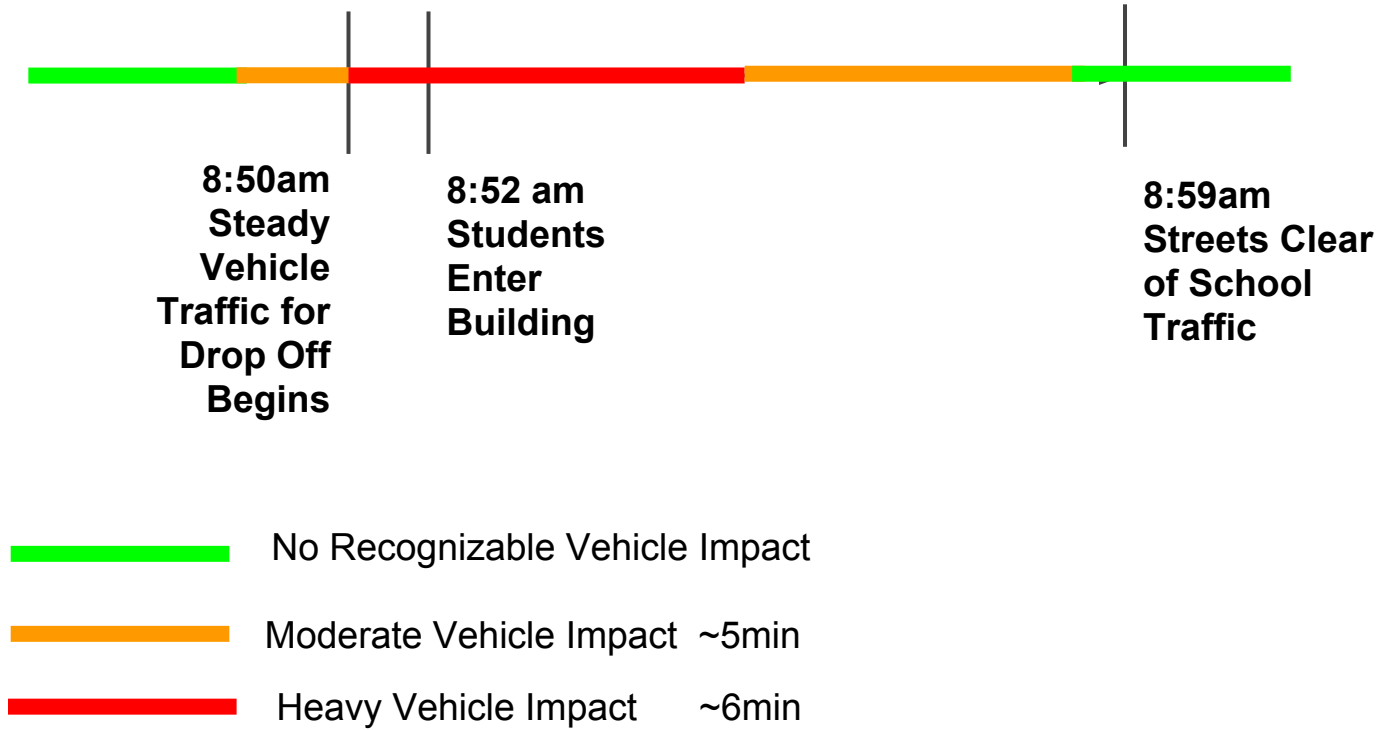
Description	2016-2017	Ratio (Spaces / x)
Parking Spaces (Onsite)	89	
Students	509	0.17
Staff	88	1.01
Classrooms (Includes modular + 1 LMC in 2016-2017 #)	29	3.07
Onsite Stacking (ft)	435	
Street Stacking (ft)	765	
Before School After School CAP Students	80	~15% of Total Enrollment
Number of Crossing Guards	3	
Number of Traffic Helpers		

Institute of Traffic Engineers Recommendation "Parking Generation" 4th Edition Elementary Schools	0.17	spaces per student
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Existing Morning Drop Off

Windsor - Morning Vehicle Traffic Timeline



Windsor - Aerial Footage of Drop Off 8:51am - 8:59am

- First portion shows footage over Miner Street
- Second portion shows footage over Windsor

**Click on Thumbnail to open Youtube Video*

Link: <https://www.youtube.com/watch?v=mmorHPdzNzQ>



Windsor - Drop Off 8:51am

Route Taken in Video

- East on Miner
- Turn South Bound on Windsor

**Click on Thumbnail to open Youtube Video*

Link: <https://www.youtube.com/watch?v=mWSSgxBzC>



Windsor - Drop Off 9:00 am

Route Taken Route in Video

- East on Miner
- Turn South Bound on Windsor

**Click on Thumbnail to open Youtube Video*

Link: <https://www.youtube.com/watch?v=kN6NQ7hSOhk>



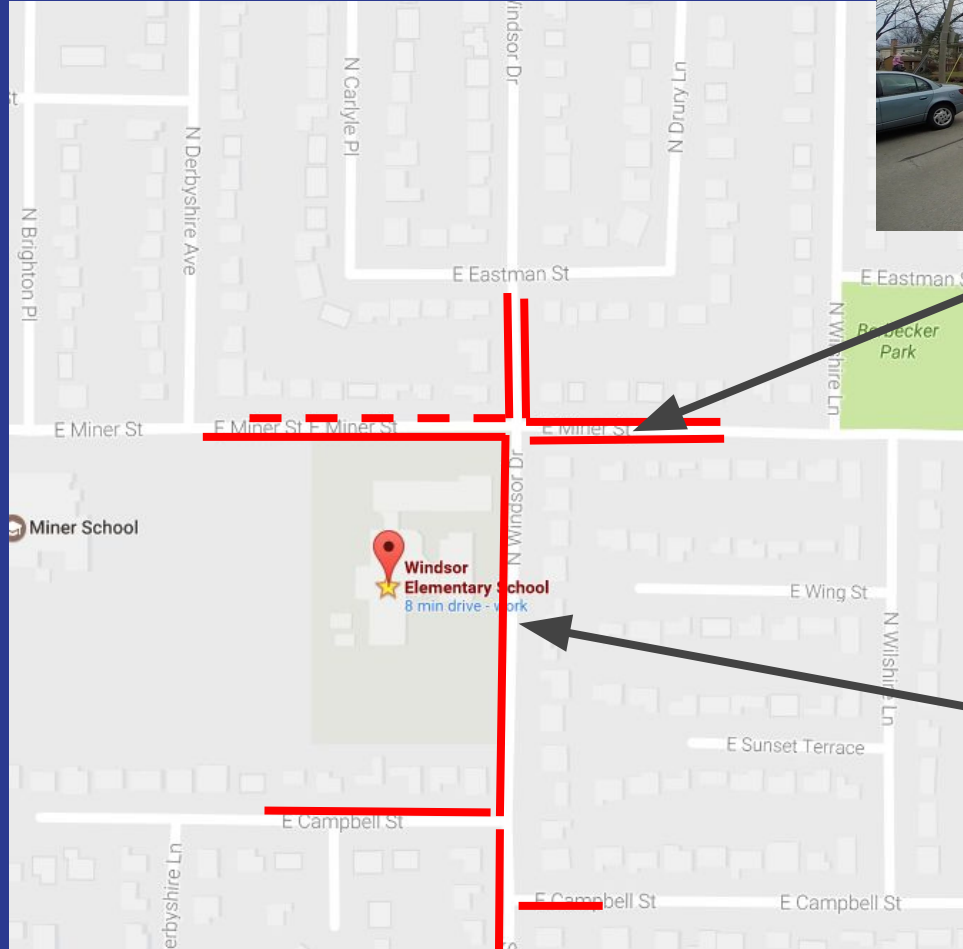


Afternoon Pickup

Windsor - Existing Afternoon Staging

Red Lines show where cars currently stage to pick up students.

Dashed line shows where sporadic non-continuous parking occurs



Bottleneck Occurs Here on Miner Due to Parking on Both Sides of Street

Currently North and South Bound Traffic on Windsor During Pick-up

Windsor - Pickup Aerial Footage 3:33 pm - 3:45 pm

- Footage Shows Windsor Drive During Afternoon Pickup

**Click on Thumbnail to open Youtube Video*

Link: <https://www.youtube.com/watch?v=qLxoQi5GLNk>



Link: <https://www.youtube.com/watch?v=qLxoQi5GLNk>

Windsor - Pickup Street Level Footage 3:35pm

Route Taken in Video

- Windsor Southbound from North of Miner

**Click on Thumbnail to open Youtube Video*

Link: <https://www.youtube.com/watch?v=bvYWU95lvw8>



Windsor - Pickup Street Level Footage 3:50pm

Route Taken in Video

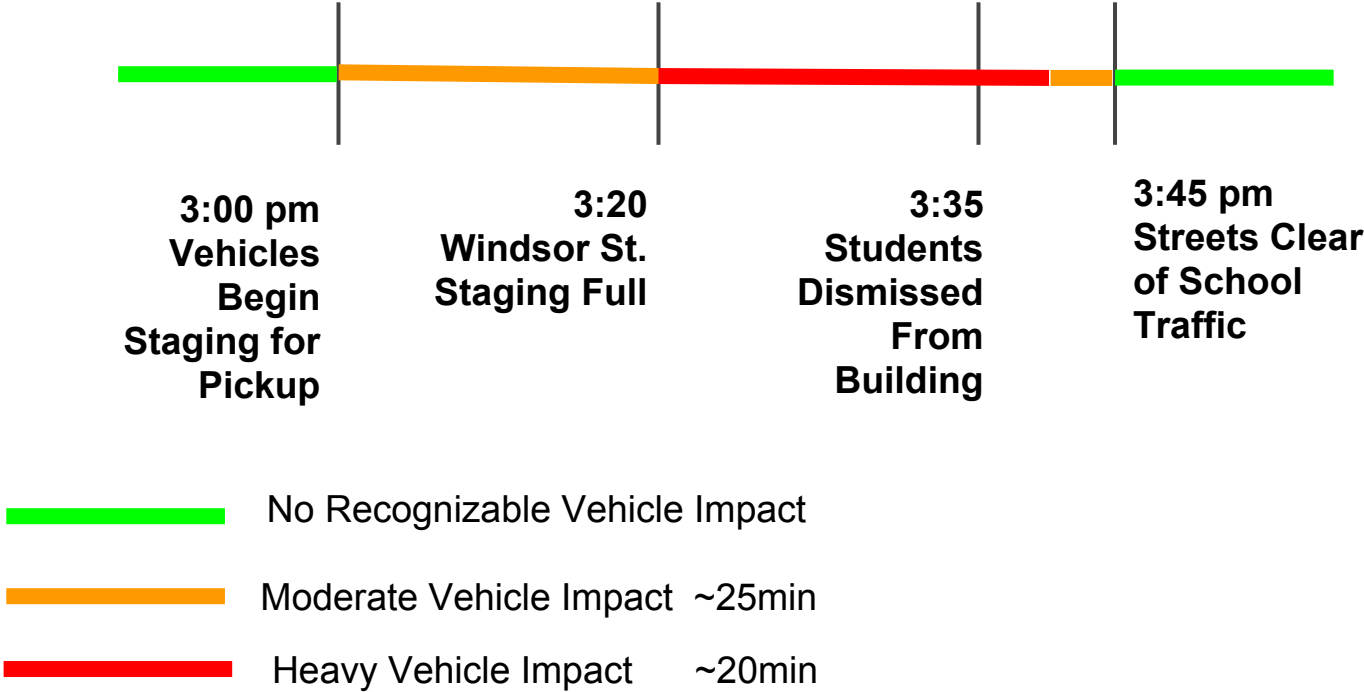
- Windsor Southbound

Click on Thumbnail to open Youtube Video

Link: <https://www.youtube.com/watch?v=7mY5XWeAT>



Windsor - Afternoon Vehicle Traffic Timeline





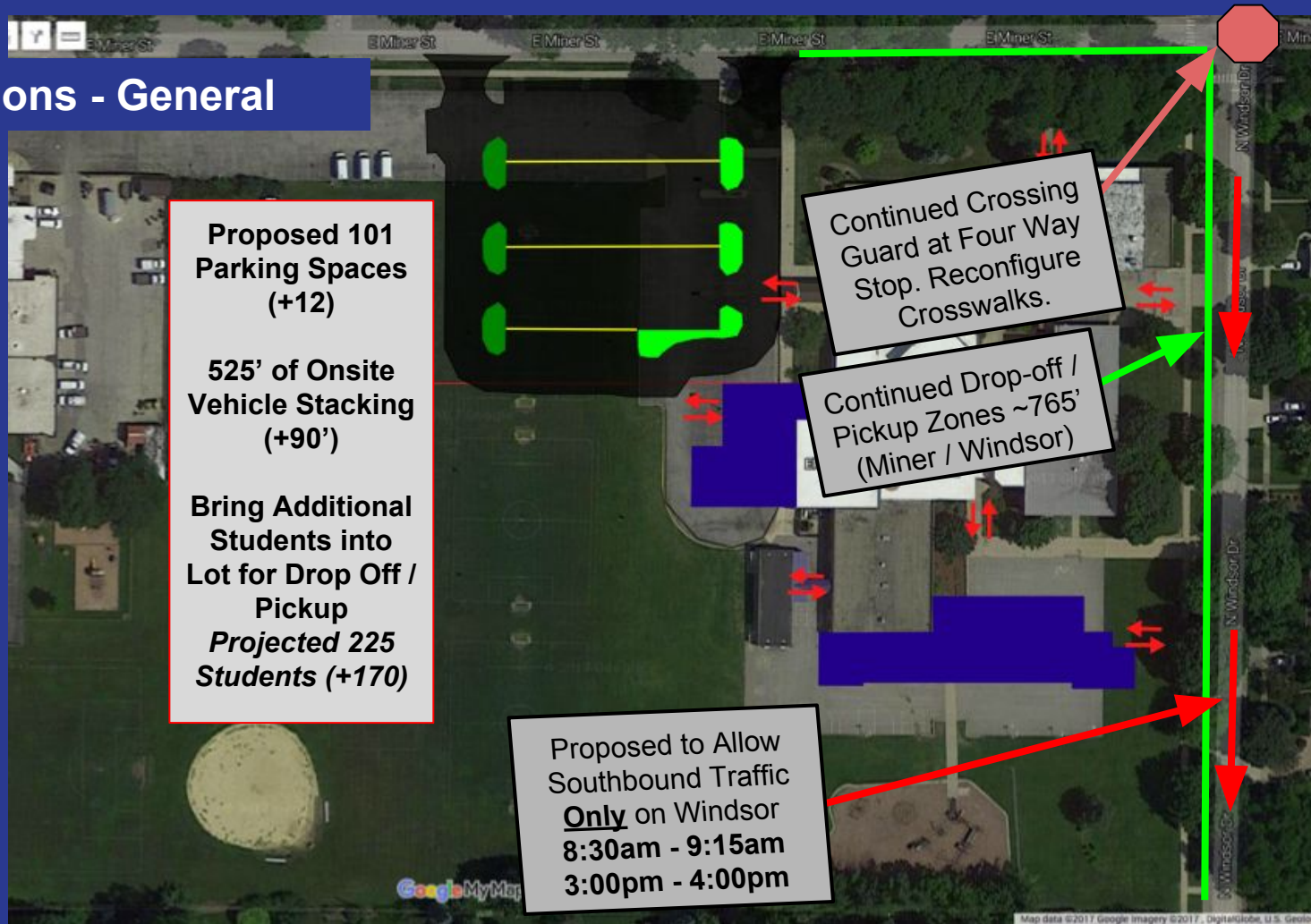
Windsor Proposed Conditions

Proposed Conditions - General

- Based on Input from Crossing Guard due to pedestrian traffic flow



Proposed Conditions - General



Windsor - Proposed Conditions Afternoon Staging

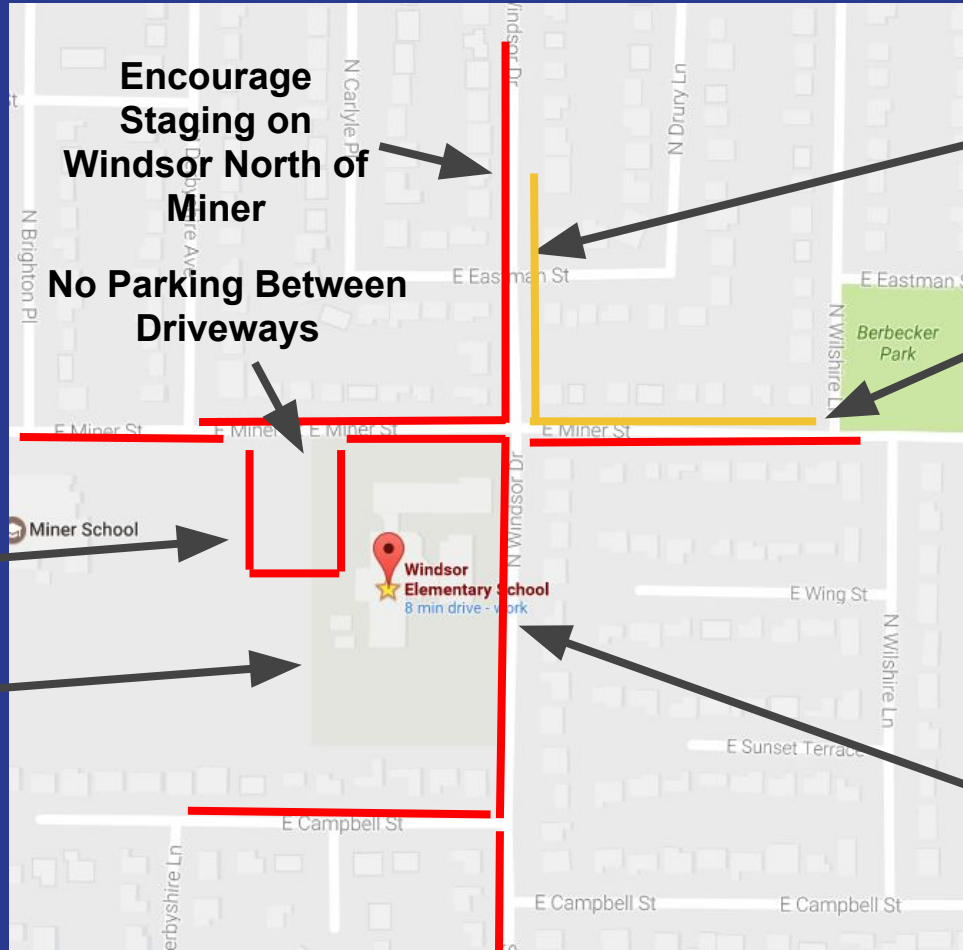
Red Lines show where cars can stage to pick up students.

Encourage Staging on Windsor North of Miner

No Parking Between Driveways

Student Pickup in New Parking Lot

Location of New Play Lot



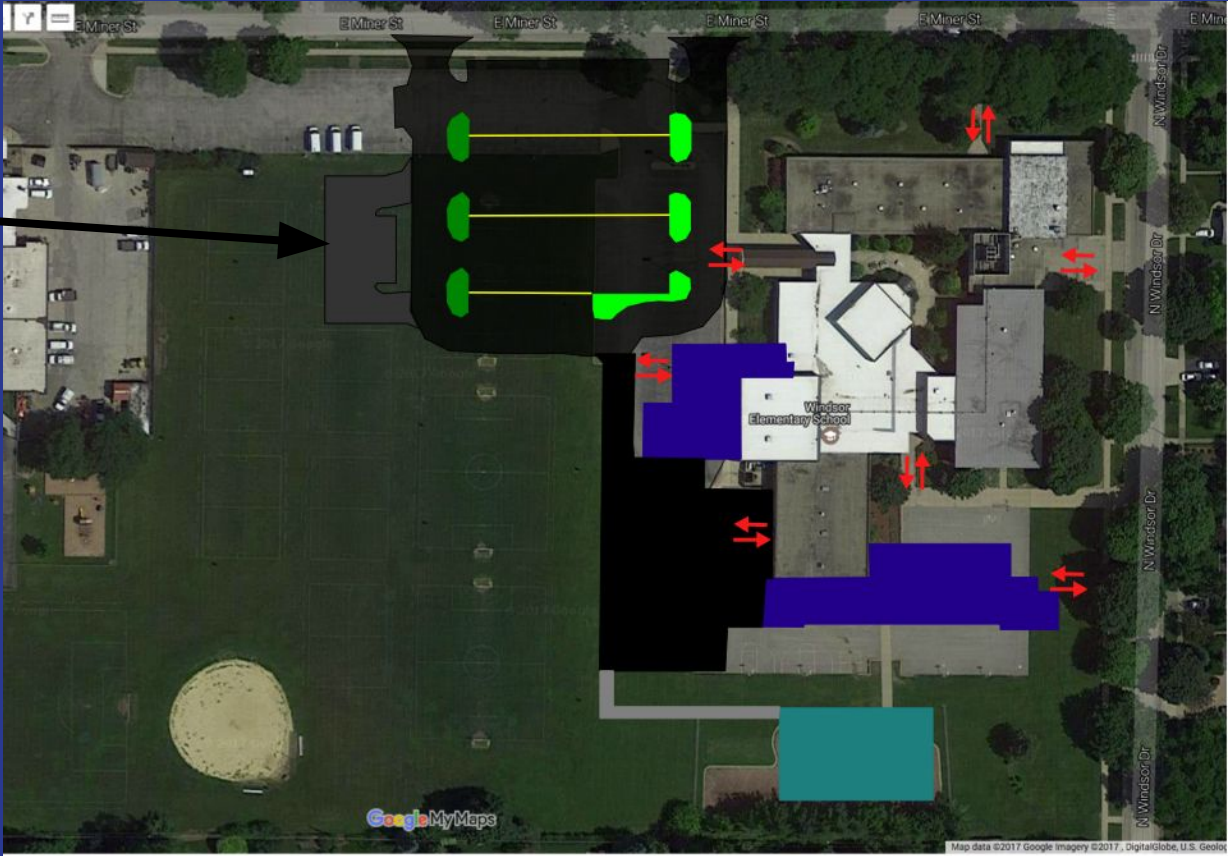
Proposed No Parking on the East Side of Windsor, North of Miner

Proposed No Parking on North Side of Miner, East of Windsor to alleviate traffic bottleneck.

Only allow Southbound Traffic During Afternoon Pickup in addition to Morning

Proposed Conditions - Land Banked Parking

**Proposed Land
Banked Parking
(+19 Spaces)**



Windsor - Projected Information

Description	2016-2017	Ratio (Spaces / x)	2020-2021 (Projected)	Ratio (Spaces / x)	Notes
Parking Spaces (Onsite)	89		101		
Students	509	0.17	596	0.17	2020-2021 is projected
Staff	88	1.01	95	1.06	2020-2021 Is using same ratio as currently used at similar AHSD25 school + 6 staff buffer
Classrooms (<i>Includes modular + 1 LMC in 2016-2017 #</i>)	29	3.07	32	3.16	
Onsite Stacking (ft)	435		525		90' of Onsite Stacking Increase to (30 Cars Onsite at One Time)
Morning Street Stacking (ft)	765		765		
Before School After School CAP Students	80		90		Projected at 15% of enrollment

Institute of Traffic Engineers Recommendation "Parking Generation" 4th Edition Elementary Schools	0.17	spaces per student
--	------	--------------------

Windsor - Proposed Solutions

AHSD25

- Encourage more people to use west parking lot drop off / pick-up lane that is provided
 - Review student population to determine which students would be dropped off in west lot vs. which would be dropped off on street
- Consider additional staff members to Windsor to assist with getting students in and out of vehicles
- Continue communications with families as to expectations for drop off and pickup including the encouragement of carpooling, biking and walking. Include map of recommended drop off and afternoon staging areas.
- Provide land banked parking option to review with Village if it is determined additional parking is needed (19 spaces).

Village of Arlington Heights

- Restrict northbound traffic on Windsor at morning drop off (*currently in place*), as well as at afternoon pickup (*not in place currently*).
- Place no parking signs on north side of Miner East of Windsor
- Place no parking signs during drop off and pickup on east side of Windsor, North of Miner
- Reconfigure Miner / Windsor Crosswalks to be on North, South, East, and West sides
- No Parking between new entrance and exit aisles
- Police to continue monitoring traffic for issues related to posted regulations (jay walking, street right away, etc)

Barriers to Walking and Biking

- **Distance** (*Medium Impact in AH*)
- **Traffic Related Dangers - Busy Streets** (*Medium Impact in AH*)
 - **Kensington**
- **Weather Conditions** (*High Impact in AH*)
- **Crime or Perceived Crime Potential** (*Low Impact in AH*)
- **Student's Age**
- **Student Guardian Convenience**

Information Contained in this presentation was reviewed with the following individuals during a Windsor Traffic collaboration meeting held on February 1st, 2017 at Village Hall:

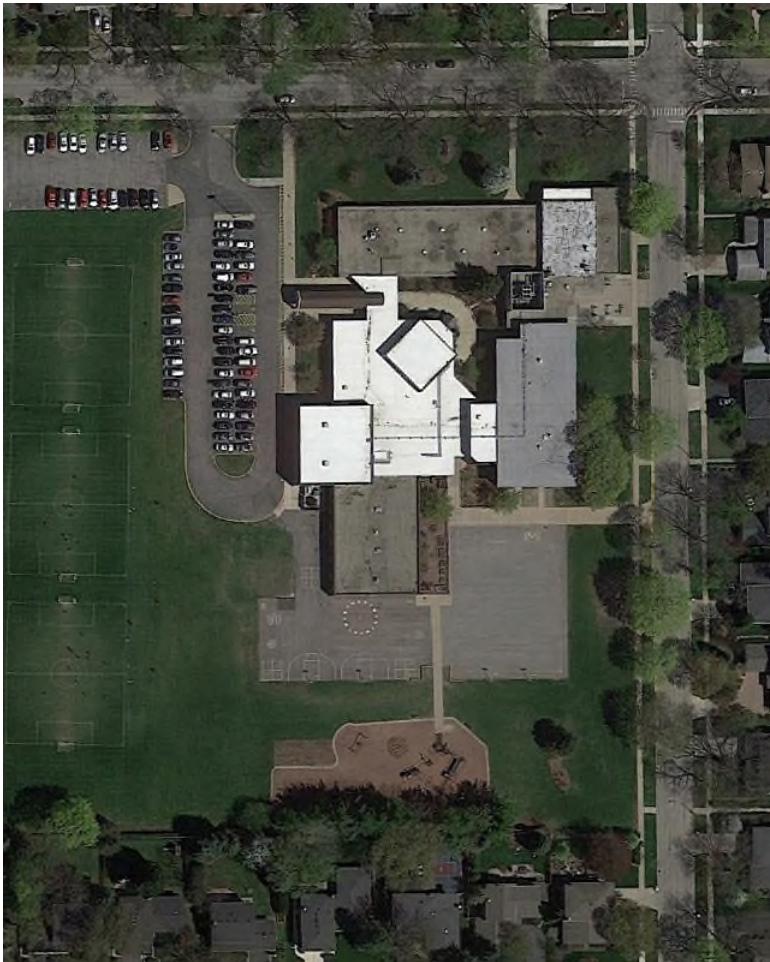
- **Dr. Lori Bein** - Superintendent, Arlington Heights School District 25
- **Stacey Mallek** - Assistant Superintendent for Business, Arlington Heights School District 25
- **Ryan Schulz** - Director of Facilities Management, Arlington Heights School District 25
- **Steve Corcoran** - Traffic Engineer, Eriksson Engineering, Arlington Heights School District 25
- **Charles Witherington-Perkins** - Director of Planning and Community Development, Village of Arlington Heights
- **Sam Hubbard** - Development Planner, Village of Arlington Heights
- **Mike Pagones** - Engineering, Village of Arlington Heights
- **Tom Ponsot** - Engineering, Village of Arlington Heights
- **Doug Hajek** - Sergeant of Community Service Bureau, Arlington Heights Police Department
- **Rick Veenstra** - School Resource Officer, Arlington Heights Police Department



January 2017

Windsor Elementary School

Traffic and Parking Study



Prepared for:

**Arlington Heights
School District 25**

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A

Grayslake, IL 60030

(847) 223-4804

601 W. Randolph St., Suite 500

Chicago, IL 60661

(312) 463-0551

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 expansion of Windsor Elementary School in Arlington Heights, Illinois.

The purpose of the study was to observe the existing traffic patterns around the school, determine the traffic characteristics of the existing and expanded school, review the parking needs, and 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. (Note: all figures are located at the end of the report).

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. Two student crossing guards assist at the Miner/Windsor and a third monitors the west lot parking entrance sidewalk crossing.

Roadway Characteristics

A description of the area roadways accessing the school is provided below:

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. Northbound Windsor Drive is posted with Do Not Enter signs at Campbell Street to the south of the site from 8:30 to 9:15 AM.

Campbell Street (East and West) is an east-west residential street south of the school with an offset 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 (3:00-4:30 PM) manual traffic counts were conducted along Windsor Drive and Miner Street. Peak-hours of school traffic occurred from 8:15 to 9:15 AM and 3:00 to 4:00 PM on a school weekday. Traffic volumes at Kensington Road and Windsor Drive peaked at 8:30-9:30 AM due to the level of commuter through traffic on Kensington Road. The existing traffic volumes are shown on **Figure 2** and included in the **Appendix**.

School Observations

Windsor School does not provide bussing for its students due to its close proximity to the school's residential areas and a crossing guard is provided at Kensington Road.

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. During the morning arrival, parents drop-off their students in the parking lot with minimal congestion. 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 of special education students. Parents enter and exit the lot from Miner Street and travel counter-clockwise through the lot.

As with most other schools, congestion occurs in the area and lasts 10 to 15 minutes during the peak arrival and dismissal periods.

The traffic counts indicated that the northbound Windsor signage restricting traffic north of Campbell has not been very effective. After discussions with the school district and the Village of Arlington Heights, cones have placed in the northbound lane just north of Campbell Drive to enforce the restriction.

SITE TRAFFIC CHARACTERISTICS

Site Plan

The proposed building plan includes additional commons space, a new gym, and new classrooms. The west parking lot circulation was modified due to the encroachment of the expanded building to create separate inbound and outbound drives to the lot. Student loading will remain counter clockwise within the redesigned west lot.

School Trip Generation

The school currently serves 509 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. A copy of the school boundary map is in the **Appendix**.

The school expansion will provide more room for the projected student population with a new gym and classrooms. The number of class rooms will increase from 28 rooms, including two mobile classrooms, to 32 permanent rooms. The mobile classrooms would be removed. Student population is expected to grow by 86 students to 595 students over the next five years. The number of staff is expected to grow from 88 to 95 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, 9th 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 509 Students	222	182	404	131	140	271
Total 595 Students	259	213	472	153	164	317
Net Additional Traffic	+37	+31	+68	+22	+24	+46
ITE Trip Generation Comparison⁽¹⁾						
Existing 509 Students	126	103	229	64	78	142
Total 595 Students	147	121	268	75	92	167
Net Additional Traffic⁽²⁾	+21	+18	+39	+11	+14	+25

(1) ITE Trip Generation Manual, 9th Edition – Land Use Code 520 (Elementary School)

(2) For comparison only – Not used for analyses

Carpooling was explored as a means to reduce traffic at Windsor School. It has been EEA's experience that carpooling does not materially reduce the traffic volumes at an elementary grade level. One reason is that some carpooling already happens with families/neighbors that live near each other. Carpooling is less effective when the two parties live further away which

result in longer travel time than driving right to the school. Other obstacles include after school schedules and the provision of car seats. The school district can still encourage parents to car pool and let interested families who contact each other and work out their own arrangements. However, the school district can't compel the families to carpool.

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 based on the proposed expansion plan.

The west parking lot is currently used for staff and visitors to park and for the morning drop-off and afternoon pick-up of special education students who require assistance getting from the vehicle to the school building. In conjunction with the expansion of the school, a portion of the school's students will be shifted into the west lot to reduce the volume of loading traffic along Windsor Drive. The school has approximately 590 feet of frontage on Windsor Drive and will have 525 feet within the west parking lot. School officials are in the process of determining which students will be redirected to use the parking lot instead of the street to evenly distribute the traffic load. They may be selected by class or by geography (i.e. students living to the west would use the west lot resulting in less traffic at Windsor Drive and Miner Street intersection. When the school reaches its peak population of 595 students, 225 students will be directed to the west lot including 60 special education students and 165 other students. **Table 2** summarizes the existing and projected traffic volumes in the west lot and on-street by the school.

Table 2
School Expansion Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Existing Traffic Volumes						
West Lot ⁽¹⁾ – 55 students	96	57	153	56	65	121
On-Street ⁽²⁾ – 454 students	126	125	251	75	75	150
Existing 509 Students	222	182	404	131	140	271
Projected Traffic Volumes						
West Lot ⁽³⁾ – 225 students	151	108	259	89	99	188
On-Street ⁽⁴⁾ – 370 students	108	105	213	64	65	129
Total 595 Students	259	213	472	153	164	317

(1) Existing West Lot used by Staff, Visitors, and Special Education Student Loading (55 pupils)

(2) On-Street traffic using existing streets for loading or students walking

(3) Proposed West Lot used by staff, visitors, Special Education (60 pupils), and 165 other students.

(4) 19% reduction in on-street activity

Figure 3 shows the Total Traffic volumes. The total volumes assume that the additional counter measures will be effective in restricting northbound traffic during the morning and afternoon dismissal periods on Windsor Drive, relocation of a portion of the existing school traffic to the west lot, and the new traffic using the west lot.

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.

Windsor School Access on Miner Street

The existing driveway just west of the school building serves the staff parking lot and the loading area for special needs students. Currently, the drive has one inbound and two outbound lanes (left and right). With the reconfiguration of the staff parking lot and loading zone, the access to this lot will be split into separate inbound and outbound drives. Inbound traffic will enter the new west driveway. Outbound traffic will exit the east driveway with two outbound lanes (left and right). Currently a single student crossing guard monitors the single

driveway and helps students to crossing the drive. Two student crossing guards will be needed with the two drives for the parking lot.

Table 4
Intersection Level of Service and Delay

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Future	Existing	Future
Shared School Lot Exit Only on Miner Street (Two-Way Stop)	NB Lt/Rt	B-11.0	B-11.6	B-12.7	B-13.3
Windsor School Lot Entrance Only On Miner Street (Two-Way Stop)	WB Left	A-7.9 ⁽¹⁾	A-8.0	A-7.9 ⁽¹⁾	A-8.0
	NB Lt/Rt	B-11.2 ⁽¹⁾	--	B-11.7 ⁽¹⁾	--
Windsor School Lot Exit Only On Miner Street (Two-Way Stop)	Nb Lt	--	B-11.0	--	B-11.6
	NB Rt	--	A-9.3	-	A-9.5
Windsor Drive At Miner Street (All-Way Stop)	SB Lt/Th/Rt	A-8.2	A-8.1	A-7.7	A-7.6
	WB Lt/Th/Rt	A-9.3	A-9.0	A-7.9	A-8.0
	NB Lt/Th/Rt	A-8.5	-	A-7.9	-
	EB Lt/Th/Rt	A-8.4	A-8.4	A-7.8	A-7.9
West Campbell At Windsor Street (Two-Way Control)	NB Th/Lt	A-8.5	A-8.4	A-8.1	A-8.0
	EB Lt/Rt	B-11.8	B-11.3	B-10.4	B-10.2
East Campbell At Windsor Street (Two-Way Control)	SB Th/Lt	A-7.7	A-7.5	A-7.8	A-7.5
	WB Lt/Rt	B-14.4	B-12.5	B-12.7	B-10.8
Windsor Drive At Kensington Road (Two-Way Stop)	SB Lt/Th/Rt	C-22.6	C-19.8	C-19.4	C-17.7
	WB Left	A-8.1	A-8.1	A-8.0	A-8.0
	NB Lt/Th/Rt	C-16.1	C-15.1	C-18.1	C-15.8
	EB Left	A-8.1	A-8.0	A-8.3	A-8.3

(1) Currently a single full access driveway

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. It is recommended to prohibit parking on east side of Windsor Drive, north of Miner Street, and on the north side of Miner Street, east of Windsor Drive where parking on both sides of the street restricts the sight distance and maneuverability of traffic by the intersection. Both sections would be approximately 250 feet long and the restriction would only apply to school days for designated hours.

Campbell Street at Windsor Drive

South of the school, a few students are dropped-off and picked-up in the Campbell Street (West). The existing restriction of morning traffic on northbound Windsor Drive has been supplemented with traffic cones provided by school staff to further enforce the restriction and is working well. It is recommended that this restriction be extended to the afternoon dismissal period (3:15 to 4:00 PM).

Kensington Road at Windsor Drive

Due to the minimal increase in school traffic and better enforcement of the northbound Windsor restriction, the intersection will continue to work well and requires no additional improvements.

Operational Improvements

It has been suggested that having additional staffing along the Windsor loading area by staff and volunteers to help students help ease some of the congestion issues by getting kids into and out of the cars faster. With the changes to the west parking lot and shifting students to that location, additional staffing for Windsor will not likely be needed with the reduction in its use. However, additional staffing will be needed in the west parking lot. The school district is in the process of evaluating the total number of staff and volunteers for each location. **Figure 4** shows the school loading zones.

PARKING

The existing school on-site parking supply provides a total of 89 parking spaces including two accessible spaces. With the proposed changes to the parking lot, there will be 96 regular spaces and five accessible spaces for a total of 101 spaces. Windsor and Minor Schools share additional parking to the west.

The Village of Arlington Heights Zoning Ordinance requires elementary schools to provide two parking spaces per each employee (95 staff) and one per classroom (32 rooms) for a total of 222 spaces. A parking variation of 121 spaces would be required. Land banked parking with 19 additional spaces is provided, if needed, in the future (See **Figure 5**).

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 0.17 spaces per student (595 students) or 101 spaces.

Parking counts were conducted in May, 2016 after the morning arrival period which found only a few open spots on-site for staff and visitors (82 cars or 92% occupied). No on-street parking near Windsor School was observed. The school currently has 88 staff members but they are not all present on-site at the same time.

A second parking count was conducted on January 24, 2017. That count found 56 vehicles in the west parking lot (97%) and a total of 67 vehicles in the east-west lot between the two schools. Within the east-west lot, 30 vehicles were parked on the west side of the lot (Minor School parking) and 37 vehicles on the east side of the lot (Windsor School parking). The east-west lot has 77 spaces of which 31 spaces are on Windsor School property. There were 10 empty spots in the middle between the two groups of vehicles.

The second count had a higher demand of 93 spaces for Windsor School (56+37 vehicles). Assuming an increase in parking for 95 school staff, the overall demand would be 100 spaces (95 staff and 5 visitors).

The remaining east-west parking lot for Minor School would have 46 spaces with 30 parked vehicles leaving 16 open spaces for additional off-street parking for either school to use.

Parking for special events at the school can be accommodated by a combination of the off-street parking, shared parking at Minor School, and on-street parking by the school.

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:

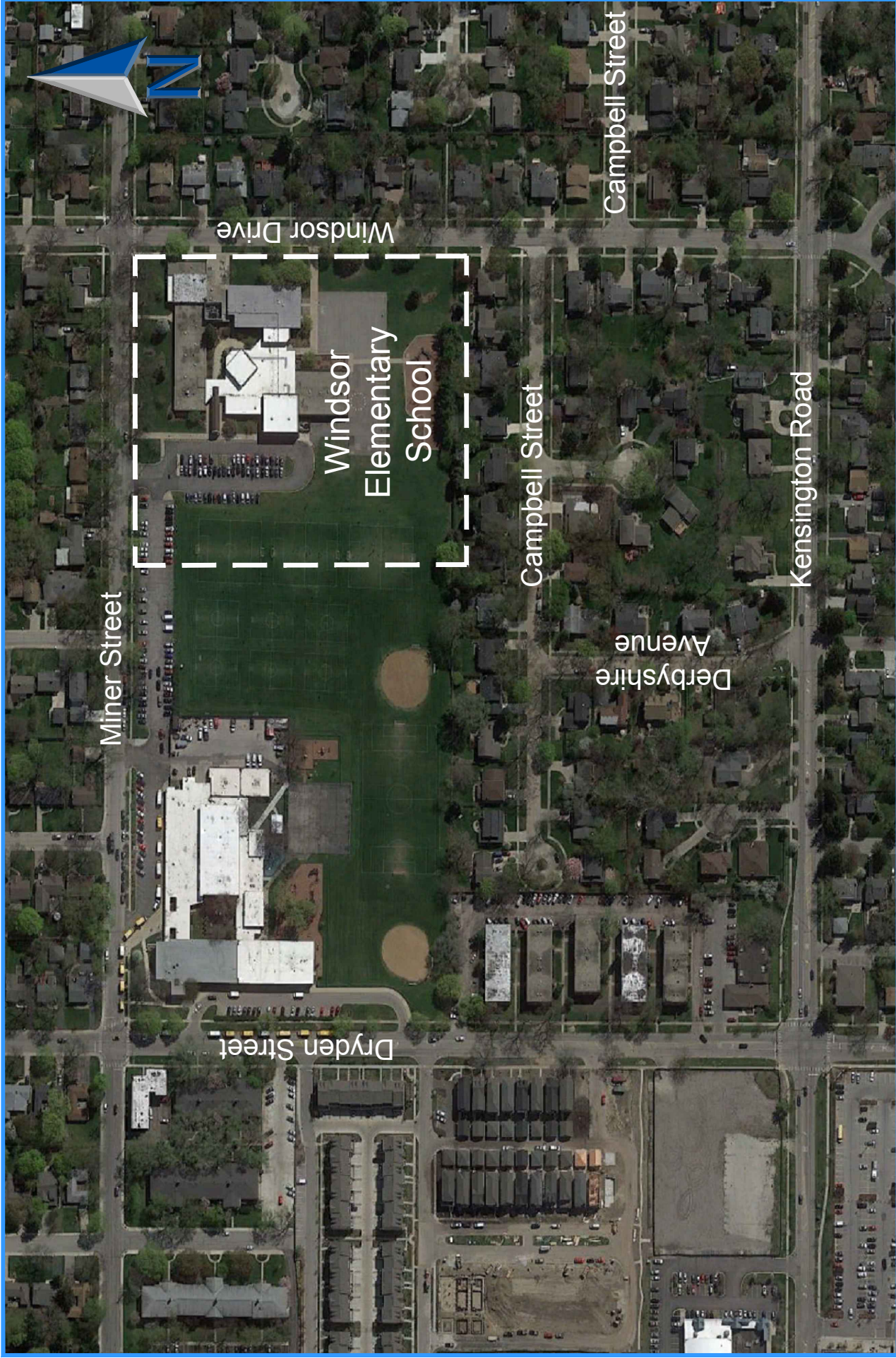
1. The morning restriction of northbound traffic on Windsor Drive between Campbell Street (West) and Miner Street, when reinforced by traffic cones, was effective in preventing traffic from going north past the school.
2. It is recommended that the northbound restriction be extended to the afternoon dismissal period (3:15 – 4:00 PM) to eliminate the opportunity for parents from improperly and unsafely picking up their kids by the school.
3. The west parking lot will be redesigned to accommodate 101 spaces with separate inbound and outbound access drives on Miner Street. This includes 5 required accessible parking spaces.
4. Parking counts at the school show that the 101 proposed parking spaces will serve the needs of the expanded school and a parking variation of 121 spaces would be required from the 222 spaces required by code.
5. Parking counts at the adjacent Miner School parking lot indicate that 16 empty parking spaces are available for either school to use when the expansion is completed.
6. A land banked parking plan with 19 additional spaces has been provided in case additional parking is needed in the future.
7. Parking restrictions should be considered on the east side of Windsor Drive, north of Miner Street, and on the north side of Miner Street, east of Windsor Drive. Both sections would be approximately 250 feet long and the restriction would only apply to school days for designated hours.
8. The proposed school loading plan would allow additional students to use the west parking lot to spread out loading demand around the school. Approximately 225 students would be allowed to use the lot based on their grade level or home geography (to be determined). The overall demand along Windsor Drive would drop with this redistribution of school traffic.
9. As part of Item 8, school officials will review the number and location of staff and volunteers to assist in the loading of students in the west lot and along Windsor Drive and make adjustments as needed.



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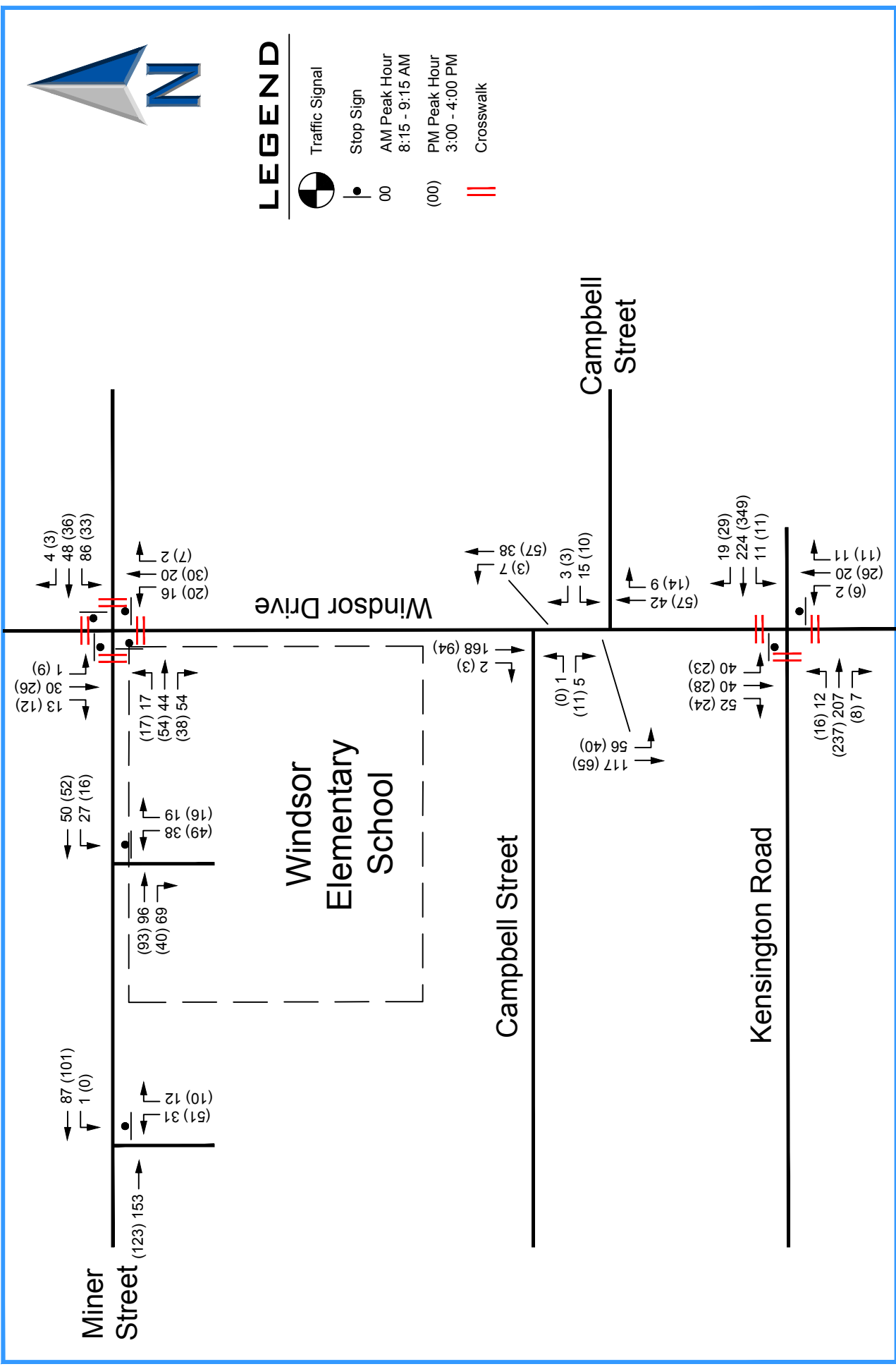
Site Location and Area Roadways

Figure 1



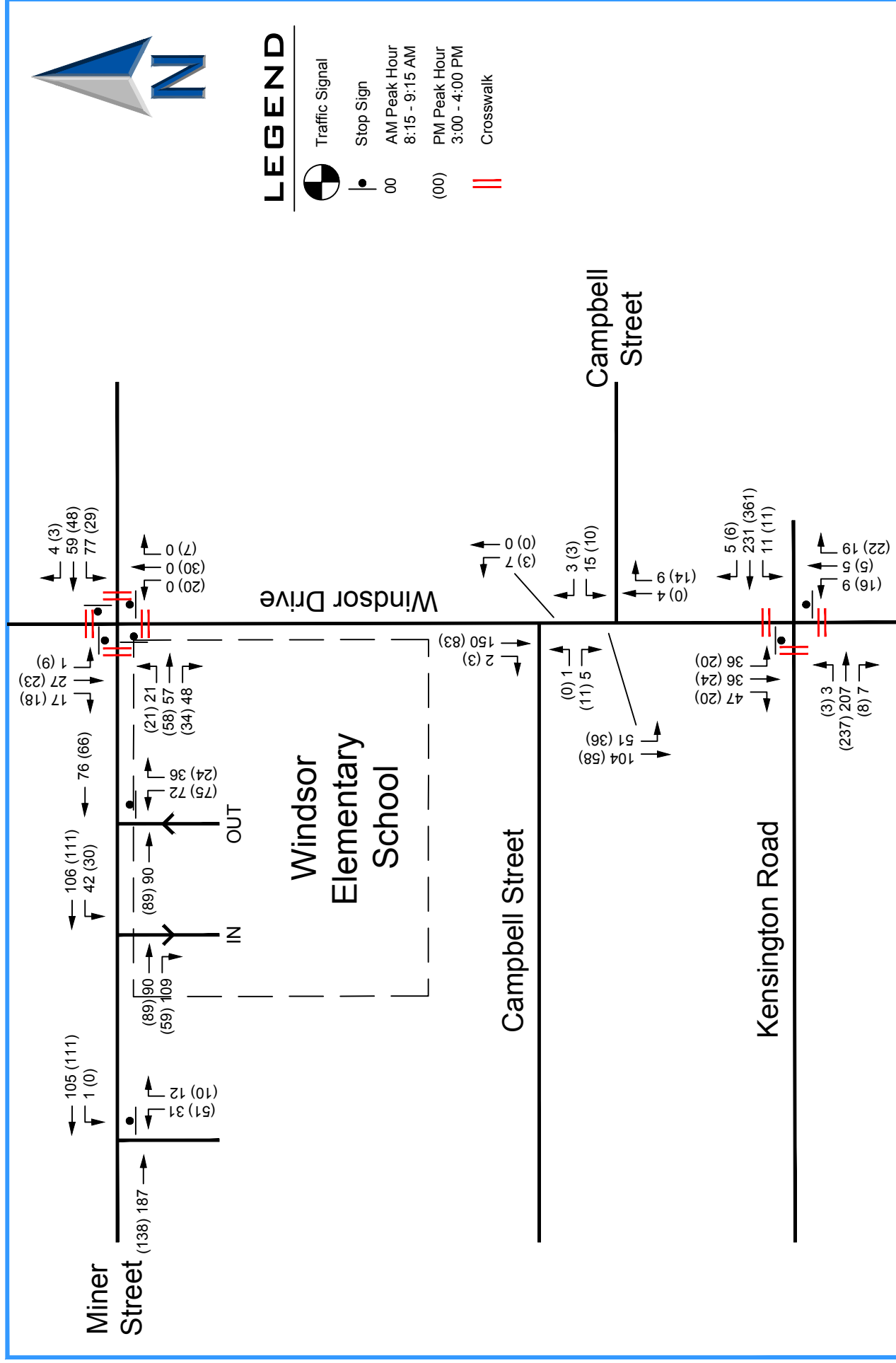
Existing Traffic Volumes

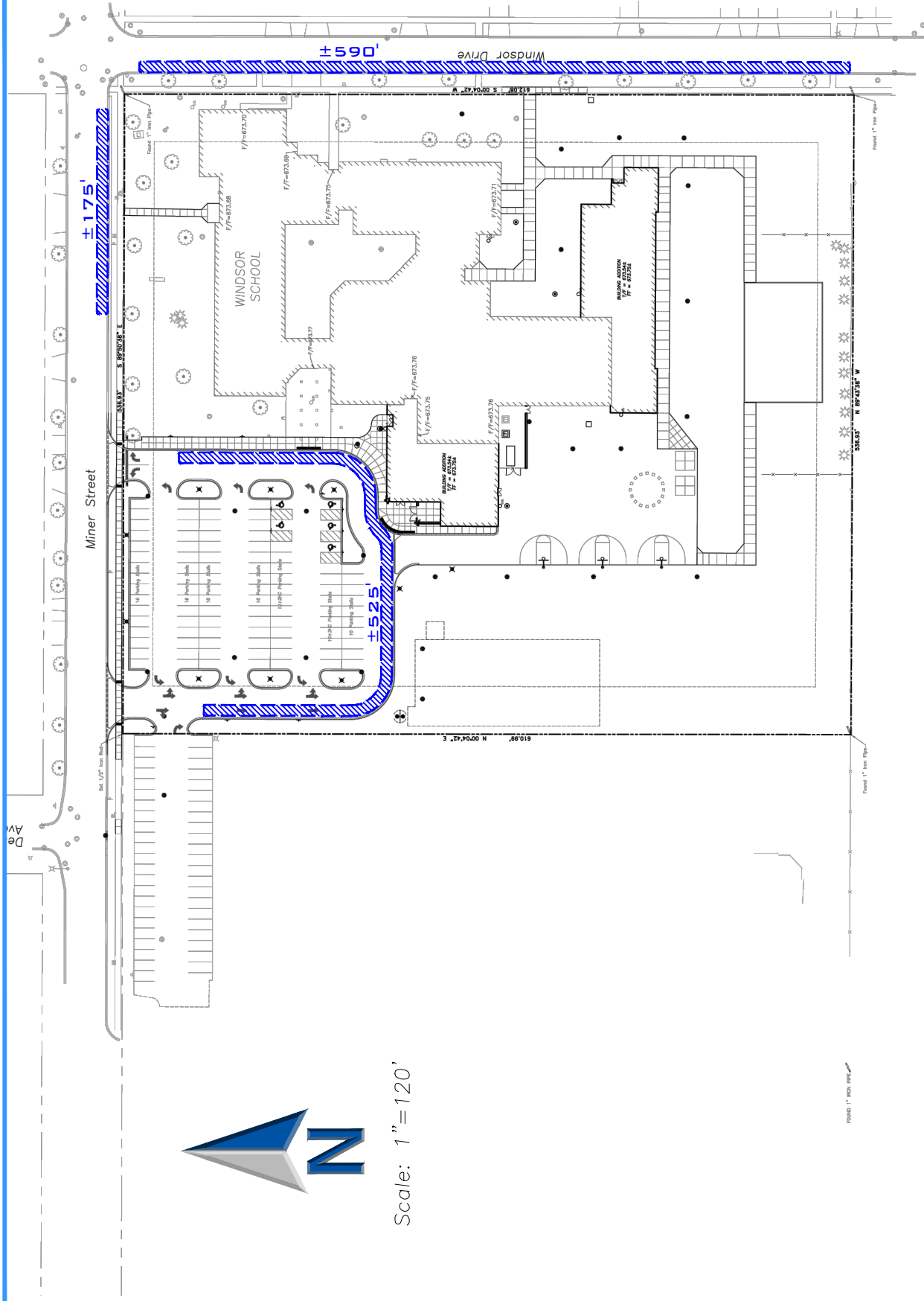
Figure 2



Total Traffic Volumes

Figure 3



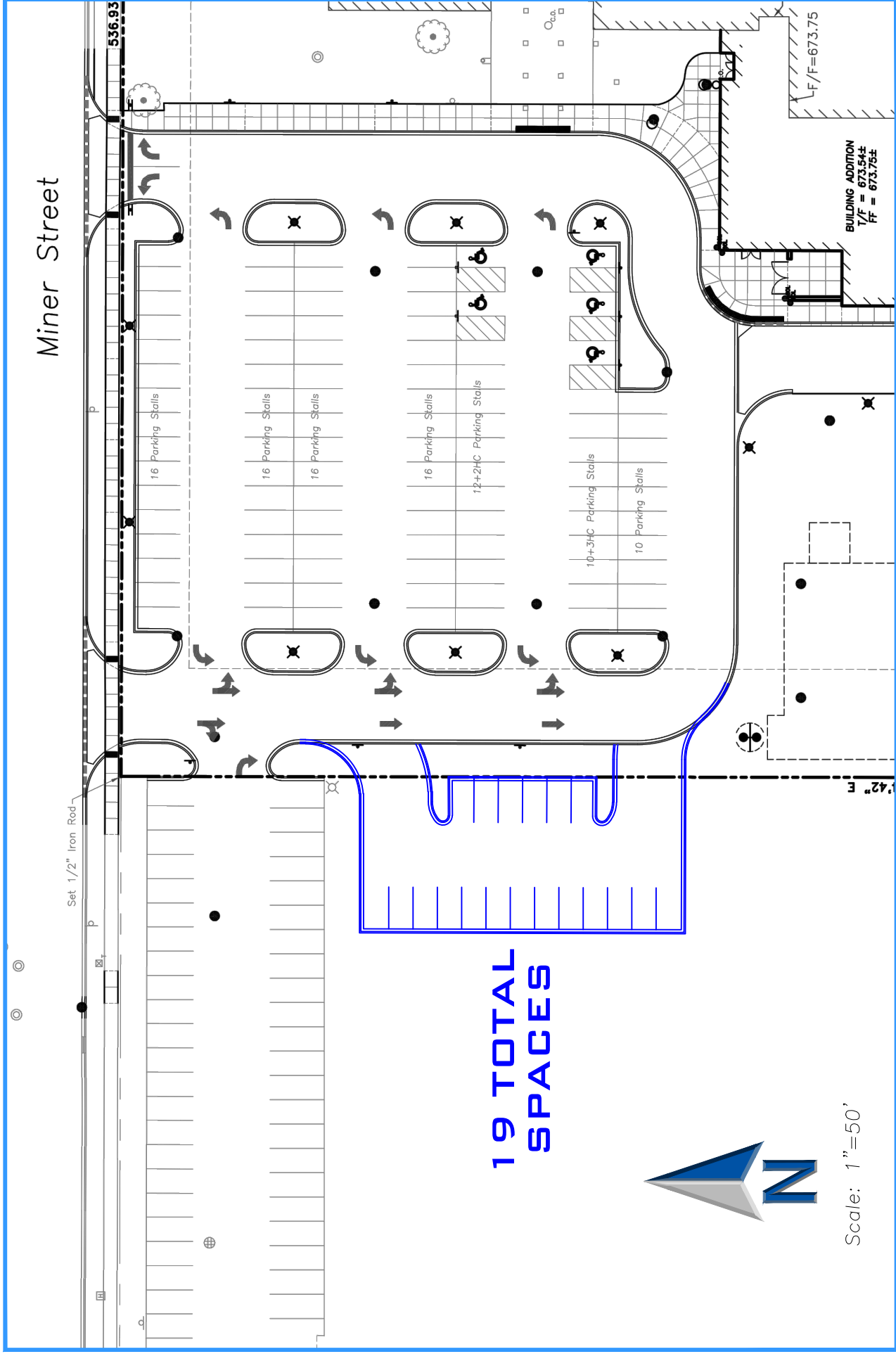


Scale: 1" = 120'



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School Loading Zones
Figure 4



Parking Land Bank

Figure 5

Appendix

- **School Boundary Map**
- **2016 Total Counts**
- **Capacity Analyses**

ELEMENTARY SCHOOL DISTRICTS

Village of Arlington Heights

Cook County · Illinois



Legend

VAH Elementary Schools

ELEMENTARY SCHOOL DISTRICTS

- Dryden School
- Fairview School
- Forest View School
- Greenbrier School
- Ivy Hill School
- Juliette Low School
- Lake Louise School
- Longfellow School
- Olive Mary Stitt School
- Patton School
- Poe School
- Riley School
- Sullivan School
- Westgate School
- Willow Bend School
- Windsor School
- Winston School

ELEMENTARY SCHOOL BOUNDARIES 2008

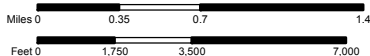
STREETS

Feature Class Type

- Interstate Highway
- US and State Highway
- Major Streets
- Local City Streets



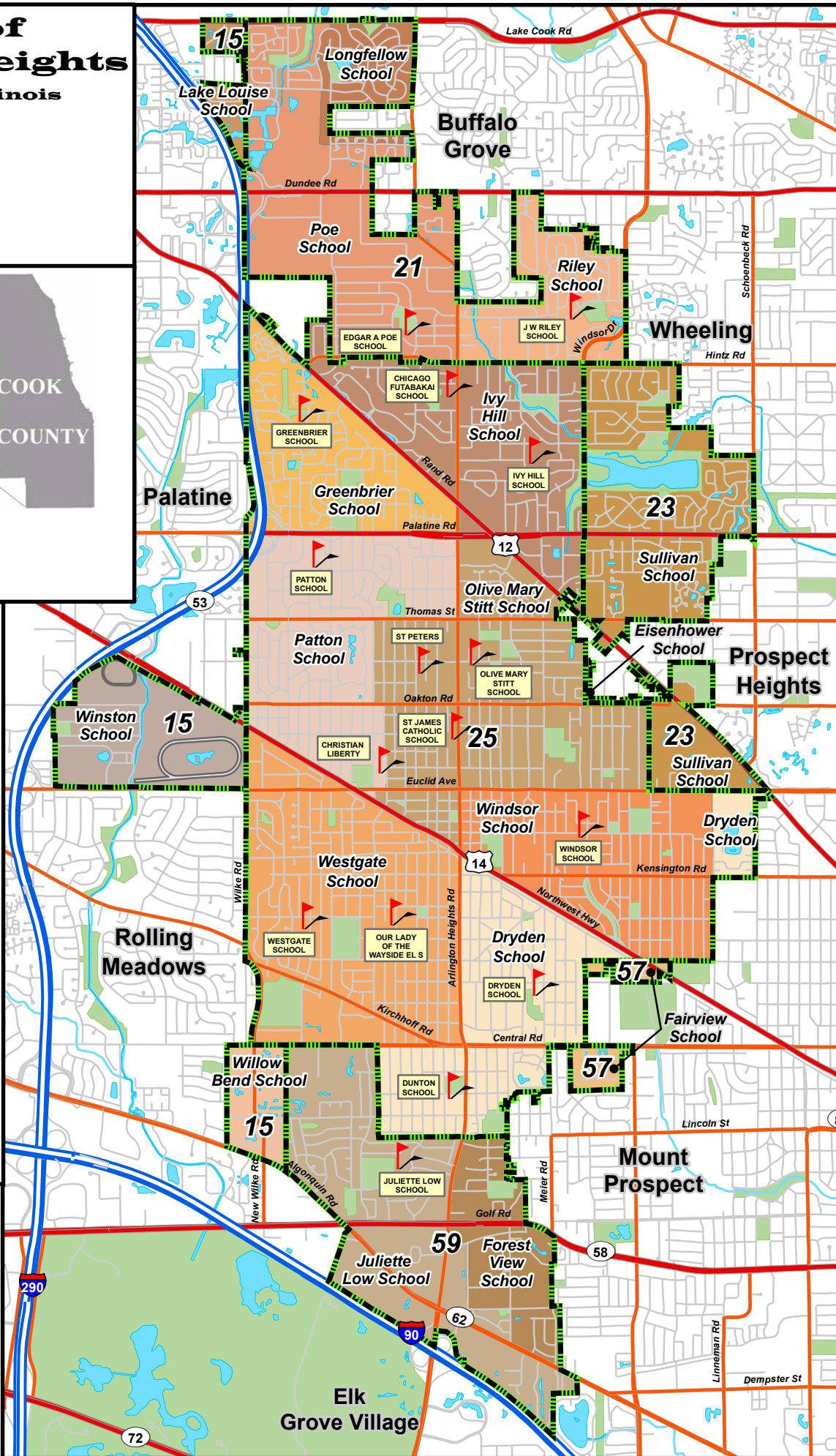
Scale 1:52,300
1 inch equals 0.83 miles



Data Sources:
1. Planimetric Data - Cook County, IL (2001)
2. Annotation - VAH GIS Div. (rev. 2004)
Projection: State Plane Coordinate System
(Illinois East)
Datum: NAD83 Map Units: feet

MAP PREPARED BY:
VILLAGE OF ARLINGTON HEIGHTS
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It is not intended for navigation or location
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Intersection Counts **Miner Street at Windsor Drive**

Arlington Heights, Illinois

Tuesday May 17, 2016																												
Begin Time	Windsor Drive Southbound				Miner Street Westbound				Windsor Drive Northbound				Miner Street Eastbound				15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian and Bicycle Counts								
	Right Turn		Left Turn		Right Turn		Left Turn		Right Turn		Left Turn		Right Turn		Left Turn					North Leg		East Leg		South Leg		West Leg		
	Through	Turn	Through	Turn	Through	Turn	Through	Turn	Through	Turn	Through	Turn	Through	Turn	Ped.	Bike				Ped.	Bike	Ped.	Bike	Ped.	Bike			
	Through	Turn	Through	Turn	Through	Turn	Through	Turn	Through	Turn	Through	Turn	Through	Turn	Ped.	Bike				Ped.	Bike	Ped.	Bike	Ped.	Bike			
8:00 AM	4	5	0	0	2	14	0	0	3	6	5	4	6	49	314	0.60	0	0	0	0	0	0	0	0	2	0		
8:15 AM	4	9	0	0	1	17	3	0	4	3	3	8	2	54	322	0.61	1	0	3	0	0	0	0	1	0	0		
8:30 AM	4	5	0	0	0	12	21	1	2	5	14	10	6	80	300	0.57	7	0	1	0	0	8	0	26	0	0		
8:45 AM	1	7	1	1	1	11	59	0	1	6	32	7	5	131			7	0	0	0	0	8	1	38	0	0		
9:00 AM	4	9	0	0	2	8	3	1	6	2	5	13	4	57			0	0	0	0	1	3	0	0	0	0		
9:15 AM	0	2	0	0	0	12	1	1	5	2	5	4	0	32			1	0	1	0	0	0	0	0	0	0		
Total	17	37	1	1	6	74	87	3	21	24	64	46	23				16	0	5	1	19	1	19	1	67	0		
8:15-9:15 AM	13	30	1	1	4	48	86	2	13	16	54	38	17	322			15	0	4	1	1	1	1	1	65	0		
Tuesday May 17, 2016																												
3:00 PM	3	3	1	1	2	7	14	2	12	6	9	11	7	77	299	0.82	1	0	1	0	0	0	0	0	0	0	0	
3:15 PM	5	9	5	1	1	9	7	1	6	9	7	14	3	76	287	0.79	0	0	3	1	3	0	0	9	0	0	0	
3:30 PM	2	10	2	1	1	8	11	3	14	3	13	19	5	91	279	0.77	12	1	1	0	50	0	0	62	0	0	0	
3:45 PM	2	4	1	1	0	12	1	1	5	2	9	16	2	55			0	0	3	0	2	0	0	5	0	0	0	
4:00 PM	5	6	2	1	1	8	2	0	10	5	9	13	4	65			1	0	1	0	0	0	0	7	0	0	0	
4:15 PM	4	7	0	0	0	13	0	1	10	5	3	24	1	68			1	0	1	0	5	0	1	1	1	1	1	
Total	21	39	11	5	5	57	35	8	57	30	50	97	22				15	1	10	1	60	0	84	1	84	1	1	
3:00-4:00 PM	12	26	9	4	4	36	33	7	37	20	38	60	17	299			13	1	8	1	55	0	76	0	76	0	0	0



Intersection Counts Campbell Street at Windsor Drive

Arlington Heights, Illinois

Begin Time	Windsor Drive Southbound		Campbell Street Westbound		Windsor Drive Northbound		Cambell Street Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	North Leg		East Leg		South Leg		West Leg											
	Right Turn	Left Turn	Right Turn	Left Turn	Right Turn	Left Turn	Right Turn	Left Turn				Bike	Ped.	Bike	Ped.	Bike	Ped.	Bike	Ped.										
	Thursday May 19, 2016																												
8:00 AM	0	1	0	5	1	0	0	0	7	91	0.44	0	0	0	0	0	0	0	0	0									
8:15 AM	0	1	0	5	2	0	1	1	10	98	0.47	0	0	0	0	0	0	0	0	0									
8:30 AM	0	13	2	1	2	3	1	0	22	93	0.45	0	0	0	0	0	2	11	1										
8:45 AM	2	36	1	4	4	4	1	0	52			3	8	0	8	0	3	61	0										
9:00 AM	0	6	0	5	1	0	2	0	14			0	1	0	1	0	0	1	0										
9:15 AM	0	2	1	0	1	0	1	0	5			0	0	0	0	0	0	0	0										
Total	2	59	4	20	11	7	6	1				3	9	0	9	0	5	73	1										
8:15-9:15 AM	2	56	3	15	9	7	5	1	98			3	9	0	9	0	5	73	1										
Thursday May 19, 2016																													
3:00 PM	0	2	1	3	2	2	3	0	13	84	0.42	0	0	0	0	0	0	3	0										
3:15 PM	0	2	1	3	3	1	0	0	10	84	0.42	1	4	0	4	0	0	10	0										
3:30 PM	1	35	0	2	7	0	5	0	50	81	0.41	4	0	0	0	0	0	47	0										
3:45 PM	2	1	1	2	2	0	3	0	11			0	2	1	2	1	0	6	0										
4:00 PM	0	4	3	1	2	2	0	1	13			0	3	0	3	0	0	7	0										
4:15 PM	0	4	0	1	2	0	0	0	7			0	1	0	1	0	0	16	0										
Total	3	48	6	12	18	5	11	1				5	10	1	10	1	0	89	0										
3:00-4:00 PM	3	40	3	10	14	3	11	0	84			5	6	1	6	1	0	66	0										



Intersection Counts

Kensington Road at Windsor Drive

Arlington Heights, Illinois

Begin Time	Windsor Drive Southbound				Kensington Road Westbound				Windsor Drive Northbound				Kensington Road Eastbound				15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian and Bicycle Counts							
	Right Turn		Left Turn		Right Turn		Left Turn		Right Turn		Left Turn		Right Turn		Left Turn					North Leg		East Leg		South Leg		West Leg	
	Thru	Turn	Thru	Turn	Thru	Turn	Thru	Turn	Thru	Turn	Thru	Turn	Thru	Turn	Thru	Turn				Ped.	Bike	Ped.	Bike	Ped.	Bike	Ped.	Bike
	Thursday May 19, 2016																										
	8:00 AM	5	9	4		2	63	1		3	4	2		6	47	1		147	621	0.69	0	0	1		2	0	0
8:15 AM	6	12	3		5	50	4		0	4	2		1	51	5		143	641	0.72	2	0	0		2	0	0	0
8:30 AM	6	6	2		1	40	1		2	9	0		2	36	2		107	671	0.75	0	0	0		11	0	26	0
8:45 AM	35	12	23		7	66	1		6	5	0		3	62	4		224			8	0	0		19	0	35	0
9:00 AM	5	6	12		6	68	5		3	2	0		1	58	1		167			2	0	2		3	0	7	0
9:15 AM	1	3	10		6	72	4		6	6	2		0	61	2		173			0	0	0		2	0	0	0
Total	58	48	54		27	359	16		20	30	6		13	315	15					12	0	3		39	0	68	0
8:15-9:15 AM	52	36	40		19	224	11		11	20	2		7	207	12		641			12	0	2		35	0	68	0
Thursday May 19, 2016																											
3:00 PM	2	8	5		9	103	7		3	8	1		2	67	1		216	764	0.88	3	0	1		7	0	3	0
3:15 PM	5	2	5		11	89	2		3	6	0		0	55	3		181	743	0.95	2	1	1		5	0	6	0
3:30 PM	11	9	9		7	88	0		1	7	2		1	54	7		196	762	0.95	7	0	0		18	0	43	0
3:45 PM	6	5	4		2	69	2		4	5	3		5	61	5		171			3	0	1		6	0	5	0
4:00 PM	6	10	6		7	85	1		2	9	1		2	62	4		195			0	0	3		3	0	6	0
4:15 PM	7	8	2		3	78	1		3	11	0		1	81	5		200			1	0	1		6	0	16	0
Total	37	42	31		39	512	13		16	46	7		11	380	25					16	1	7		45	0	79	0
3:00-4:00 PM	24	24	23		29	349	11		11	26	6		8	237	16		764			15	1	3		36	0	57	0

Intersection Counts

Miner Street at Windsor School Drive

Arlington Heights, Illinois



	Tuesday May 17, 2016											Pedestrian and Bicycle Counts			
Begin Time	Miner Street Westbound		Windsor Driveway Northbound		Miner Street Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian and Bicycle Counts					
	Left Turn	Right Turn	Right Turn	Left Turn	Right Turn	East Leg Bike				South Leg Ped.	West Leg Bike				
	Tuesday May 17, 2016														
8:00 AM	15	3	3		39		60	177	0.74	0	1	0			
8:15 AM	9	3	4		21		37	153	0.75	0	1	0			
8:30 AM	7	4	3		15		29	125	0.61	1	2	0			
8:45 AM	7	8	15		21		51			1	2	0			
9:00 AM	4	4	16		12		36			0	7	0			
9:15 AM	1	1	3		4		9			0	1	0			
Total	43	23	44		112		153			2	14	0			
8:15-9:15 AM	27	19	38		69					2	12	0			
3:00 PM	4	4	0		6		14	121	0.69	0	0	0			
3:15 PM	9	3	5		13		30	137	0.78	0	1	0			
3:30 PM	0	1	24		8		33	130	0.74	0	42	0			
3:45 PM	3	8	20		13		44			0	4	0			
4:00 PM	3	7	6		14		30			0	1	0			
4:15 PM	4	1	3		15		23			0	3	1			
Total	23	24	58		69		121			0	51	1			
3:00-4:00 PM	16	16	49		40					0	47	0			

Intersection Counts

Miner Street at Shared Access Drive Arlington Heights, Illinois



Begin Time	Miner Street Westbound		Windsor Drive Northbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian and Bicycle Counts					
	Left Turn	Right Turn	Left Turn	Right Turn	Totals	Totals		East Leg	South Leg	West Leg				
								Bike	Ped.	Bike				
Tuesday May 17, 2016														
8:00 AM	0	8	15		23	57	0.62	0	0	0	0			
8:15 AM	0	1	12		13	44	0.79	0	2	0	0			
8:30 AM	0	3	4		7	34	0.61	1	5	0	0			
8:45 AM	0	4	10		14			1	0	0	0			
9:00 AM	1	4	5		10			0	2	0	0			
9:15 AM	0	0	3		3			0	1	0	0			
Total	1	20	49					2	10	0	0			
8:15-9:15 AM	1	12	31		44			2	9	0	0			
3:00 PM	0	2	17		19	61	0.61	0	0	0	0			
3:15 PM	0	3	3		6	47	0.47	0	1	0	0			
3:30 PM	0	4	21		25	45	0.45	0	30	0	0			
3:45 PM	0	1	10		11			0	4	0	0			
4:00 PM	0	2	3		5			0	1	0	0			
4:15 PM	1	0	3		4			0	0	1	1			
Total	1	12	57		61			0	36	1	1			
3:00-4:00 PM	0	10	51		61			0	35	0	0			

HCS7 Two-Way Stop-Control Report

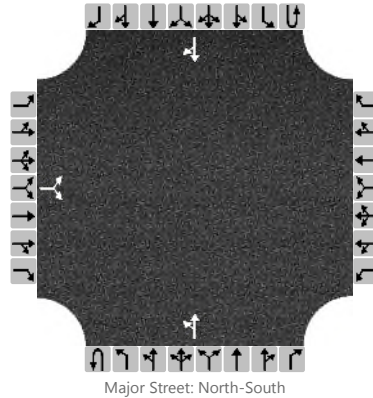
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Windsor/Campbell
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.47
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			LR							LT						TR
Volume, V (veh/h)		1		5						7	0				150	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13							15						
Capacity, c (veh/h)			587							1077						
v/c Ratio			0.02							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			11.3							8.4						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	11.3								8.4							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

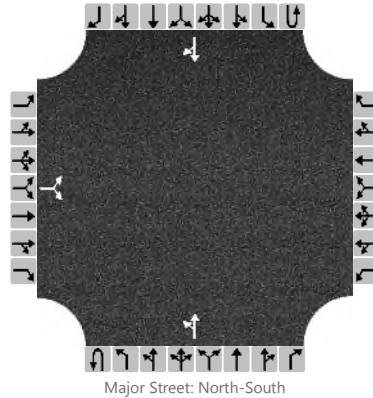
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Windsor/Campbell
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.42
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			LR							LT						TR
Volume, V (veh/h)		0		11						3	0				83	3
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26							7						
Capacity, c (veh/h)			715							1197						
v/c Ratio			0.04							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			10.2							8.0						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	10.2								8.0							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

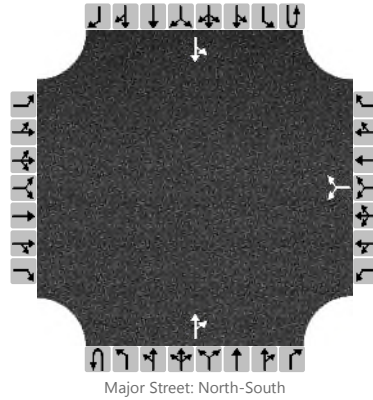
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Windsor/Campbell
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.47
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							LR					TR		LT		
Volume, V (veh/h)						15		3			4	9		51	104	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						7.13		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						38								109		
Capacity, c (veh/h)						515								1553		
v/c Ratio						0.07								0.07		
95% Queue Length, Q ₉₅ (veh)						0.2								0.2		
Control Delay (s/veh)						12.5								7.5		
Level of Service, LOS						B								A		
Approach Delay (s/veh)					12.5								2.9			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

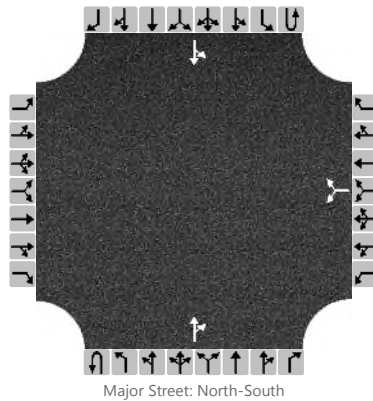
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Windsor/Campbell
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.42
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							LR					TR		LT		
Volume, V (veh/h)						10		3			0	14		36	58	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						7.13		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						31								86		
Capacity, c (veh/h)						651								1551		
v/c Ratio						0.05								0.06		
95% Queue Length, Q ₉₅ (veh)						0.1								0.2		
Control Delay (s/veh)						10.8								7.5		
Level of Service, LOS						B								A		
Approach Delay (s/veh)					10.8								3.1			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

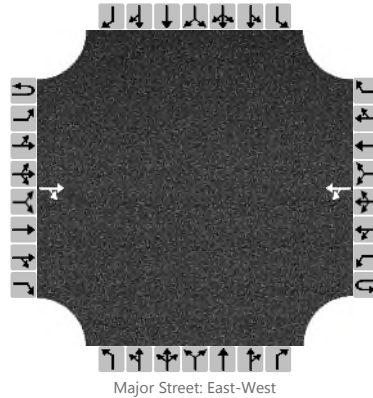
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Inbound Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	School Inbound Driveway
Peak Hour Factor	0.75
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, V (veh/h)			90	109		42	106									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						56										
Capacity, c (veh/h)						1237										
v/c Ratio						0.05										
95% Queue Length, Q ₉₅ (veh)						0.1										
Control Delay (s/veh)						8.0										
Level of Service, LOS						A										
Approach Delay (s/veh)					2.6											
Approach LOS																

HCS7 Two-Way Stop-Control Report

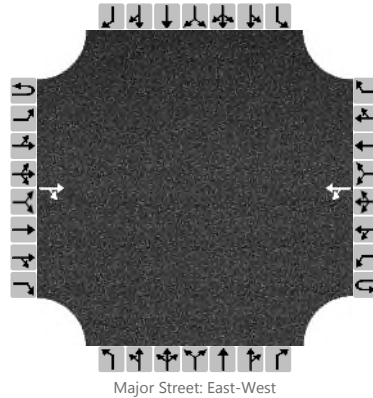
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Inbound Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	School Inbound Driveway
Peak Hour Factor	0.69
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, V (veh/h)			98	59		30	111									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						43										
Capacity, c (veh/h)						1239										
v/c Ratio						0.03										
95% Queue Length, Q ₉₅ (veh)						0.1										
Control Delay (s/veh)						8.0										
Level of Service, LOS						A										
Approach Delay (s/veh)					1.9											
Approach LOS																

HCS7 Two-Way Stop-Control Report

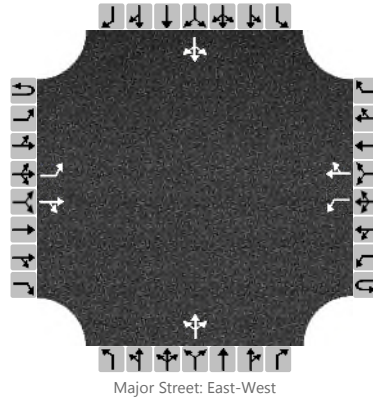
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Kensington/Windsor
Jurisdiction	Arlington Heights
East/West Street	Kensington Road
North/South Street	Windsor Drive
Peak Hour Factor	0.72
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	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume, V (veh/h)		3	207	7		11	231	5		9	5	19		36	36	47
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				15					45				165	
Capacity, c (veh/h)		1201				1180					400				406	
v/c Ratio		0.00				0.01					0.11				0.41	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4				1.9	
Control Delay (s/veh)		8.0				8.1					15.1				19.8	
Level of Service, LOS		A				A					C				C	
Approach Delay (s/veh)	0.1				0.4				15.1				19.8			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

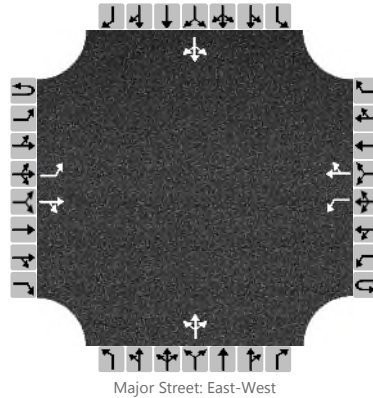
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Kensington/Windsor
Jurisdiction	Arlington Heights
East/West Street	Kensington Road
North/South Street	Windsor Drive
Peak Hour Factor	0.88
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	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume, V (veh/h)		3	237	8		11	361	6		16	5	22		20	24	20
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				12					49				73	
Capacity, c (veh/h)		1110				1199					381				356	
v/c Ratio		0.00				0.01					0.13				0.21	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4				0.8	
Control Delay (s/veh)		8.3				8.0					15.8				17.7	
Level of Service, LOS		A				A					C				C	
Approach Delay (s/veh)	0.1				0.2				15.8				17.7			
Approach LOS									C				C			

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information	
Analyst	AJB			Intersection	Miner/Windsor
Agency/Co.	Eriksson Engineering			Jurisdiction	Arlington Heights
Date Performed	01/31/2017			Analysis Year	2016
Analysis Time Period	8:15 - 9:15 AM				

Project ID *Proposed Conditions*East/West Street: *Miner Street*North/South Street: *Windsor Drive*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	21	57	48	77	59	4
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	1	27	17
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>0.61</i>		<i>0.61</i>		<i>0.61</i>		<i>0.61</i>	
Flow Rate (veh/h)	<i>205</i>		<i>228</i>		<i>0</i>		<i>72</i>	
% Heavy Vehicles	<i>0</i>		<i>0</i>		<i>0</i>		<i>0</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>0.25</i>							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.6		0.0		0.0	
Prop. Right-Turns	0.4		0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.1		0.0		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.18		0.20		0.00		0.06	
hd, final value (s)	4.12		4.38		4.95		4.62	
x, final value	0.235		0.277		0.000		0.092	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.1		2.4		3.0		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	891		814				800	
Delay (s/veh)	8.4		9.0		8.0		8.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.4		9.0		8.0		8.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.6							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	AJB				Intersection	Miner/Windsor		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	01/31/2017				Analysis Year	2016		
Analysis Time Period	3:00 - 4:00 PM							
Project ID <i>Proposed Conditions</i>								
East/West Street: <i>Miner Street</i>					North/South Street: <i>Windsor Drive</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	21	58	34		29	48	3	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	20	30	7		9	23	18	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.82		0.82		0.82		0.82	
Flow Rate (veh/h)	136		96		68		59	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.4		0.4		0.2	
Prop. Right-Turns	0.3		0.0		0.1		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		-0.0		-0.2	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.12		0.09		0.06		0.05	
hd, final value (s)	4.16		4.39		4.49		4.32	
x, final value	0.157		0.117		0.085		0.071	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.2		2.4		2.5		2.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	850		800		850		843	
Delay (s/veh)	7.9		8.0		7.9		7.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.9		8.0		7.9		7.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.9							
Intersection LOS	A							

HCS7 Two-Way Stop-Control Report

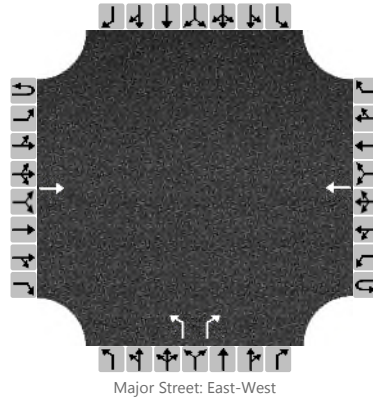
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Outbound Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	School Outbound Driveway
Peak Hour Factor	0.75
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		1	0	1		0	0	0
Configuration			T				T			L		R				
Volume, V (veh/h)			90				76			72		36				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.13		6.23				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										96		48				
Capacity, c (veh/h)										695		884				
v/c Ratio										0.14		0.05				
95% Queue Length, Q ₉₅ (veh)										0.5		0.2				
Control Delay (s/veh)										11.0		9.3				
Level of Service, LOS										B		A				
Approach Delay (s/veh)									10.4							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

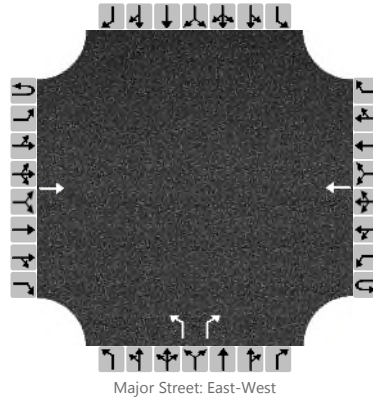
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Outbound Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	School Outbound Driveway
Peak Hour Factor	0.69
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		1	0	1		0	0	0
Configuration			T				T			L		R				
Volume, V (veh/h)			89				66			75		24				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.13		6.23				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										109		35				
Capacity, c (veh/h)										655		835				
v/c Ratio										0.17		0.04				
95% Queue Length, Q ₉₅ (veh)										0.6		0.1				
Control Delay (s/veh)										11.6		9.5				
Level of Service, LOS										B		A				
Approach Delay (s/veh)									11.1							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

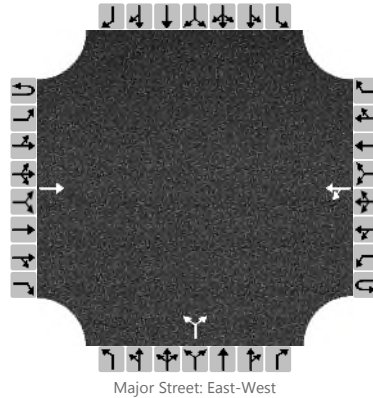
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Shared Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	Shared Driveway
Peak Hour Factor	0.79
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			T			LT					LR					
Volume, V (veh/h)			187			1	105			31		12				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				7.13		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

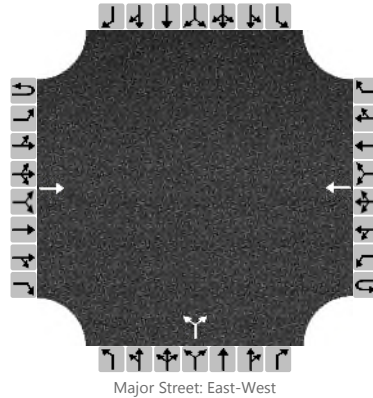
Flow Rate, v (veh/h)						1					54					
Capacity, c (veh/h)						1270					601					
v/c Ratio						0.00					0.09					
95% Queue Length, Q ₉₅ (veh)						0.0					0.3					
Control Delay (s/veh)						7.8					11.6					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					0.1				11.6							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AJB	Intersection	Miner/Shared Drive
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	01/31/2017	East/West Street	Miner Road
Analysis Year	2016	North/South Street	Shared Driveway
Time Analyzed	3:00 - 4:00 PM	Peak Hour Factor	0.61
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

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			T				T				LR					
Volume, V (veh/h)			138				111			51		10				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.13		6.23				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										100						
Capacity, c (veh/h)										533						
v/c Ratio										0.19						
95% Queue Length, Q ₉₅ (veh)										0.7						
Control Delay (s/veh)										13.3						
Level of Service, LOS										B						
Approach Delay (s/veh)									13.3							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

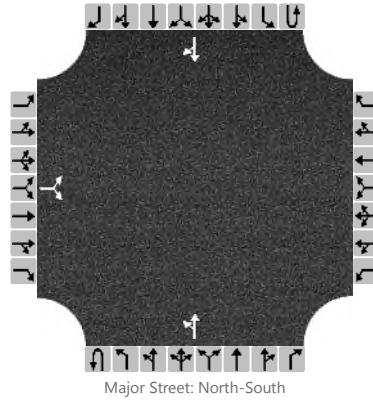
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Windsor/Campbell
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.47
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			LR							LT						TR
Volume, V (veh/h)		1		5						7	0				150	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13							15						
Capacity, c (veh/h)			587							1077						
v/c Ratio			0.02							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			11.3							8.4						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	11.3								8.4							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

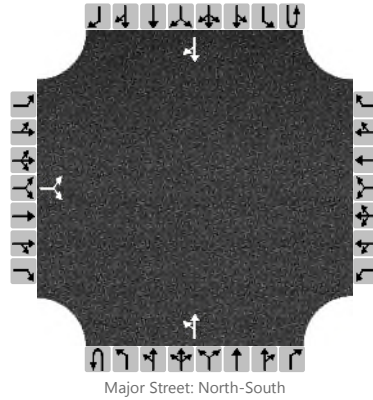
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Windsor/Campbell
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.42
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			LR							LT						TR
Volume, V (veh/h)		0		11						3	0				83	3
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26							7						
Capacity, c (veh/h)			715							1197						
v/c Ratio			0.04							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			10.2							8.0						
Level of Service, LOS			B							A						
Approach Delay (s/veh)	10.2								8.0							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

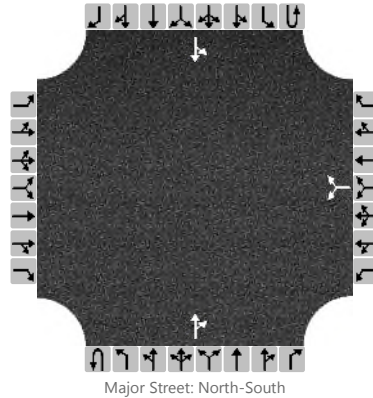
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Windsor/Campbell
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.47
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							LR					TR		LT		
Volume, V (veh/h)						15		3			4	9		51	104	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						7.13		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						38								109		
Capacity, c (veh/h)						515								1553		
v/c Ratio						0.07								0.07		
95% Queue Length, Q ₉₅ (veh)						0.2								0.2		
Control Delay (s/veh)						12.5								7.5		
Level of Service, LOS						B								A		
Approach Delay (s/veh)					12.5								2.9			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

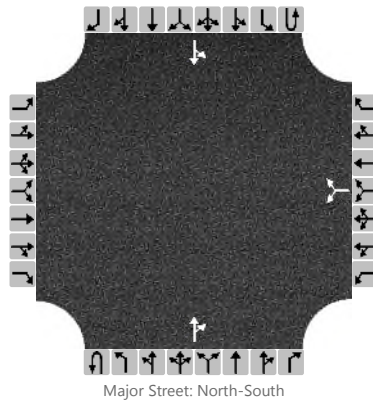
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	North-South
Project Description	Proposed Conditions

Site Information

Intersection	Windsor/Campbell
Jurisdiction	Arlington Heights
East/West Street	Campbell Street
North/South Street	Windsor Drive
Peak Hour Factor	0.42
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							LR					TR		LT		
Volume, V (veh/h)						10		3			0	14		36	58	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						7.13		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						31								86		
Capacity, c (veh/h)						651								1551		
v/c Ratio						0.05								0.06		
95% Queue Length, Q ₉₅ (veh)						0.1								0.2		
Control Delay (s/veh)						10.8								7.5		
Level of Service, LOS						B								A		
Approach Delay (s/veh)					10.8								3.1			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

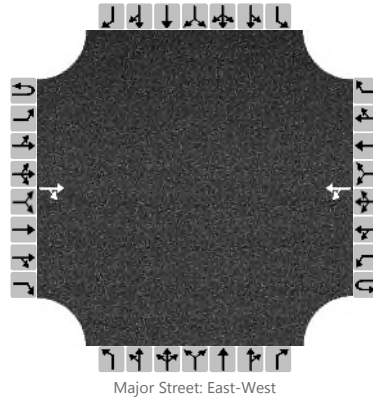
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Inbound Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	School Inbound Driveway
Peak Hour Factor	0.75
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, V (veh/h)			90	109		42	106									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						56										
Capacity, c (veh/h)						1237										
v/c Ratio						0.05										
95% Queue Length, Q ₉₅ (veh)						0.1										
Control Delay (s/veh)						8.0										
Level of Service, LOS						A										
Approach Delay (s/veh)					2.6											
Approach LOS																

HCS7 Two-Way Stop-Control Report

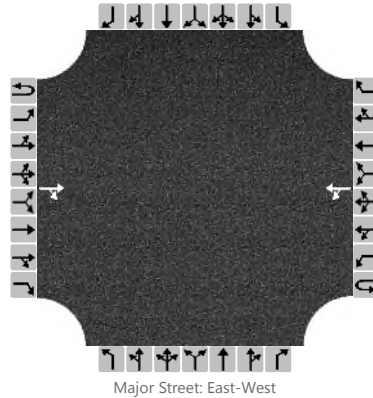
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Inbound Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	School Inbound Driveway
Peak Hour Factor	0.69
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, V (veh/h)			98	59		30	111									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						43										
Capacity, c (veh/h)						1239										
v/c Ratio						0.03										
95% Queue Length, Q ₉₅ (veh)						0.1										
Control Delay (s/veh)						8.0										
Level of Service, LOS						A										
Approach Delay (s/veh)					1.9											
Approach LOS																

HCS7 Two-Way Stop-Control Report

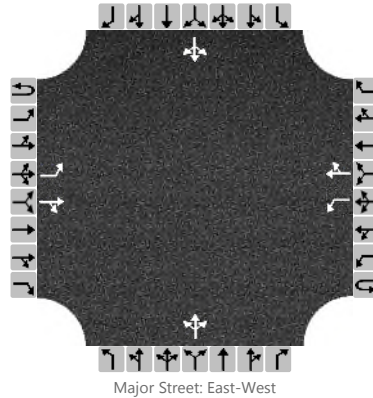
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Kensington/Windsor
Jurisdiction	Arlington Heights
East/West Street	Kensington Road
North/South Street	Windsor Drive
Peak Hour Factor	0.72
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	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume, V (veh/h)		3	207	7		11	231	5		9	5	19		36	36	47
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				15					45				165	
Capacity, c (veh/h)		1201				1180					400				406	
v/c Ratio		0.00				0.01					0.11				0.41	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4				1.9	
Control Delay (s/veh)		8.0				8.1					15.1				19.8	
Level of Service, LOS		A				A					C				C	
Approach Delay (s/veh)	0.1				0.4				15.1				19.8			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

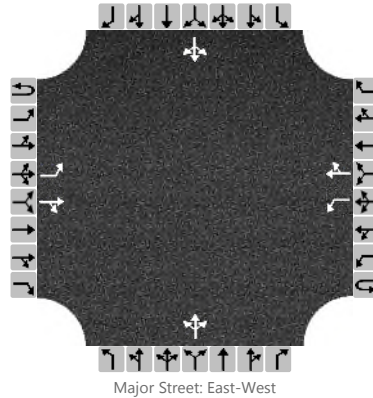
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Kensington/Windsor
Jurisdiction	Arlington Heights
East/West Street	Kensington Road
North/South Street	Windsor Drive
Peak Hour Factor	0.88
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	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume, V (veh/h)		3	237	8		11	361	6		16	5	22		20	24	20
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				12					49				73	
Capacity, c (veh/h)		1110				1199					381				356	
v/c Ratio		0.00				0.01					0.13				0.21	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4				0.8	
Control Delay (s/veh)		8.3				8.0					15.8				17.7	
Level of Service, LOS		A				A					C				C	
Approach Delay (s/veh)	0.1				0.2				15.8				17.7			
Approach LOS									C				C			

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	AJB				Intersection	Miner/Windsor		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	01/31/2017				Analysis Year	2016		
Analysis Time Period	8:15 - 9:15 AM							
Project ID <i>Proposed Conditions</i>								
East/West Street: <i>Miner Street</i>					North/South Street: <i>Windsor Drive</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	21	57	48		77	59	4	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	0	0	0		1	27	17	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.61		0.61		0.61		0.61	
Flow Rate (veh/h)	205		228		0		72	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.6		0.0		0.0	
Prop. Right-Turns	0.4		0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.1		0.0		-0.2	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.18		0.20		0.00		0.06	
hd, final value (s)	4.12		4.38		4.95		4.62	
x, final value	0.235		0.277		0.000		0.092	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.1		2.4		3.0		2.6	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	891		814				800	
Delay (s/veh)	8.4		9.0		8.0		8.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.4		9.0		8.0		8.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.6							
Intersection LOS	A							

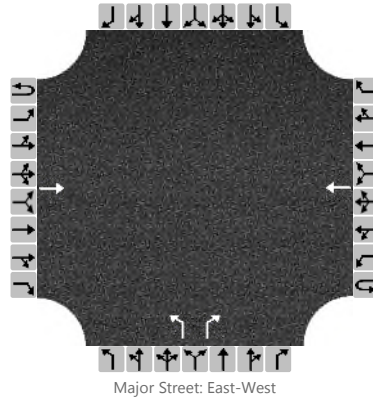
ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	AJB				Intersection	Miner/Windsor		
Agency/Co.	Eriksson Engineering				Jurisdiction	Arlington Heights		
Date Performed	01/31/2017				Analysis Year	2016		
Analysis Time Period	3:00 - 4:00 PM							
Project ID <i>Proposed Conditions</i>								
East/West Street: <i>Miner Street</i>					North/South Street: <i>Windsor Drive</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	21	58	34		29	48	3	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	20	30	7		9	23	18	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.82		0.82		0.82		0.82	
Flow Rate (veh/h)	136		96		68		59	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.4		0.4		0.2	
Prop. Right-Turns	0.3		0.0		0.1		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		-0.0		-0.2	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.12		0.09		0.06		0.05	
hd, final value (s)	4.16		4.39		4.49		4.32	
x, final value	0.157		0.117		0.085		0.071	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.2		2.4		2.5		2.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	850		800		850		843	
Delay (s/veh)	7.9		8.0		7.9		7.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.9		8.0		7.9		7.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.9							
Intersection LOS	A							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AJB	Intersection	Miner/Outbound Drive
Agency/Co.	Eriksson Engineering	Jurisdiction	Arlington Heights
Date Performed	01/31/2017	East/West Street	Miner Road
Analysis Year	2016	North/South Street	School Outbound Driveway
Time Analyzed	8:15 - 9:15 AM	Peak Hour Factor	0.75
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

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		1	0	1		0	0	0
Configuration			T				T			L		R				
Volume, V (veh/h)			90				76			72		36				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.13		6.23				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										96		48				
Capacity, c (veh/h)										695		884				
v/c Ratio										0.14		0.05				
95% Queue Length, Q ₉₅ (veh)										0.5		0.2				
Control Delay (s/veh)										11.0		9.3				
Level of Service, LOS										B		A				
Approach Delay (s/veh)									10.4							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

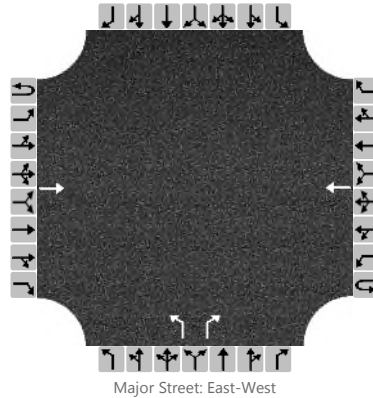
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Outbound Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	School Outbound Driveway
Peak Hour Factor	0.69
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		1	0	1		0	0	0
Configuration			T				T			L		R				
Volume, V (veh/h)			89				66			75		24				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.13		6.23				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										109		35				
Capacity, c (veh/h)										655		835				
v/c Ratio										0.17		0.04				
95% Queue Length, Q ₉₅ (veh)										0.6		0.1				
Control Delay (s/veh)										11.6		9.5				
Level of Service, LOS										B		A				
Approach Delay (s/veh)									11.1							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

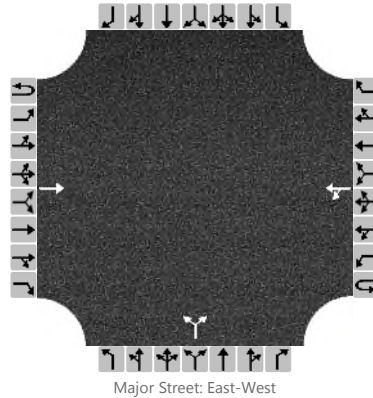
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	8:15 - 9:15 AM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Shared Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	Shared Driveway
Peak Hour Factor	0.79
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			T			LT					LR					
Volume, V (veh/h)			187			1	105			31		12				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				7.13		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					54					
Capacity, c (veh/h)						1270					601					
v/c Ratio						0.00					0.09					
95% Queue Length, Q ₉₅ (veh)						0.0					0.3					
Control Delay (s/veh)						7.8					11.6					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					0.1				11.6							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

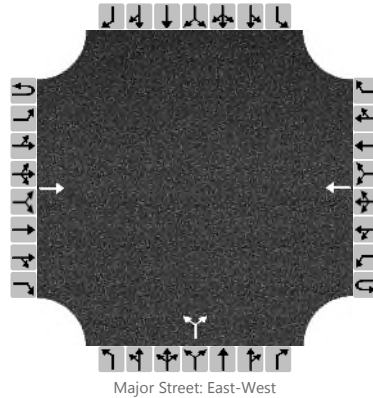
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	01/31/2017
Analysis Year	2016
Time Analyzed	3:00 - 4:00 PM
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Miner/Shared Drive
Jurisdiction	Arlington Heights
East/West Street	Miner Road
North/South Street	Shared Driveway
Peak Hour Factor	0.61
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

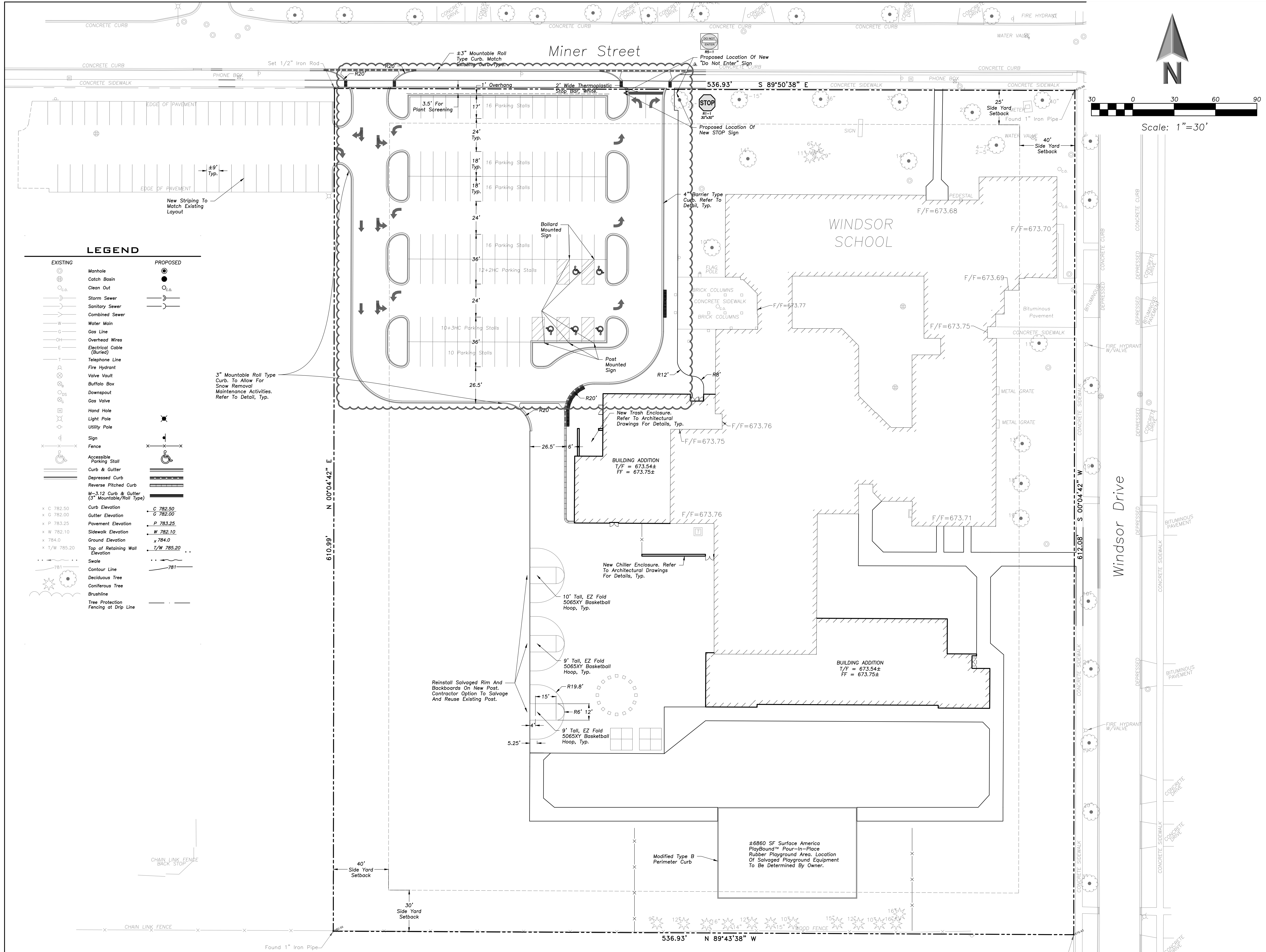
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T				LR					
Volume, V (veh/h)			138				111			51		10				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.13		6.23				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										100						
Capacity, c (veh/h)										533						
v/c Ratio										0.19						
95% Queue Length, Q ₉₅ (veh)										0.7						
Control Delay (s/veh)										13.3						
Level of Service, LOS										B						
Approach Delay (s/veh)									13.3							
Approach LOS									B							



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: 04/30/2017

WINDSOR ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

1315 E. Miner Street
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

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

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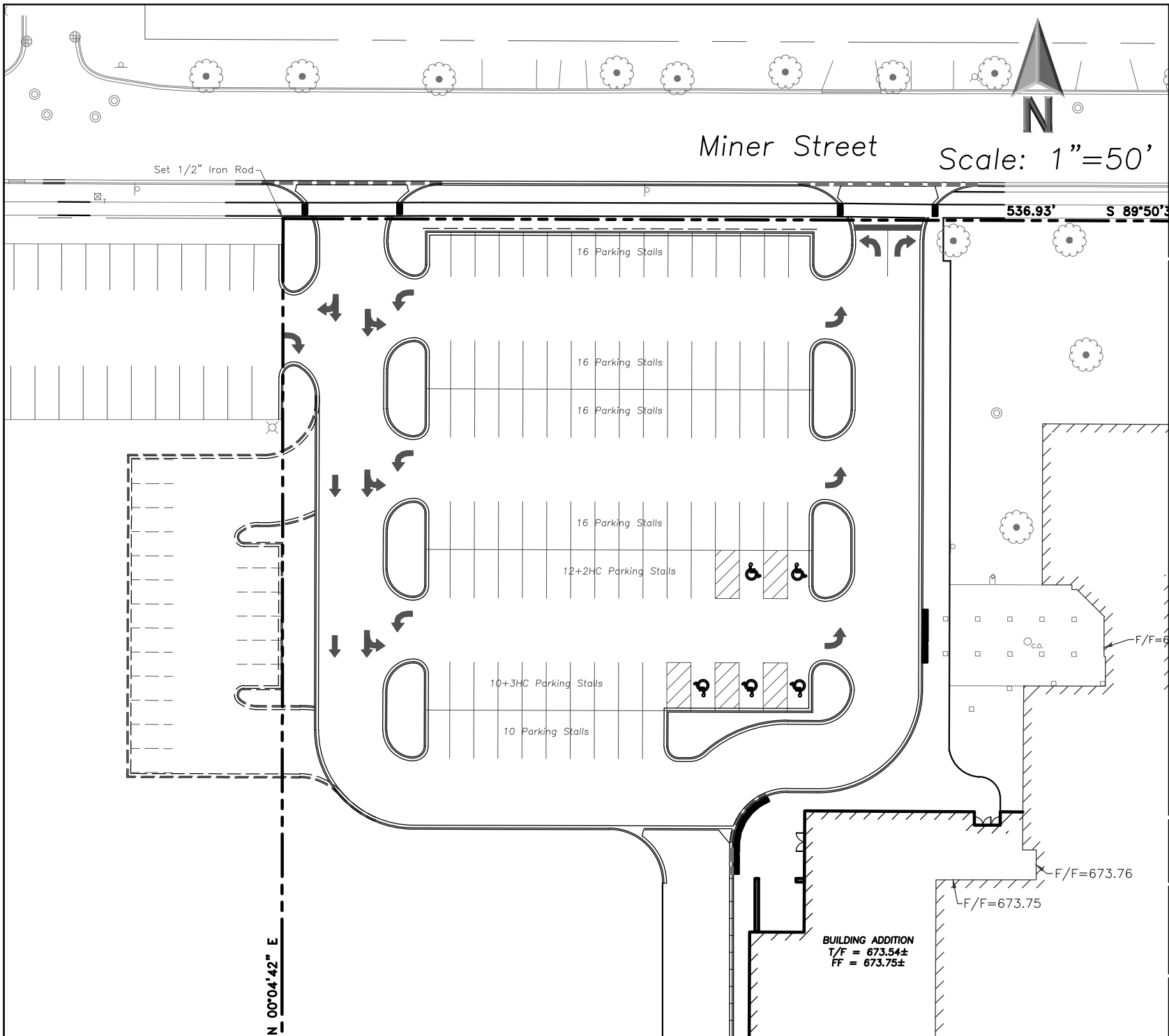
Design By:	JC	Date:	12/14/16
Approved By:	KC	Project No.	

Sheet Title:

**SITE GEOMETRY
PLAN**

Sheet No:

C2.1



**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: 04/30/2017

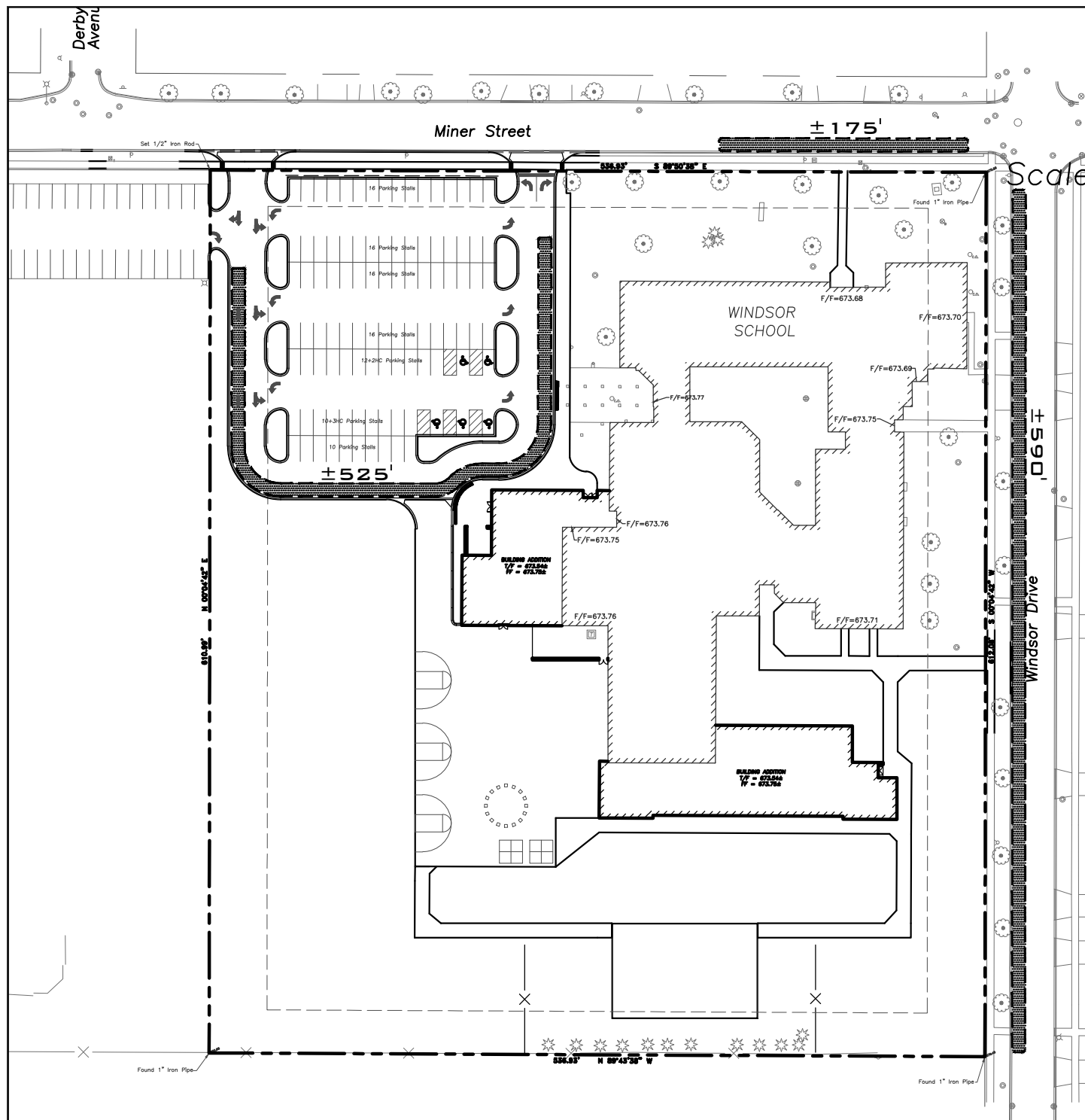
**WINDSOR ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS
1315 E. Miner Street
Arlington Heights, Illinois**

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Sheet Title:
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PARKING LAND
BANK**

Sheet No:
CSK-1



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WINDSOR ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS
1315 E. Miner Street
Arlington Heights, Illinois

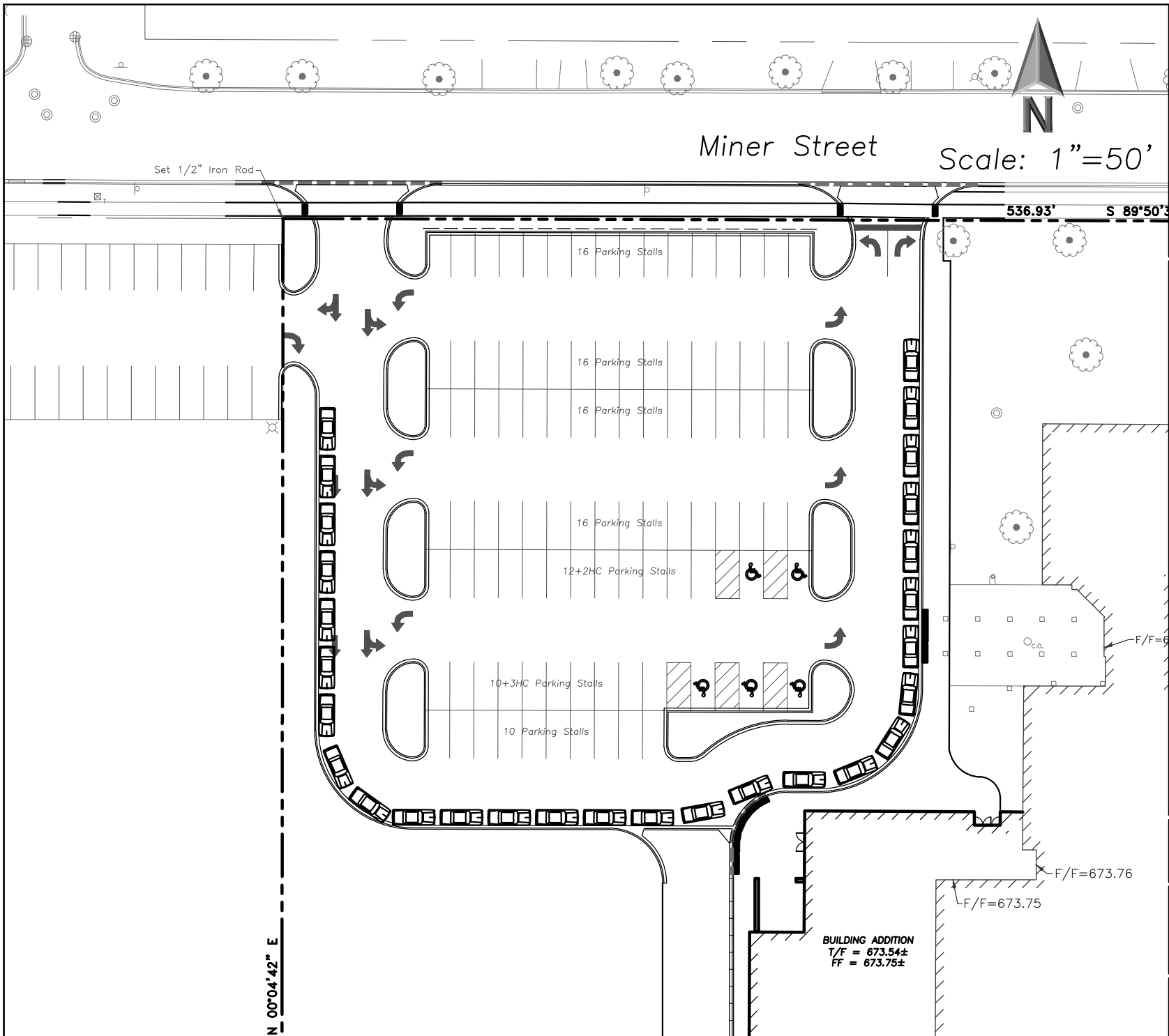
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Sheet Title: TRAFFIC -
WINDSOR
SCHOOL LOADING
ZONES

Sheet No:

CSK-3



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**WINDSOR ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS
1315 E. Miner Street
Arlington Heights, Illinois**

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Design By: JC	Date: 01/25/17
Checked By: SC	Project No: 0000.00

Sheet Title: **TRAFFIC -
PROPOSED
VEHICLE
STACKING**

Sheet No: **CSK-2**



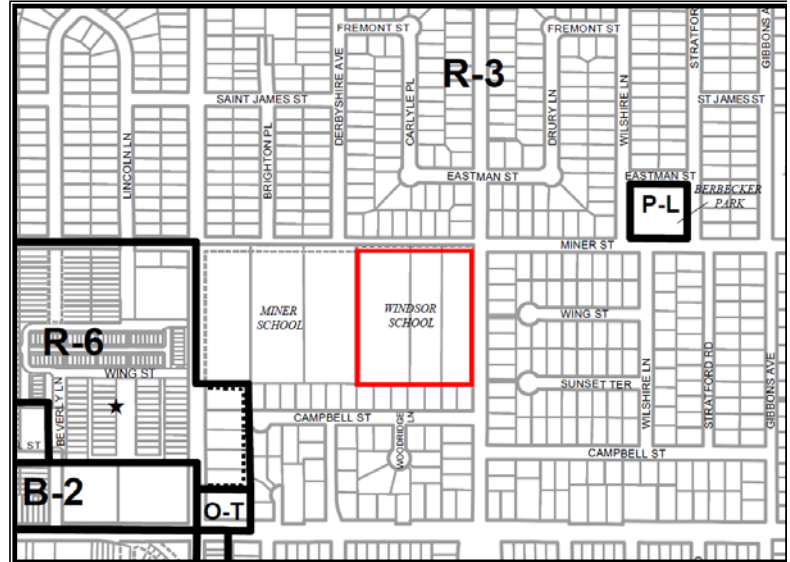
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

File Number: PC #16-026
Project Title: Windsor Elementary School Addition
Address: 1315 East Miner Street
PIN: 03-29-412-015 thru -016, 03-29-412-042

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: January 25, 2017
Date prepared: January 20, 2017

Petitioner: Don Hansen
Address: 350 W. Ontario St. – Suite 200.
Chicago, IL 60654

Existing Zoning: R-3, One-Family Dwelling District



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	Parks

Requested Action:
Amendment to Special Use Ordinance #90-082 to allow an addition to the existing Elementary School.

Variations Required:

- 1) Variation from Section 5.1-3.6 of Chapter 28 to decrease the required exterior side yard setback from 40' to 12.9' for the existing building.
- 2) Variation from Section 5.1-3.8 of Chapter 28 to increase the maximum allowed impervious surface coverage from 50% to 50.1%.
- 3) Variation from 11.4-4 to reduce the required number of parking spaces from 218 spaces to 90 spaces.

Background:

The subject property is approximately 7.53 acres in size and contains the Windsor Elementary School and associated recreational areas to the west of the school building. Windsor School is one of seven elementary schools operated by District 25 and has a current enrollment of 509 students. Enrollment is expected to increase in the future, with future enrollment estimated at 518 in the near future and 595 students over the next five years. The school has two temporary classrooms housed in a trailer on the west side of the building, which trailer would be removed upon completion of the proposed building addition. Additionally, a portion of the library has been portioned off to create a third temporary classroom, which would also be removed upon completion of the proposed building addition. Windsor School is home to two district-wide special education programs for students in grades K-5.

The proposed project involves the expansion of the southern wing of the school, which would create six new classrooms, three new offices, and new bathroom facilities. The existing gym would also be expanded to the west, and new storage areas and receiving areas would be created. The parking lot along the western side of the site would be reoriented, which will cause the removal of one of the recreational fields that currently exists in this area, and a new curb cut along Miner Street has been proposed. Additionally, the asphalt play area along the south of the building will be relocated to the west side of the proposed addition, and the play area on the southern end of the site will be removed and replaced at a slightly smaller size. There is no bussing to Windsor School and this will not be changed as a result of the proposed addition.

In 1990, the Windsor School was approved for a Special Use Permit to allow the existing elementary school, which was done in conjunction with a building expansion that was completed at that time.

Prior Ordinance History

The following is a brief summary of prior approvals relative to the Windsor School:

- 1990: Ordinance 90-082 approved a Special Use Permit to allow an Elementary School on the subject property, as well as a Variation to waive the parking lot landscape requirement along the western and southern sides of the parking lot and a Variation to reduce the required parking to allow only 83 parking spaces on the subject property. These approvals were granted to allow a building addition to the existing Elementary School.
- 1993: Ordinance 93-054 approved the installation of "No Parking" signs along the east side of Windsor Drive between Miner Street and Campbell Street. These signs were installed at the request of the residents living along Windsor Drive to prevent drop-off and pick-up traffic from parking along both sides of Windsor Drive and obstructing the flow of traffic on this street.

Plat and Subdivision

On November 30, 2016, the Plat and Subdivision Committee met to discuss the proposed project. The subcommittee was supportive of the building addition and felt that, given the fact that changes to the parking lot were proposed, it would be a great opportunity to address some of the traffic issues in the neighborhood during arrival and dismissal. They hoped the School District would explore the possibility of bringing some of the drop-off/pick-up operations on-site to keep these cars off the street. The subcommittee stressed the importance of working to improve drop-off/pick-up operations and encouraged the applicant to move forward.

Neighborhood Meeting

On January 18, 2017, the District 25 held an information meeting for neighboring residents of Windsor School. According to a summary of this meeting provided by District 25, there were some concerns about student drop off during construction. The District has said that some student drop off will be brought onsite during construction as there will be a construction entrance along Windsor. Additionally, the District clarified that the mobile classrooms will be removed in February of 2017 and students will have a fenced off temporary play area within the parking lot as well as a play area in the fields to the west. There were some concerns about the adequacy of parking given growing enrollment at the school and concerns about parking along Windsor Drive. The District expressed that they are committed to being a good neighbor and would work with individuals on their concerns.

Design Commission

Met on January 10, 2017, the Design Commission held a public hearing to discuss the proposed building addition. The project received a unanimous recommendation of approval subject to a condition requiring additional landscape plantings along the existing building adjacent to Miner Street and Windsor Drive, and recommendation to consider shaded glass in the upper windows of the gym and some type of shading device on the south facing classroom windows. The draft minutes from this meeting are included within the Plan Commission packet.

Zoning and Comprehensive Plan

The subject property is within the R-3, One Family Dwelling District, and all schools within the R-3 District are required to obtain a Special Use Permit. As indicated above, the subject property was granted a Special Use Permit to allow the existing elementary school via Ordinance #90-082. In order to allow the proposed expansion, Ordinance #90-082 must be amended.

The Village's Comprehensive Plan designates the future use of the subject property as "Schools". The proposed Special Use amendment is therefore consistent with the Comprehensive Plan.

Site Plan, Building and Landscaping

Staff has reviewed the plans relative to all bulk and setback requirements and identified the need for two Variations relative to these requirements. The first Variation relates to the existing school building, which does not comply with required 40' side yard setback along Windsor Drive and maintains a 12.9' setback in this location. Staff supports the proposed setback Variation as it is for an existing condition and will not alter the essential character of the locality. Additionally, to require the School District to correct this non-conforming setback would create an undue financial burden that would prevent the School District from obtaining a "reasonable return" on the subject property. The petitioner has submitted the required written justification to the Variation approval criteria, as summarized below:

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

Staff concurs with the petitioner that the criteria for this Variation has been met.

The second Variation identified relates to the proposed impervious surface coverage. Within the R-3 Zoning District, all properties are allowed a maximum impervious surface coverage not to exceed 50%, and the proposed impervious surface coverage on the subject property is calculated at 50.1%. Staff supports the proposed 0.1% increase in allowable impervious surface coverage as the subject property is part of the overall School District campus in this location, which includes the playing fields to the west of the subject property as well as the Miner School property. When taking into consideration the entire campus, the overall impervious surface coverage is well below the maximum allowed 50% restriction. Staff concurs with the petitioner that all necessary approval criteria for this Variation have been met.

The existing gymnasium stands at 24 feet in height and the proposed addition to the gym will maintain this height. The single-story classroom addition is proposed at 14'8" in height. The R-3 District allows maximum building heights of 25', and therefore the proposed work conforms to all height regulations.

Relative to site illumination, staff notes that the proposed photometric plan is showing illumination levels that may create a glare when viewed from neighboring residential properties, most notably to the north. Although it appears that illumination levels at all property lines will conform to code requirements, the intensity of on-site illumination at certain light fixtures may become problematic. Therefore, staff recommends a condition of approval that requires the School District to provide additional side shielding on the parking lot fixtures to minimize impact to neighboring residential areas should it be determined (at time of final inspection) that light spillover has created a nuisance to neighboring residential properties.

The School District has proposed a wire mesh screening system on one of the restrictors within the utility system, which screen is not acceptable to the Public Works Department due to their concerns that it will clog easily and require frequent maintenance. As the District believes that a wire mesh screen will provide the most efficient means to allow flow into the restrictor, in lieu of requiring the District to change this screening system, the Public Works Dept. has proposed a maintenance agreement that assigns responsibility for future maintenance of the restrictor screen to the School District. A condition of approval has been added to address this.

Parking

In 1990, Windsor School was granted a parking variation that adjusted the parking formula to allow one parking space per employee plus two parking spaces per classroom (the parking code requires two parking spaces per employee plus one per classroom). The variation to the parking formula equated to 83 parking spaces required in 1990. The parking formula allowed via

the 1990 Variation is still applicable today, however, the number of classrooms and number of staff has changed since 1990, and the current parking requirements are shown in Table 1 below:

Table 1: Required Parking - Existing and Proposed

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Existing Windsor Elementary School	Elementary School	88	29	1 space per classroom plus two space per employee	205
Total Parking Required if No Previous Variation Was Granted					205
Total Parking Required per 1990 Variation					146
Total Parking Provided					89
Parking Surplus/(Deficit) if No Variation Was Granted					(116)
Parking Surplus/(Deficit) per 1990 Variation					(57)
Proposed Windsor Elementary School	Elementary School	93	32	1 space per classroom plus two space per employee	218
Total Parking Required if No Variation Was Granted					218
Total Parking Required per 1990 Variation					157
Total Parking Provided					90
Parking Surplus/(Deficit) if No Previous Variation Was Granted					(128)
Parking Surplus/(Deficit) per 1990 Variation					(67)

The School District is proposing the reconstruction of the existing parking lot west of the school building, which will result in an increase of the total on-site parking by one space for a total of 90 parking spaces. When taking into consideration the previously approved formula via the 1990 Variation, the total deficit in parking spaces is 67 and therefore the applicant has requested an amendment to the 1990 Variation to allow a reduction in parking requirements from 157 spaces to 90 spaces. This equates to a 42.6% reduction in required parking when considering the previously granted variation, and a 58.7% reduction in required parking when considering standard code requirements. Staff notes that enrollment at Windsor School is expected to increase over a five year period from 509 students to 595 students.

The parking study surveyed the parking lot during one day in May of 2016 and noted that the 89 space parking lot was 92% occupied. Given the expected increase in student population, which will result in additional staff, the proposed one space increase may not be able to accommodate future demand. Staff believes that additional capacity exists in the auxiliary parking area between Miner School and Windsor School, however, the parking study has not surveyed capacity in this area. The petitioner should provide an analysis of the auxiliary parking area to determine if sufficient capacity exists to accommodate future demand. Staff notes that ITE parking projections indicate a 595 student elementary school would require 101 parking spaces during peak demand.

With regards to the layout of the proposed 90-space parking lot, staff has identified two issues. First, Section 11.2-8 of Chapter 28 requires a 20' width for all parking rows when one-way 60° angled parking is provided. The northern most parking row is proposed at only 18.5' in width. Staff is unclear why the full 20' width cannot be provided for this parking row and recommends that the applicant adjust the parking layout to comply with this regulation. Alternatively, the applicant can request and provide the written justification for a Variation from this requirement and staff can analyze if the hardship criteria has been met.

The flow of the parking lot does not allow circulation to the axillary parking area if all 90 spaces are occupied. Specifically, if a car enters on the parking lot via the "entrance only" western access drive and proceeds south through the parking lot only to find that the parking row they are traversing is full, this automobile would then have to leave the site and travel onto Miner Street in order to

access the auxiliary lot or to return to the parking lot to search for an open space in a different parking row. The parking lot should be designed to allow internal circulation through all parking areas without requiring a car to return onto a public street in order to access other areas of the parking lot. The northernmost drive aisle and parking rows should be reconfigured to allow westbound only traffic, which would allow access back to the auxiliary parking area without having to enter into the public ROW. A condition of approval has been added to address this issue.

Traffic

Bussing to Windsor School is not provided and therefore all students either walk or bike to and from school or are dropped off/picked up by parents with cars. The western parking lot is used for drop-off/pick-up of children in the Special Education program. Utilization of the onsite pick-up/drop-off for all school populations may help to improve pick-up/drop-off operations. The western side of Windsor Drive abutting the school is posted as a student pick-up/drop-off zone from 8:00am-9:00am and from 3:00pm-4:00pm on school days, and the east side of Windsor Drive is posted as "No Stopping or Standing - 8:00am to 4:00pm on school days". Finally, the Village recently added "Do Not Enter" signs at the intersection of Windsor Street and Campbell Street that restrict northbound traffic on Windsor Drive from 8:30am to 9:15am. Staff is aware that these signs are not always effective and have recently begun installing cones in this location to prohibit northbound traffic on Windsor Drive.

Staff has analyzed the traffic study to determine how the proposed building addition and projected increase in enrollment will impact these operations. The traffic study has concluded that the proposed addition will have a minimal impact on the traffic generated by the school due to the small increase in number of students. However, staff has concerns with this conclusion as the traffic study indicated that future enrollment over the next "several years" is only expected to increase to 518 students. However, according to the School District, enrollment is expected to increase to 595 students within five years. The traffic study does not include any recommendations for further improving the current traffic flow issues.

Parents often ignore the school's drop-off procedures and create unsafe motoring and pedestrian environments within the public ROW. The traffic study should offer specific recommendations to address this item, as well as recommendations for addressing the current traffic flow issues.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to Special Use Ordinance 90-082, a Variation from Section 5.1-3.6 of Chapter 28 to decrease the required exterior side yard setback from 40' to 12.9' for the existing building, a Variation from Section 5.1-3.8 of Chapter 28 to increase the maximum allowed impervious surface coverage from 50% to 50.1%, and a Variation from 11.4-4 to reduce the required number of parking spaces from 218 spaces to 90 spaces, and acknowledges that several items remain unresolved relative to the following:

- Proposed illumination levels
- Parking space depth and parking lot circulation
- Parking study – specifically a lack of analysis of future parking demand and capacity of overflow parking
- Traffic study – specifically a lack of recommendations to address frequent issues with drop-off/pick-up operation

Staff recommends approval subject to the following:

- 1) Prior to Village Board consideration, the petitioner shall address the following:
 - a) The petitioner shall provide a parking study addendum that analyzes the auxiliary parking area between Windsor School and Miner School to determine if adequate overflow parking exists within this area.
 - b) The petitioner shall revise the northernmost parking row to provide for the code required 20' row depth or request a Variation to allow the proposed 18.5' parking space depth and provide the necessary justification for Variation approval.
 - c) The petitioner shall revise the northernmost drive aisle to permit westbound traffic, for review and approval by the Engineering Department.
 - d) The petitioner shall revise the traffic study to include specific recommendations that address unsafe motoring and pedestrian environments within the public ROW during morning arrival, as well as recommendations for addressing the current traffic flow issues.
 - e) The petitioner shall develop a plan that provides a landbanked parking option, for review and approval by the Village.
- 2) The School District shall convert the additional on-site landbanked parking into paved parking spaces at a future date upon the request of the Village.

- 3) The School District shall continue to work with the Village and neighbors on addressing any future pick-up and drop-off concerns.
- 4) Compliance with all Design Commission conditions of approval
- 5) The School District shall enter into a maintenance agreement that assigns future maintenance of the Restrictor Structure to the School District, or the School District shall propose an alternate screening system on this restrictor which is acceptable to the Public Works Department.
- 6) An Onsite Utility and Maintenance Agreement shall be executed prior to Final Engineering approval.
- 7) The School District shall provide additional side shielding on the parking lot fixtures should it be determined that light spillover has created a nuisance to neighboring residential properties.
- 8) The applicant shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

_____, January 20, 2017

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
JANUARY 25, 2017, AT 7:30
P.M. in the Municipal Build-
ing, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 16-026, an
Amendment to Ordinance
90-082 and Variations to Sec-
tion 5.1-3.6, Section 11.4-4,
and Section 5.1-3.8 of Chap-
ter 28 of the Municipal Code
to allow an expansion of the
Windsor School building,
said property located at 1315
East Miner Street in Arling-
ton Heights, IL, legally de-
scribed as:
WINDSOR ELEMENTARY
SCHOOL, IN ARLINGTON
HEIGHTS, ILLINOIS, LO-
CATED WITHIN THE
EAST HALF OF THE
SOUTHEAST QUARTER
OF SECTION 19, TOWN-
SHIP 42 NORTH, RANGE
11, EAST OF THE THIRD
PRINCIPAL MERIDIAN,
IN COOK COUNTY, ILLI-
NOIS.
COMMON STREET AD-
DRESS: 1315 EAST MINER
STREET
PIN'S: 03-29-412-042, 03-29-
412-015, AND 03-29-412-016
And other variations as de-
termined necessary by the
Plan Commission.
All persons desiring to be
heard shall be given the op-
portunity 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 Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.
Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
Jan. 10, 2017 (4461381)

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Daily Herald

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

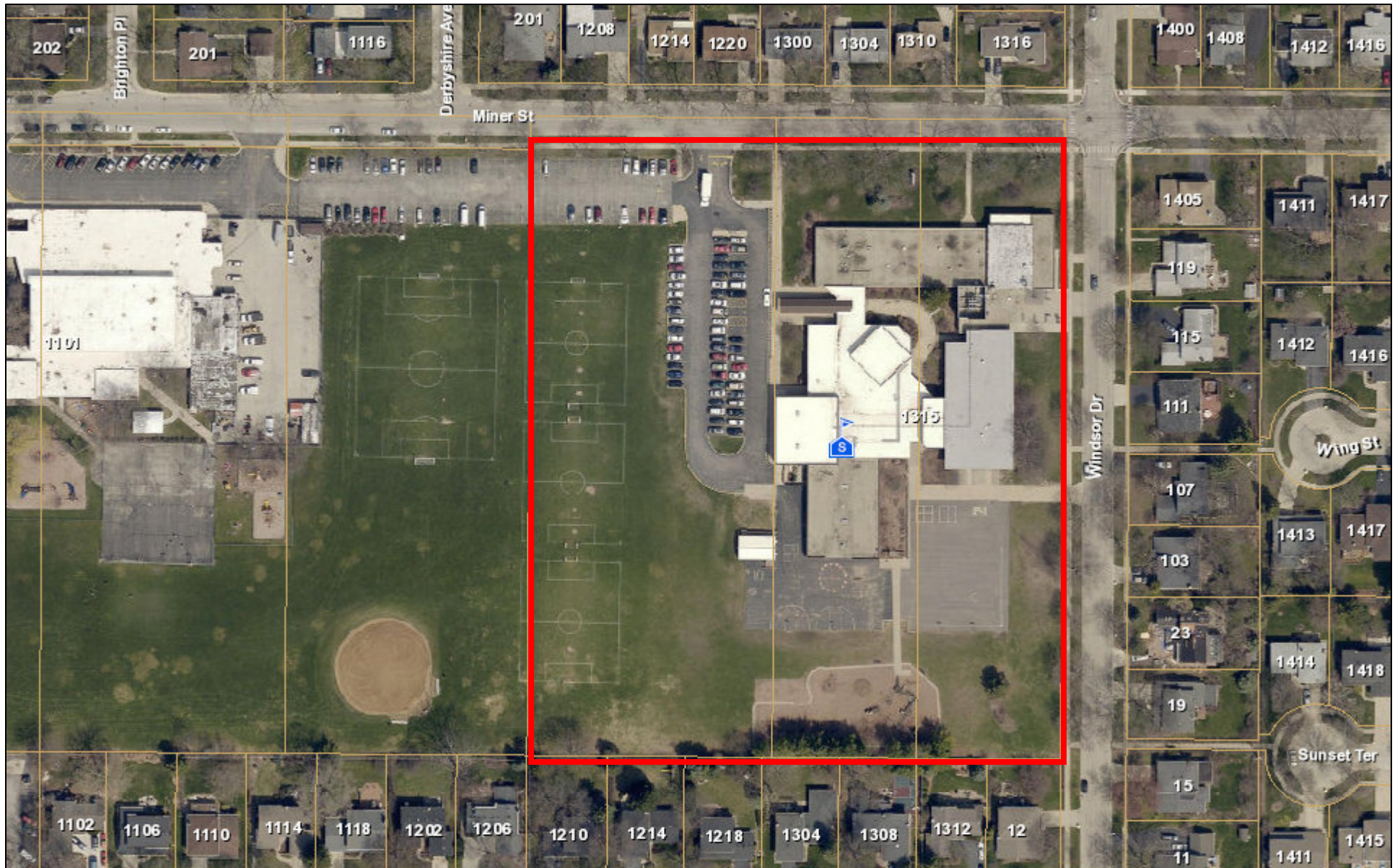
PADDOCK PUBLICATIONS, INC.
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BY *Danula Baltz*
Authorized Agent

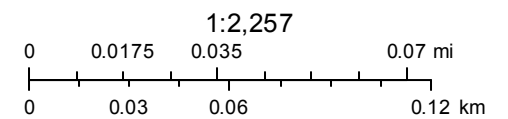
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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Windsor School - Aerial



November 21, 2016



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

November 30, 2016

Project Title: Windsor School Addition
Address: 1315 E. Miner Street
Petitioner: Don Hansen – STR Partners
350 W Ontario St – Suite 200
Chicago, IL 60654

Requested Action:

- Amendment to Special Use Ordinance #90-082 to allow an addition to the existing Elementary School.

Variations Identified:

- Variation from Section 5.1-3.6 to decrease the required exterior side yard setback from 40' to 12.9' for the existing building.
- Variation from Section 11.4-4 to reduce the required on-site parking.

Attendees: Don Hansen, STR Partners, LLC (petitioner)
Ryan Schulz, School District 25
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary

The subject property is approximately 7.53 acres in size and contains the Windsor Elementary School and associated recreational areas to the west of the school building. Windsor School is one of seven elementary schools operated by District 25 and has a current enrollment of 509 students. Enrollment is expected to increase in the future, with future capacity estimated at 518 students. The school has two temporary classrooms housed in a trailer on the west side of the building, which trailer would be removed upon completion of the proposed building addition. Windsor School is also home to two district-wide special education programs for students in grades K-5.

The proposed project involves the expansion of the southern wing of the school, which would create six new classrooms, three new offices, and new bathroom facilities. The existing gym would also be expanded to the west, and new storage areas and receiving areas would be created. The parking lot along the western side of the site would be reoriented, which will cause the removal of one of the recreational fields that currently exists in this area, and a new curb cut along Miner Street has been proposed. Additionally, the asphalt play area along the south of the building will be relocated to the west side of the proposed addition, and the play area on the southern end of the site will be removed and replaced at a slightly smaller size. There is no bussing to Windsor School and this will not be changed as a result of the proposed addition.

Meeting Discussion:

Mr. Hansen introduced the project and explained that the Windsor School requires a building addition and that they've tried designed it to be compatible to the existing building, similar to the three other recent school projects they've worked on in the Village. He said that the current population of the school was about 509 students and it was expected to increase to 518 in the future, and so the need for the addition wasn't for an expected increase in student population but more to increase the size of their current district-wide special education program, which is housed at Windsor School. He also said that there are two temporary classrooms located in a trailer to the rear of the school building, which would be removed and housed inside the proposed building addition with the net gain in classrooms being four.

He stated that offices and bathrooms would also be housed in the new addition, and the existing gymnasium located on the western side of the building would get doubled in size. He stated that the property was already granted a Special Use Permit (SUP), and that SUP would have to be amended to allow the proposed project, and that there were some Variations that were needed with this project, some relative to existing conditions, some a result of the proposed development. He mentioned that an impervious surface Variation would be required, and that one of the existing recreational fields would have to be removed to accommodate some parking lot changes. As a result of the parking lot reconfiguration, he said that the number of parking spaces would go from 89 to 92.

Mr. Hansen explained that the building addition would be located on top of existing asphalt play areas, which would be relocated to the rear of the building addition and away from the street. He said that the existing wood chip play area would be replaced with a rubber play area.

Commissioner Jensen asked where the location of the existing temporary classroom trailer was.

Mr. Hansen responded that it was to the rear of the school building. He stated that the existing gym was just over twenty four feet in height, and the proposed addition would maintain this height. He stated that the height of the one-story classroom would be around fifteen feet.

Commissioner Jensen asked when the existing school was built.

Mr. Hansen replied that the existing building was built around the 1950's or 1960's and over the years has had several additions added to create the structure as it exists today.

Mr. Hubbard stated that the property was granted a Special Use Permit in 1990, and the proposed addition would require an amendment to the existing Special Use Permit. He mentioned that staff had identified two Variations that would be needed, and that they would re-evaluate if additional Variation would be needed upon receipt of details plans and a formal application for the project. He explained that one of the Variations is for the existing building, which does not conform to the required setback along Windsor Street, and the other would be a parking Variation. He stated that when the Special Use Permit was granted in 1990, a Variation to reduce the required onsite parking to 83 spaces was also approved, however, given the expansion, this Variation would have to be amended to apply to the current parking requirements as based on the building addition. He said that additional information was needed from the School District, such as total number of teachers and total number of classrooms, to allow staff to calculate the parking requirement and determine the extent of the Variation needed.

Mr. Hubbard explained that the current drop-off/pick-up operations create congestion and traffic that impacts the surrounding neighborhood, and that the proposed addition was an opportunity to address and ameliorate these issues where possible. He said that addressing the traffic issues would be likely be the most important part of the approval process, and that traffic and parking study would be required, which study would have to address drop-off/pick-up operations. He stated that it did not appear that additional Variations to the bulk and setback requirements would be needed, but again this would be evaluated once formal plans have been received. He said that staff has asked the School District to hold a courtesy informational meeting with neighboring residents prior to appearing before the Plan Commission. He mentioned that a Design Commission application would also be required. He said that staff was supportive of this project, and reiterated that analysis of and improvements to the drop-off/pick-up operations would be key.

Commissioner Sigalos asked if the School District had contemplated a dedicated drop-off/pick-up lane along Miner Street or some type of interior drop-off/pick-up area within the site, or if they were going to be doing anything to alleviate the congestion during arrival and dismissal.

Mr. Schulz said that they were looking at items they could do to address congestion, and mentioned that last year the District looked at traffic flow along Windsor Street and installed signage that was meant to help address congestion, but that people don't always obey the traffic signals. He said that the District was looking at placing barricades on

Windsor Drive during specific times to encourage compliance with the traffic regulations.

Commissioner Sigalos asked if, as part of this project, the School District was looking into an on-site separate lane for drop-off/pick-up.

Mr. Hansen responded that the current parking lot configuration and operational procedure was to use the interior parking lot for drop-off/pick-up of special needs students, and that drop off for other students occurs along Windsor Lane. He said that the eastern side of Windsor was posted as "No Parking" during the day, which helps to keep traffic flowing along Windsor.

Mr. Schulz added that "no parking" restrictions along streets that abut the school is typical at most of the districts school facilities and that traffic clears out fairly quickly after arrival and dismissal.

Commissioner Sigalos stated that if the District was not looking at specific options to improve the traffic flow, and if residents have already complained about the traffic around the school, that it may be helpful for the district to be able to point to specific options for improvements to the traffic and congestion when they held a neighborhood meeting for nearby residents. He asked if a shortage of parking was an issue at Windsor School.

Mr. Schulz responded that it was not.

Commissioner Sigalos said that if parking was not an issue, then during the reorientation of the parking lot, the School District may want to look for options to bring some of the pick-up/drop-off traffic into the parking lot and off the street, which would ease congestion and potentially make it safer for kids who were crossing the streets to walk home. He asked about the Miner School which abutted the subject property to the west.

Mr. Schulz explained that the Miner School was leased to NSSEO and it was an elementary school for special education students and the students that attended this school all had transportation arranged and did not walk home.

Commissioner Jensen asked about on-site detention.

Mr. Hansen responded that the on-site detention would be provided underground in order to preserve the existing recreation fields in-between Windsor School and Miner School, although one of the fields would be removed to accommodate the reoriented parking lot.

Commissioner Jensen stated that the interior parking lot was used for drop-off/pick-up of special education students and asked if this area could also be used for drop-off/pick-up of the other students as well, or if this would conflict with the special education students.

Mr. Schulz responded that this was a potential option that they would explore in conjunction with the school principal and the recommendations of the traffic engineer.

Commissioner Jensen said that there was a lot of open land between Windsor School and Miner School, and said that it seemed this area could potentially be utilized for drop-offs/pick-ups to get cars off of the street.

Mr. Schulz responded that there was a grade differential in this area which would make this difficult and cost prohibitive, and that there were multiple playing fields in this area which would need to be removed if the area was to be used for drop-off/pick-up operations.

Commissioner Jensen asked how many students the school could accommodate without the mobile classroom trailers.

Mr. Schulz replied that he did not know specifically, but that there were areas of the building that had been converted

to classrooms, which areas were not originally intended to be classrooms.

Commissioner Jensen said that the student population was only expected to increase by 9 students in the future, and he encouraged the School District to explore additional ways to explain the need for the proposed expansion as it did not appear that an increase in student population was creating a need for a net increase of four classrooms.

Commissioner Green said that he shared the other commissioners concerns about drop-off/pick-up operations and said that addressing these issues would be an important part of the process.

Discussion ensued regarding State Law and how it related to school districts relative to zoning approval and building permit approvals.

Mr. Hansen explained that the R-3 regulations, specifically setbacks, are written to provide uniformity within single-family residential neighborhoods, and when there is a school within the R-3 district, sometimes these regulations create a need for a Variation as schools don't always fit the mold of a single-family home. He stated that in most cases they have been able to avoid these Variations, however, in this instance they are just trying to correct an existing condition. He pointed out that the proposed building addition will conform to all required setbacks.

Commissioner Green said he was just interested in trying to figure out why the original building did not conform to the required setback. He reiterated that the drop-off and pick-up operations and parking would be an important part of the process and stated that neighboring residents may take issue with the traffic and parking creating during arrival and dismissal. He encouraged the School District to design a site plan that improved traffic and parking situation of the site, which issues may be troubling to the residents that live nearby. He encouraged the applicant to move forward.

Commissioner Sigalos asked about the timeline for construction.

Mr. Schulz stated that they would like to go out for bid in late December, get back the bids by the end of January, and begin work shortly thereafter. He said that they would like to have the project completed in time for the fall 2017 school year.

RECOMMENDATION

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

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Windsor Elementary School
Project Address: 1315 E. Miner Street
Prepared By: Steve Hautzinger

Date Prepared: January 5, 2017

PETITION INFORMATION:

DC Number: 16-146
Petitioner Name: Don Hansen
Petitioner Address: STR Partners LLC
350 W. Ontario Street, Suite 200
Chicago, IL 60654
Meeting Date: January 10, 2017

Requested Action(s):

1. Approval of the proposed architectural design for additions to an existing elementary school.

ANALYSIS

Summary:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

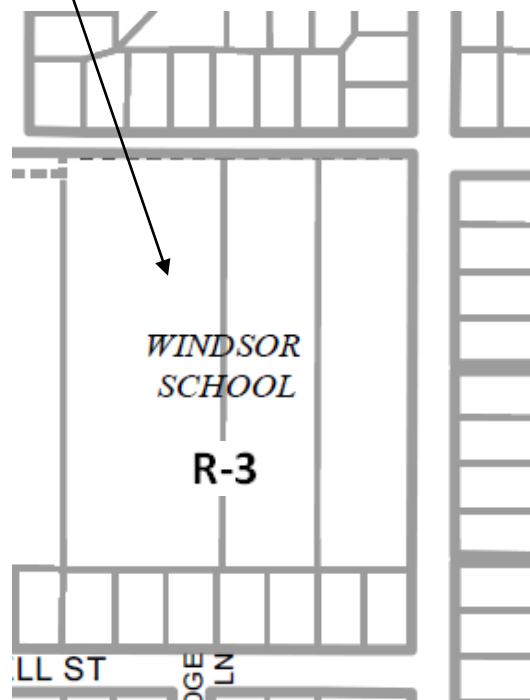
The petitioner is seeking approval of the architectural design for additions to an existing elementary school. The scope of the project includes a gymnasium addition on the west side of the building, adjacent to the existing gymnasium, as well as a new Classroom wing addition on the south end of the building with six new classrooms, office space, and toilet rooms. The project also includes replacement of an existing parking lot on the west side of the school with a new expanded parking lot and landscaping. This project requires Plan Commission review and Village Board approval for an amendment to an existing Special Use Ordinance and for zoning variations from yard setbacks and parking requirements.

Site Analysis:



Aerial of Property

Subject Property



Zoning Map of Property

Surrounding Land Uses:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
Subject Property	R-3, One Family Dwelling District	Windsor Elementary School	Schools
North	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
South	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
East	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
West	R-3, One Family Dwelling District	Miner School	Schools / Parks

Architectural Design:

The proposed additions are nicely designed to blend in seamlessly with the existing building architecture, using matching materials and detailing. The gymnasium addition is set back approximately 220 feet from Miner Street, and the new classroom wing is oriented perpendicular to Windsor Drive, so there will be minor impact on the streetscape across from the adjacent single-family residences.

Mechanical Equipment and Trash Screening:

New mechanical equipment will be located on grade behind the gymnasium addition, and it will be fully screened with a brick screen wall. A new trash area will be located on the west side of the gymnasium addition, and it will be fully screened with brick screen walls and dark bronze louvered gates.

Landscaping:

New landscaping is proposed along Miner Street to provide screening of the new parking lot, and shade trees are proposed within the new parking lot islands.

The existing school building lacks foundation landscaping around the exterior walls of the school along Miner Street and Windsor Drive. The petitioner should consider adding planting beds in these locations with a mix of shrubs and perennials.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed architectural design for additions to Windsor Elementary School located at 1315 E. Miner Street. This recommendation is subject to compliance with the plans received 12/5/16, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following conditions:

1. Consider adding planting beds with a mix of shrubs and perennials along the existing building walls facing Miner Street and Windsor Drive.
2. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
3. The petitioner is required to comply with Village standards for sidewalks, street trees, and site furnishings.

January 5, 2017

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 16-146

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JANUARY 10, 2017

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

Members Present: Ted Eckhardt, Chair
John Fitzgerald
Kirsten Kingsley
Jonathan Kubow
Anthony Fasolo

Members Absent: None

Also Present: Dennis & Dustin Bucalo, Designers & Builders Development for 103 N. Pine Ave.
Mike Henderson, STR Partners for *Windsor School*
Lori Bein, A.H. School District 25 for *Windsor School*
Jake Chung, A.H. School District 25 for *Windsor School*
Ryan Schulz, A.H. School District 25 for *Windsor School*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM DECEMBER 13, 2016

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE MEETING MINUTES OF DECEMBER 13, 2016. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 2. COMMERCIAL SCHOOL REVIEWDC#16-146 – Windsor School – 1315 E. Miner St.

Lori Bein, Jake Chung, and Ryan Schulz, representing *Arlington Heights School District #25*, and Mike Henderson, representing *STR Partners*, were present on behalf of the project.

Chair Eckhardt asked if there was any public comment on the project and there was a response from the audience.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for additions to the existing elementary school. The scope of the project includes a gymnasium addition on the west side of the building adjacent to the existing gymnasium, as well as a new classroom wing addition on the south end of the building with six new classrooms, office space, and toilet rooms. The project also includes replacement of an existing parking lot on the west side of the school with a new expanded parking lot and landscaping. This project requires Plan Commission review and Village Board approval for an amendment to an existing Special Use Ordinance and for zoning variations from yard setbacks and parking requirements.

The proposed additions are nicely designed to blend in seamlessly with the existing building architecture, using matching materials and detailing. The gymnasium addition is set back approximately 220 feet from Miner Street, and the new classroom wing is oriented perpendicular to Windsor Drive, so there will be minor impact on the streetscape across from the adjacent single-family residences. New mechanical equipment will be located on grade behind the gymnasium addition fully screened with a brick screen wall. A new trash area will be located on the west side of the gymnasium addition fully screened with brick screen walls and dark bronze louvered gates. New landscaping is proposed along Miner Street to provide screening of the new parking lot, and shade trees are proposed within the new parking lot islands. The existing school building lacks foundation landscaping around the exterior walls of the school along Miner Street and Windsor Drive, and the petitioner should consider adding planting beds in these locations with a mix of shrubs and perennials.

Staff recommends approval of the proposed design for the additions to the school with the suggestion to add foundation landscaping.

Lori Bein gave background on the project. She stated that enrollment is growing at Windsor School, as it is throughout the District. Two years ago at this time, there were 474 students at Windsor School, and now there are 509 students. A recent demographic report was just completed and 5 years from now there are projected to be 595 students at Windsor School, an increase of 86 students from today and 121 from 2 years ago. A modular building with 2 temporary classrooms was installed at Windsor School last year as a result of enrollment growth, and a third temporary classroom was added this year by partitioning off part of the library. The proposed addition will include 6 classrooms, 3 to cover the current needs and 3 more for enrollment growth. In addition to enrollment growth, Windsor School also hosts 2 District-wide special education programs for children with special needs, which requires larger square footage per child. The Architect and Director of Facilities are both here tonight to answer any questions related to design.

Mike Henderson stated that the School District previously came before the Design Commission with other school projects, and this project takes the same philosophy; extend the best of what is existing at the school with a seamless addition to make it feel like it has always been there. He reviewed the floor plan being proposed for the addition, which consists of a new gymnasium in the center of the site, and new classrooms and office space at the southeast corner of the site. Language from the front of the existing 2-story side of the building will be carried onto the gymnasium as well.

Commissioner Fitzgerald liked what was being shown tonight; the landscape plan is nice and he suggested adding landscaping along the north side of the building. He questioned the grey areas above the windows shown at the corners of the single story building in the bird's eye view. Mr. Henderson explained that a lot of the existing building

has a stucco section above a window, which they are interpreting with a lighter color brick. Commissioner Fitzgerald had no further comments.

Commissioner Kingsley felt it was a nice addition and asked if the second color brick would match. Mr. Henderson replied that the Oyster Grey accent brick color will match the existing brick. Commissioner Kingsley suggested updating the existing rooftop mechanical enclosure, which she felt is the wrong color and very obvious. She was also concerned about the location of the new mechanical enclosure adjacent to the play area.

Commissioner Fasolo felt it was a nice addition that fit well with the existing, and he agreed with Staff's suggestion to add landscaping. He questioned the transom windows on the gym addition, which appear to be standard windows on the south elevation and louvered windows on the north elevation. Mr. Henderson explained that the west and south elevations of the gym have a ribbon window, and the north elevation has a louver window with a mechanical mezzanine. Commissioner Fasolo also questioned why there appears to be a lot more windows on the north and east sides of the existing classroom, compared to the classroom addition, which Mr. Henderson explained. Commissioner Fasolo had no further comments.

Commissioner Kubow agreed with the comments made by the other commissioners. He appreciated the new materials being incorporated into the existing color palette, and the modern and contemporary elements being incorporated into some of the new fenestration. He asked what was driving the 100 projected new students in the next 2 years, and Ms. Bein replied that it is a combination of housing turnover, Dryden Place Apartments, and more children coming from the new townhomes than originally projected.

Chair Eckhardt asked if the petitioner was concerned about direct sunlight into the clerestory windows of the gym, and Mr. Henderson replied that window shades could be installed if sunlight becomes an issue. Chair Eckhardt also pointed out that a different brick color is being shown above some but not all of the windows. Mr. Henderson explained that the building consists of stucco panels above some of the windows, and the different brick color is being proposed in the areas where stucco is not above the windows. Chair Eckhardt asked the petitioner if they were committed to adding the landscaping along the north elevation and the petitioner agreed.

PUBLIC COMMENT

Elizabeth Horn, 331 S. Carlyle, said that her daughter goes to Windsor School and she has a general concern about children being in school during the construction process that will begin in the Spring, and the possibility of some disturbance of lead paint, asbestos, etc. Ms. Bein responded that only exterior construction will occur while children and Staff are in session; connecting the addition to the existing building and interior work will occur when school is no longer in session. The entire construction area will be fenced off, and the outdoor play area will be relocated and different access doors will be used by the children. Mr. Henderson noted that the area of expansion on the existing building is at the newer portion of the building, which was built after 1990. Ms. Horn also asked about accountability and safety during construction since she understood that schools are exempt from a building permit and are under a different jurisdiction. The petitioner replied that several permits are required by the State through the Regional Office of Education, who is responsible for regulations and inspections during construction.

Commissioner Kingsley asked the petitioner about their intentions for sun control on the southern elevation of classrooms, as previously stated by Chair Eckhardt, and she suggested something on the outside of the building that would help with sun control but not interfere with seeing through the windows from the inside. Mr. Henderson replied that some type of roller shade could be provided for sun control.

A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE DESIGN FOR THE PROPOSED ADDITIONS TO WINDSOR ELEMENTARY SCHOOL LOCATED AT 1315 E. MINER STREET. THIS APPROVAL IS BASED ON THE ARCHITECTURAL PLANS RECEIVED 12/15/16, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

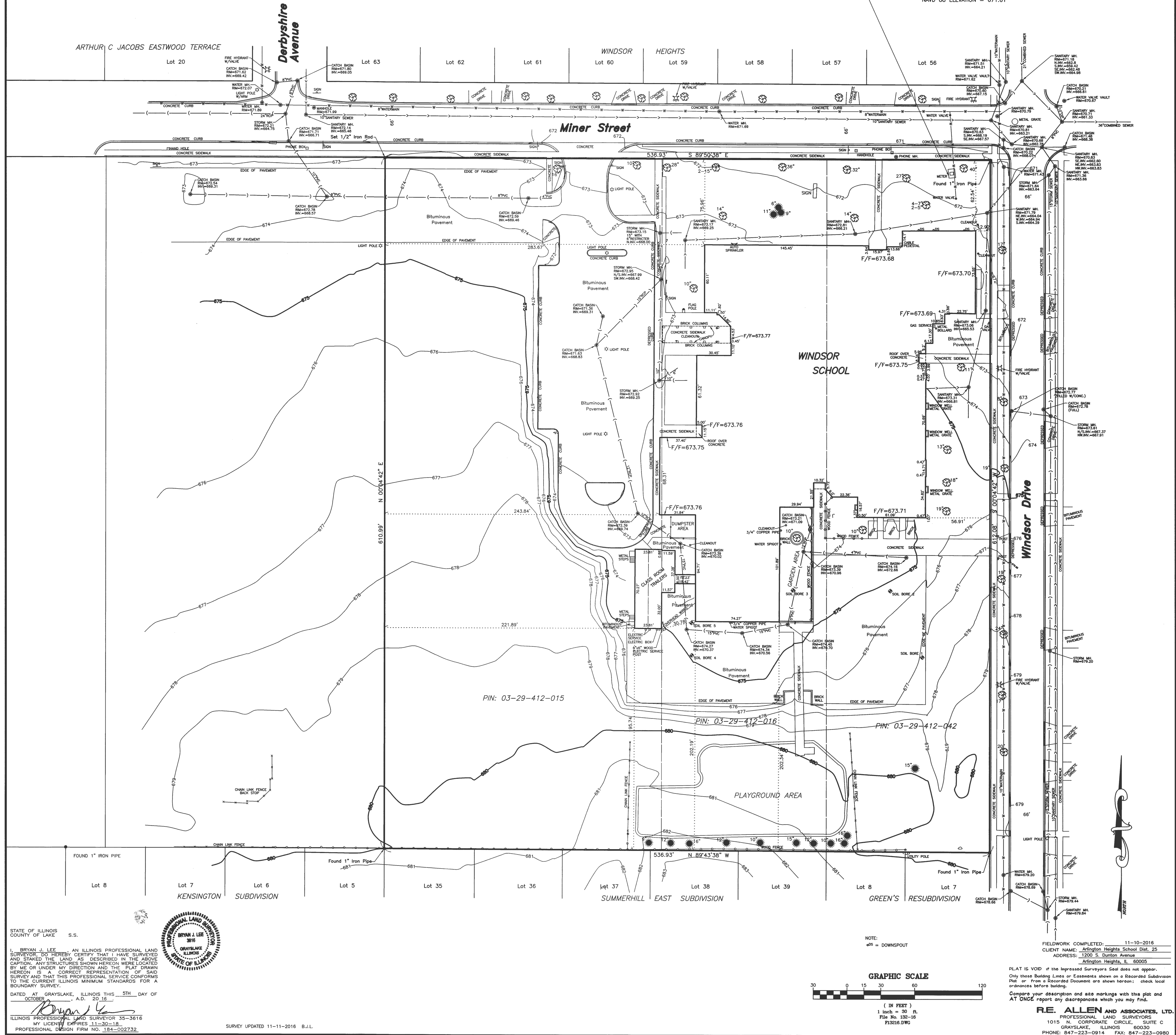
1. A REQUIREMENT TO ADD A MIX OF SHRUBS AND PERENNIALS ALONG THE EXISTING BUILDING WALLS FACING MINER STREET AND WINDSOR DRIVE.
2. A RECOMMENDATION TO CONSIDER EITHER SOME TYPE OF SHADES OR OPAQUE GLASS ON THE UPPER TRANSOM WINDOWS OF THE GYM TO AVOID SUNLIGHT INTO THE GYM, AND CONSIDER SHADING DEVICES ON THE SOUTH FACING CLASSROOM WINDOWS.
3. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
4. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

Chair Eckhardt commented that direct sunlight through the clerestory windows in the gym is a design issue that needs to be addressed. Commissioner Kingsley commented that sage glass could be a possible option to research.

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

PLAT OF SURVEY

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.



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: 04/30/2017

WINDSOR ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS
1315 E. Miner Street
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
1	12/14/16	ISSUE FOR BID & PERMIT
2	01/05/17	ADDENDUM 2

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CONSENT OF ERIKSSON ENGINEERING ASSOCIATES, LTD.

Design By:	Date:
JC	10/07/16
Approved By:	Project No.
KC	

PLAT OF
TOPOGRAPHIC
SURVEY

Sheet No:

C0.1



STR PARTNERS LLC
350 WEST ONTARIO STREET
SUITE 200
CHICAGO IL 60654
T 312.464.1444
F 312.464.0785
www.strpartners.com

WRITTEN JUSTIFICATION SPECIAL USE AMENDMENT & VARIATIONS

Petitioner Name: Don Hansen, STR Partners LLC, Architects
Date: ~~December 1, 2016~~ **Revised January 9, 2017**
Project: Windsor Elementary School Addition and Renovations
Location: 1315 E. Miner St., Arlington Heights, IL 60004

- **An amendment to the Special Use Permit for a Public Elementary School in the R-3, One-Family Dwelling District, is requested to allow an addition to the existing school.**

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 students now housed in modular trailer classrooms as well as increased enrollment.

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.

- **A Variation is requested from Chapter 28, Section 5.1-3.8, Total Lot Maximum Impervious Surface Coverage of 50% to allow Impervious Surface Coverage of 50.11%.**

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

Use of existing facilities is essential to continued school operations and sound financial planning. An addition to the building, which will increase impervious surface coverage, will allow the school to accommodate students now housed in modular trailer classrooms as well as increased enrollment.

The plight of the owner is due to unique circumstances.

Use of existing facilities, including an addition to accommodate students now housed in modular trailer classrooms as well as increased enrollment, is necessary for school operations.

The variation, if granted, will not alter the essential character of the locality.

The addition will be at the south and west sides of the existing building mostly facing open space on District 25 property. The essential character of the building facing the street frontage is mostly unchanged.

- **A Variation is requested from Chapter 28, Section 11.4-4, Schools, Elementary Off Street Parking, from the requirement for 218 spaces (two per each of 93 employees plus one per each of 32 classrooms) to allow 90 spaces. The 90 spaces include 4 accessible spaces.**

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

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

The plight of the owner is due to unique circumstances.

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

The variation, if granted, will not alter the essential character of the locality.

The planned parking is an increase from 89 to 90 spaces. Current and planned parking is sufficient to meet staff and visitor parking needs during a typical school day. Additional spaces are provided on School District 25 property that extends westward from Windsor Elementary School to Miner School bounded by N. Dryden Place.

- **A Variation is requested from Chapter 28, Section 5.1-3.6, Required Minimum Yards, from the requirement of a 40 ft. side yard setback at N. Windsor Dr. to allow 12.9 ft.**

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

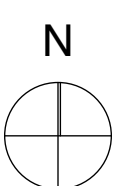
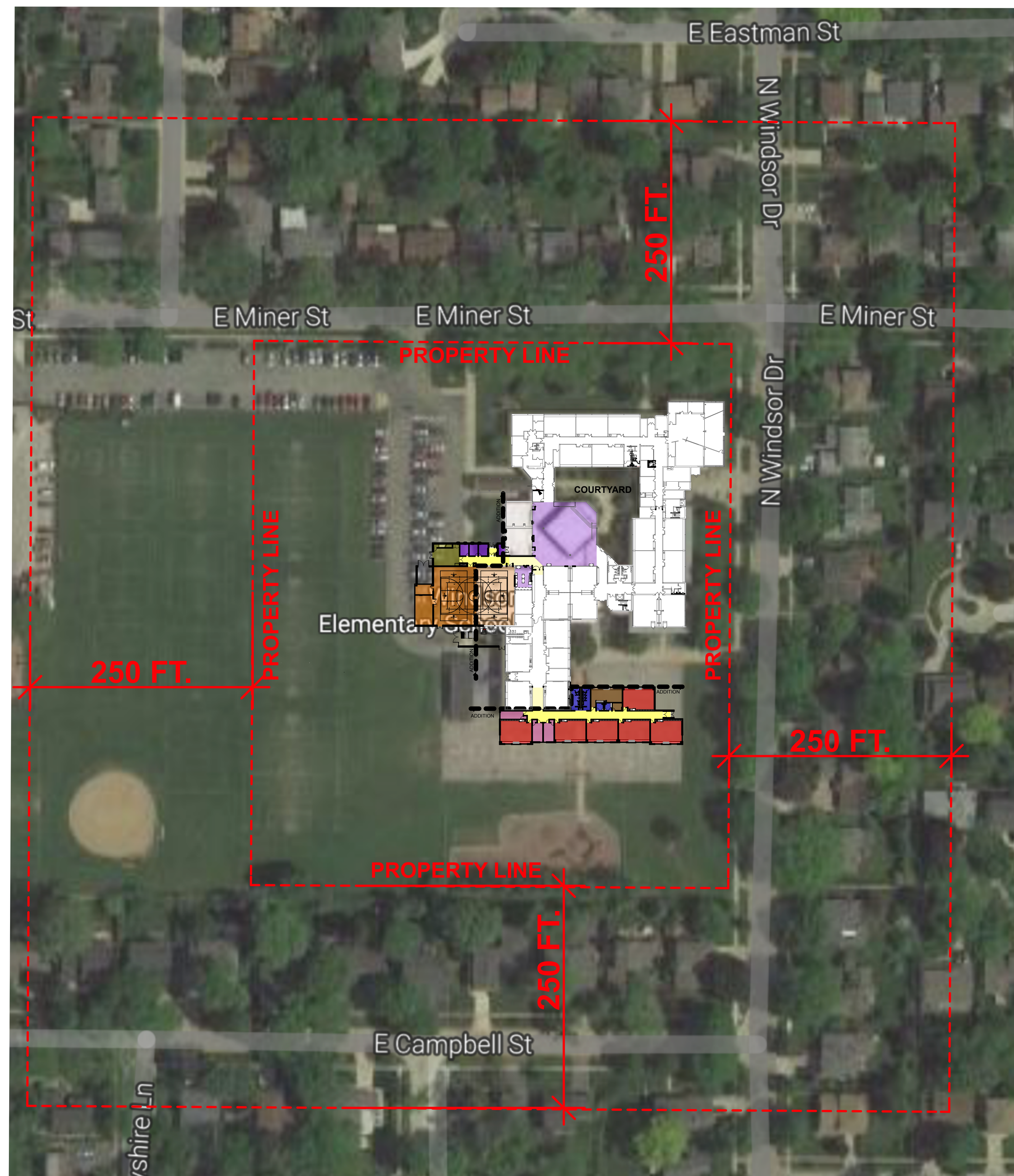
The setback of the existing building is less than required. Use of the existing facility is necessary to accommodate the student population as much as possible within the existing building, and is essential to sound financial planning and school operations.

The plight of the owner is due to unique circumstances.

The setback is an existing condition. The variation allows the school district to continue use of their currently full facility.

The variation, if granted, will not alter the essential character of the locality.

Only the existing building requires the variation. The proposed addition will be within the required setbacks.



SUBJECT PROPERTY MAP

STR

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

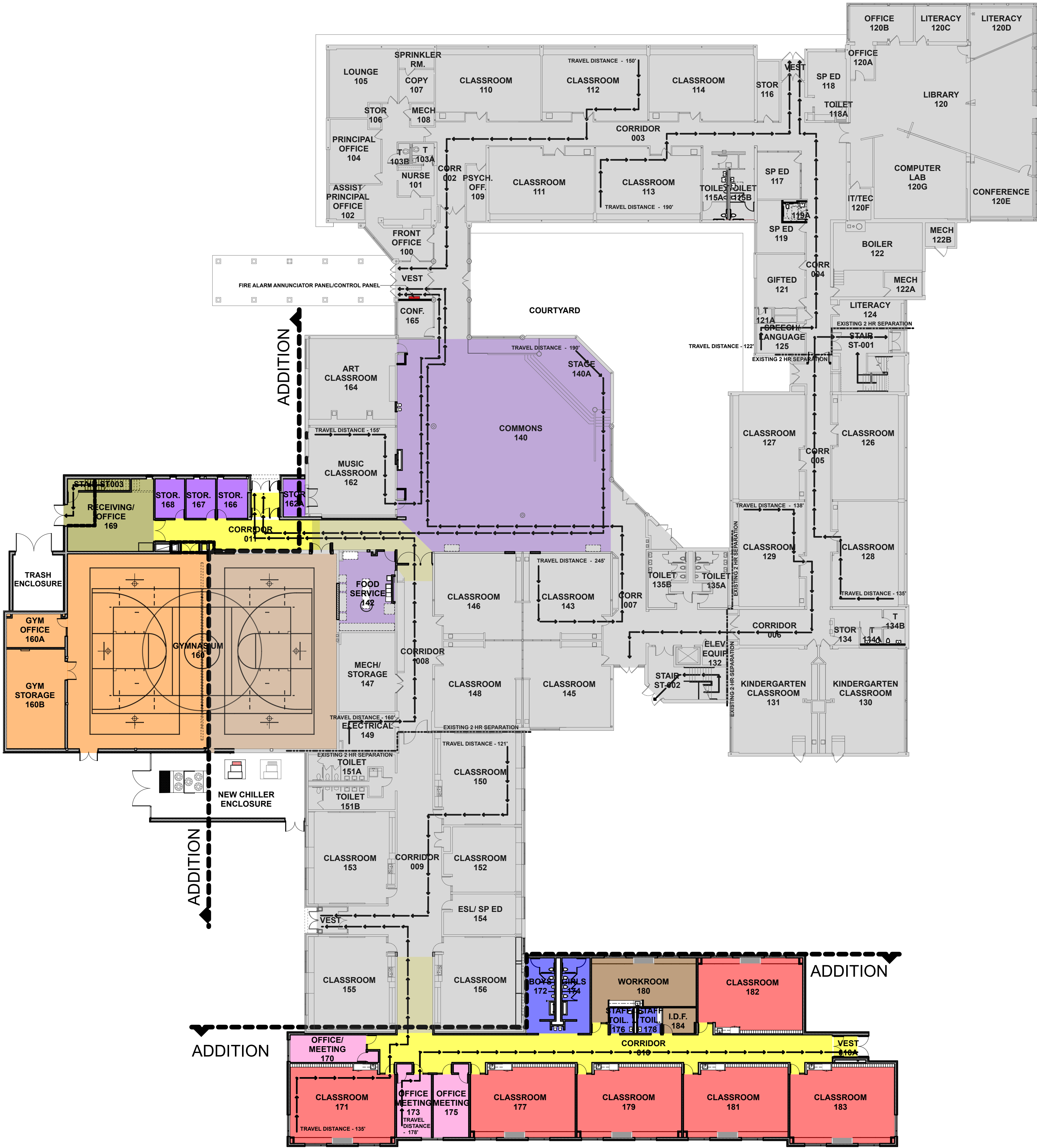
WINDSOR ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

1315 E. Miner Street, Arlington Heights, IL 60004
ARLINGTON HEIGHTS SCHOOL DISTRICT 25

1/6/17



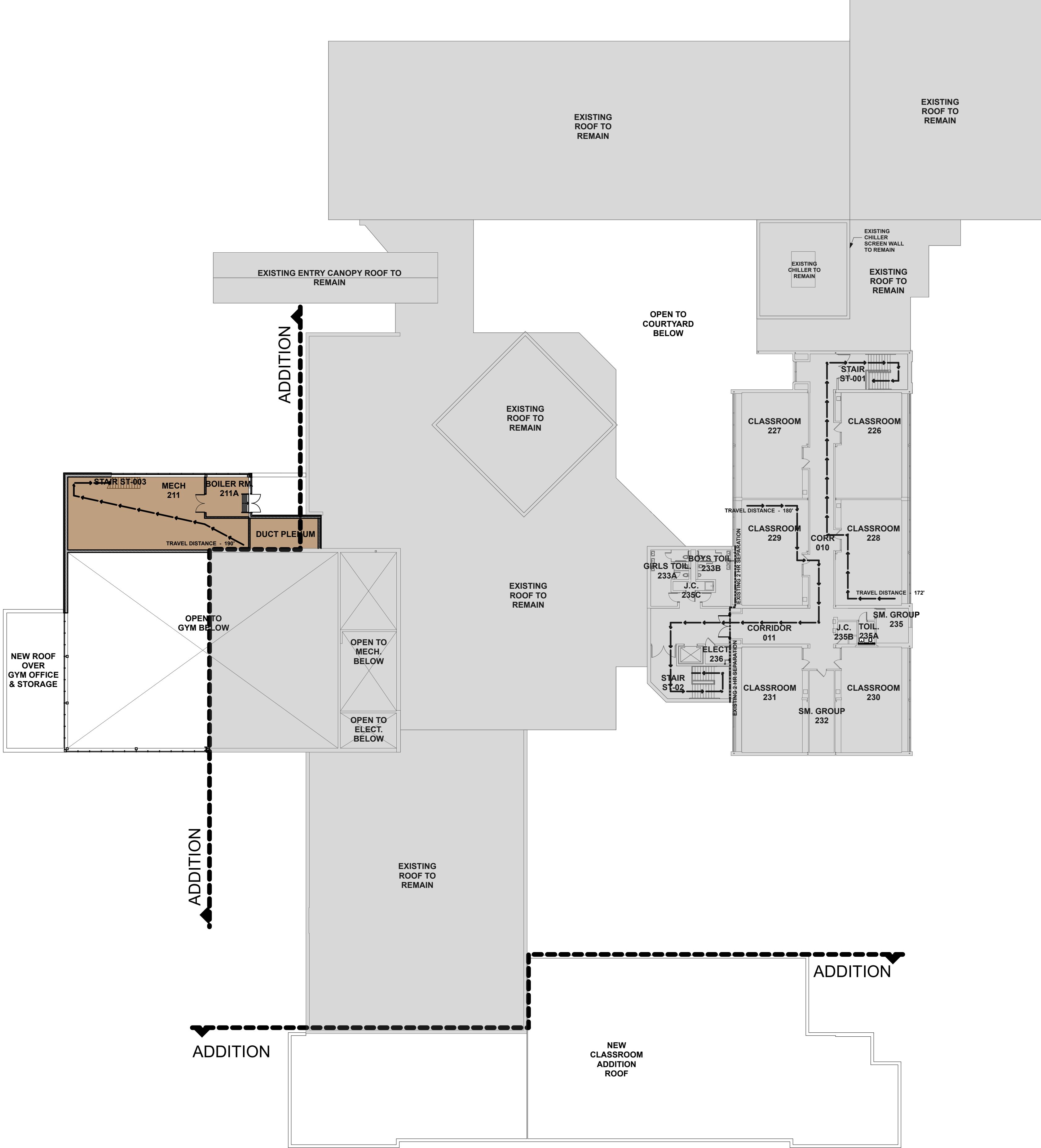
FIRST FLOOR PLAN



PROJECT DATA: WINDSOR ELEMENTARY SCHOOL

<u>Construction Type</u>		
Existing Building: Type 2 Unprotected		
Proposed Addition: Type 2 Unprotected (2B 2015 IBC)		
Note: also complies with 2B 2009 IBC		
<u>Automatic Fire Suppression</u>		
Existing Building: Yes, throughout building		
Proposed Addition: Yes, throughout addition		
<u>Fire Alarm System</u>		
Existing Building: Yes, throughout building		
Proposed Addition: Yes, throughout addition		
<u>Allowable Height per 2015 IBC</u>		
Allowable Height (Table 504.3):	75 feet	
Allowable Stories (Table 504.4):	3 stories	
Note: allowable height and stories would be 75 feet, 3 stories under IBC 2009		
<u>Allowable Building Area per 2015 IBC</u>		
<u>Fire Area A</u>		
Allowable Tabular Area (Table 506.2):	43,500 S.F.	
ACTUAL Area A 1st Floor	43,494 S.F.	
ACTUAL Area A 2nd Floor	2,267 S.F.	
<u>Fire Area B</u>		
Allowable Tabular Area (Table 506.2):	43,500 S.F.	
ACTUAL Area B 1st Floor	8,188 S.F.	
ACTUAL Area B 2nd Floor	8,188 S.F.	
<u>Fire Area C</u>		
Allowable Tabular Area (Table 506.2):	58,000 S.F.	
ACTUAL Area C 1st Floor	17,465 S.F.	
Note: allowable areas under 2009 IBC are 43,500 sq. ft. with Type 2 Unprotected Construction Type that is Sprinklered.		
<u>Exit Access Distance</u>		
250 feet (Table 1017.2) Fully Sprinkled		





SECOND FLOOR PLAN

1

SECOND FLOOR PLAN

SCALE: 1" = 20'

N

0

8'

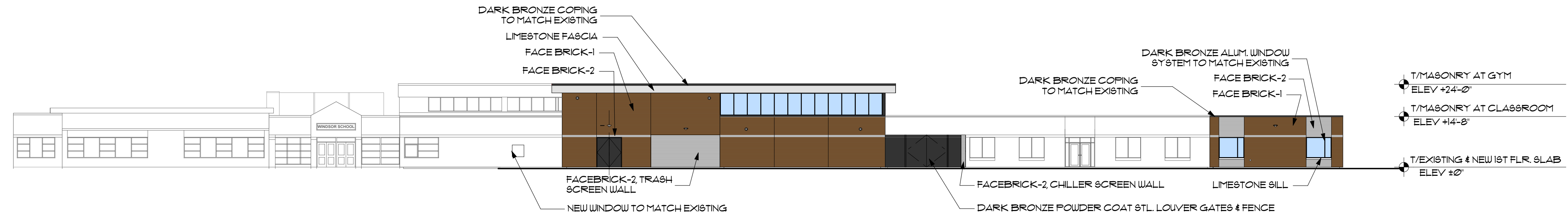
16'

32'

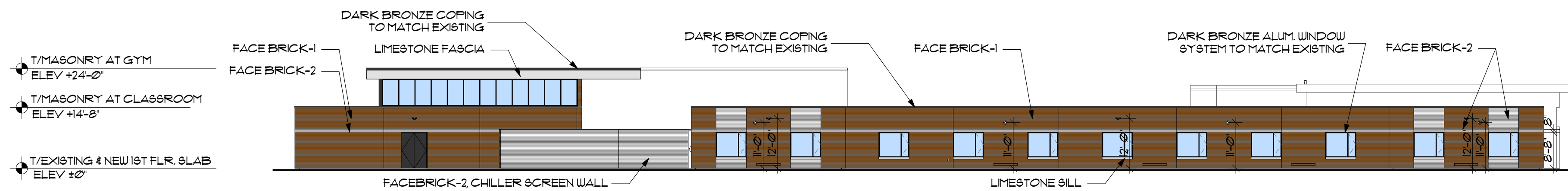


5 EAST ELEVATION
SCALE: 1" = 20'

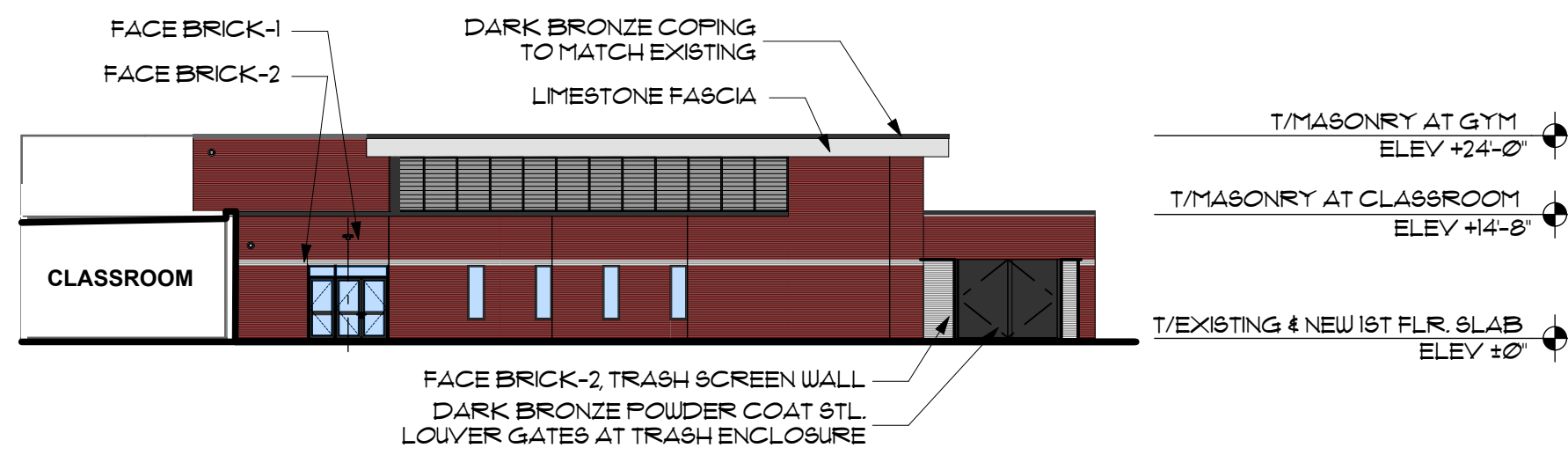
NOTE:
FACE BRICK 1: MATCHING EXISTING RED BRICK
FACE BRICK 2: MATCHING EXISTING LIGHT GREY BRICK



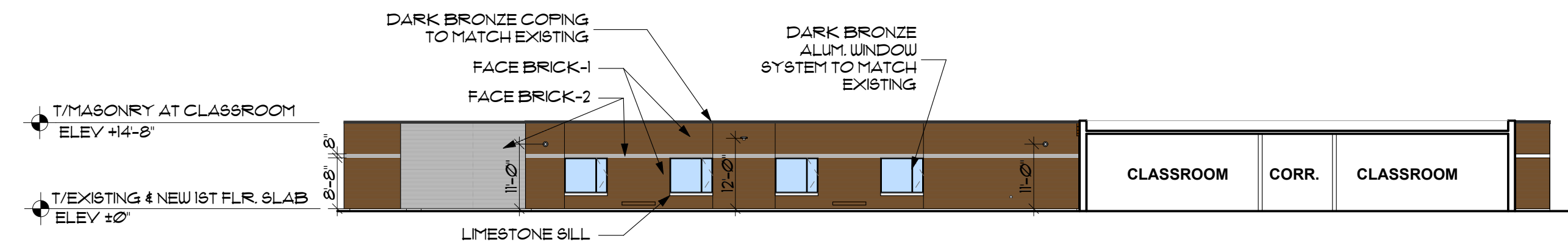
4 WEST ELEVATION
SCALE: 1" = 20'



3 SOUTH ELEVATION
SCALE: 1" = 20'



2 NORTH ELEVATION AT GYM
SCALE: 1" = 20'



1 NORTH CLASSROOM ELEVATION
SCALE: 1" = 20'

0 8' 16' 32'

BUILDING ELEVATIONS

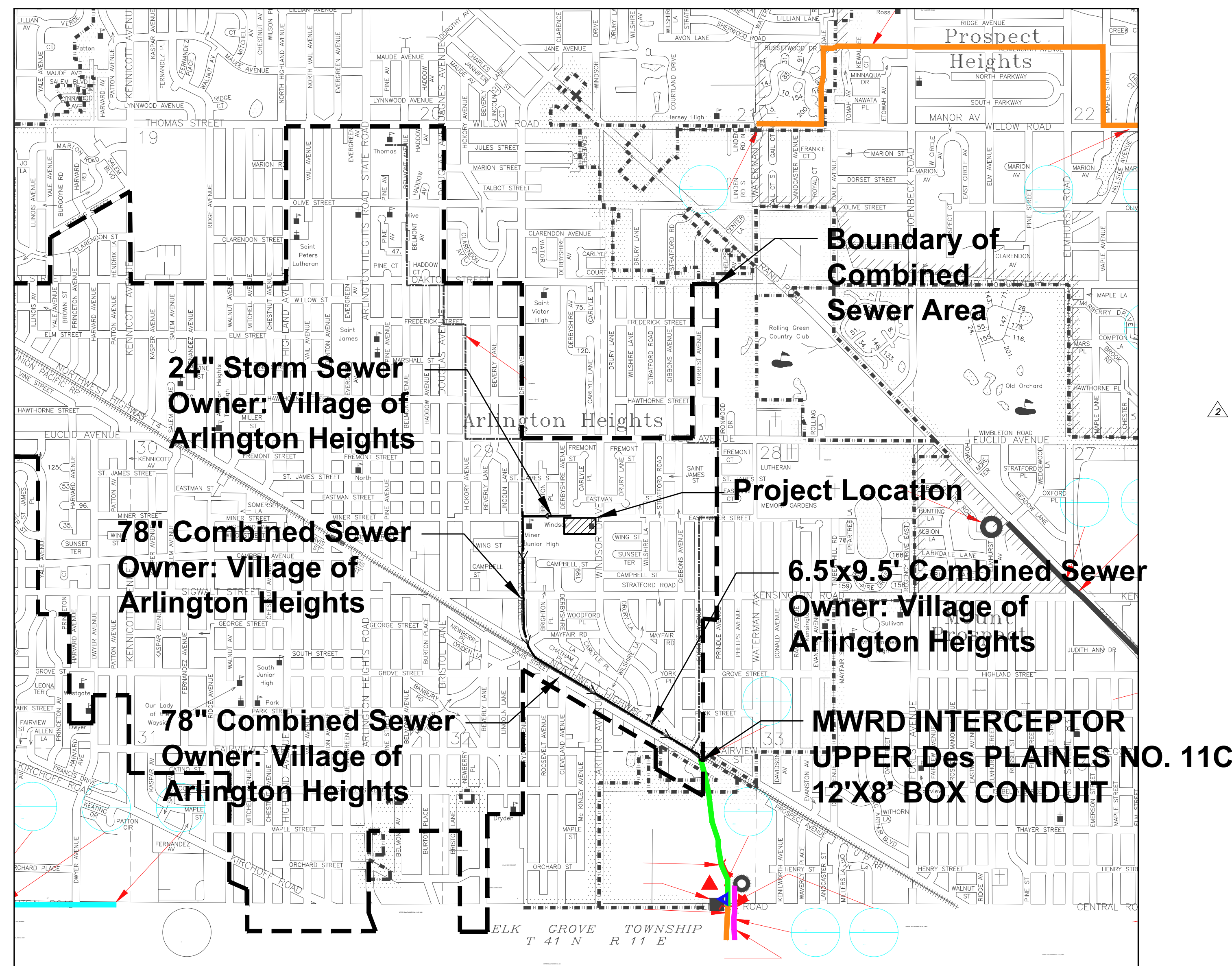
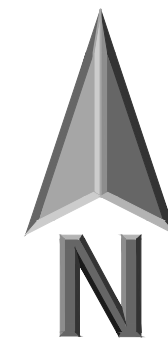


PROPOSED ADDITION SUPERIMPOSED ON EXISTING SITE
NOTE: PROPOSED SITE CHANGES ARE NOT SHOWN IN THIS VIEW

COLOR RENDERING

WINDSOR ELEMENTARY SCHOOL ADDITION AND RENOVATIONS

1315 E. Miner St.
Arlington Heights, IL 60004



SHEET INDEX

- C0.0 Cover Sheet
- C0.1 Plot of Topographic Survey
- C0.2 Site Work Notes
- C1.1 Site Demolition Plan
- C2.1 Site Geometry Plan
- C3.1 Site Utility Plan
- C4.1 Grading and Paving Plan
- C4.2 Enlarged Grading and Paving Plan
- C5.1 Soil Erosion and Sediment Control Plan
- C6.1 Operation and Maintenance Plan
- C7.1 Site Work Details
- C7.2 Site Work Details
- C7.3 Site Work Details
- L1.1 Landscape Plan
- TP1.1 Tree Preservation Plan

EXHIBIT INDEX

- CX1.1 AutoTurn Exhibit - Fire Truck
- CX2.1 Project Disturbance
- CX3.1 Drainage Exhibit - Existing Conditions
- CX3.2 Drainage Exhibit - Proposed Conditions

SURVEY PROVIDED BY:

Plot of Survey and Topography Provided by R.E. Allen and Associates, Ltd. For Eriksson Engineering Associates on November 10, 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.
MAD 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.

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EMAIL: INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

WINDSOR ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS

1315 E. Miner Street
Arlington Heights, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
1	12/14/16	ISSUE FOR BID & PERMIT
2	01/05/17	ADDENDUM 2

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CONSENT OF ERIKSSON ENGINEERING ASSOCIATES, LTD.

Design By:	JC	Date:	10/07/16
Approved By:	KC	Project No.	

Sheet Title:

COVER SHEET

Sheet No:

C0.0

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.

GENERAL NOTES

- 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.
- Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
- Notify The Owner, Engineer and The Village of Arlington Heights A Minimum of 48 Hours In Advance of Performing Any Work.
- 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.
- These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
- No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
- 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.
- 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.
- 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

- All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
- Keep All Village of Arlington Heights Streets Free and Clear of Construction Related Dirt/Dust/Debris.
- Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
- 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.
- 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.
- Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
- 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.
- 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.
- 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.
- Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.

GRADING NOTES

- Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install Hay Bale Erosion Control Around All Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
- 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.
- All Landscaped Areas Disturbed By Construction Shall Be Reseeded With 6 inches (Min.) to 12 inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
- Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
- 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 4.3%. Contact Engineer if Conflicts Exist.

GEOMETRY NOTES

- 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.
- All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
- All Accessible Parking Signs (R7-B) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
- Refer to Architectural Drawings for Exact Locations of All Buildings.
- Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
- Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-1/2 ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.

UTILITY NOTES

- 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.
- Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
- 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.
- 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.
- 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.
- 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.
- Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
- Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.
- The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

STRUCTURE NOTES

- All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
- 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 Reseeding. For Flat Slab Tops install the Following Minimum Height of Grade Rings:
4" Diameter Structure- 4"
5" Diameter Structure- 6"
6" Diameter Structure- 8"
- All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
- 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.
- Where Structures are Shown Along the Curbside, 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.
- All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
- For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary.
- All Flared End Sections 12" and Larger Shall Include an IDOT Standard Grate.
- All Flared End Sections Shall Be Concrete.
- All Sanitary Manholes Shall Include a Chimney Seal.

GRADING NOTES

- Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install Hay Bale Erosion Control Around All Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
- 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.
- All Landscaped Areas Disturbed By Construction Shall Be Reseeded With 6 inches (Min.) to 12 inches (Max.) Topsoil and Sod Unless Noted Otherwise On The Landscape Drawings.
- Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
- 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 4.3%. Contact Engineer if Conflicts Exist.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

- Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
- Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.
- 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.
- Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
- 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.
- 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.
- 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.
- 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 "Tandy Pop" Inlet Protectors (or equal) and Filter Matties 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.
- 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 The Metropolitan Water Reclamation District of Greater Chicago.
- 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.
- 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.
- 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.
- 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.
- 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.
- Report Releases of Reportable Quantities of Oil or Hazardous Materials if They Occur in Accordance with IEPA NPDES Requirements.
- All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
- 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.
- 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.

Pipe Material	Pipe Specification	Joint Specification
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 S-3212
High Density Polyethylene (HDPE)	ASTM D-3350	ASTM D-3251, 2620 (Heat Fusion)
	ASTM D-3035	ASTM D3212, F-477 (Gasketed)
Water Main Quality PVC 4-Inch To 36-Inch	ASTM D-2241	ASTM D-2672 Or D-3136
4-Inch To 12-Inch	AWWA C900	ASTM D-3212
14-Inch To 48-Inch	AWWA C905	ASTM D-3212

MWRDGC GENERAL NOTES

- 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.
- 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 708-568-4055).
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 Of 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 U.I.L.T.C. At 1-800-892-0123.
- General Notes
1. All Elevations Shown On Plans Reference The North American Vertical Datum Of 1988 (NAVDB8).
2. MWRD, The Municipality And The Owner Or Owner's Representative Shall Be Filled With Granular Material Or Removed.
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. Any 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 Replaced 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 All Construction 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, Gates, Tees Or Bends Shall Be Tied To A Fire Hydrant.
- 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 Specification	Joint Specification
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 S-3212
High Density Polyethylene (HDPE)	ASTM D-3350	ASTM D-3251, 2620 (Heat Fusion)
	ASTM D-3035	ASTM D3212, F-477 (Gasketed)
Water Main Quality PVC 4-Inch To 36-Inch	ASTM D-2241	ASTM D-2672 Or D-3136
4-Inch To 12-Inch	AWWA C900	ASTM D-3212
14-Inch To 48-Inch	AWWA C905	ASTM D-3212

MWRDGC GENERAL NOTES

8. All Sanitary Sewer Construction (and Storm Sewer Construction in Combined Sewer Areas) Requires Stone Bedding With Stone 4 To 1 In Size, With Minimum Bedding Thickness Equal To 4 The Outside Diameter Of The Sewer. The Bedding Stone Shall Be No Larger Than More Than Eight (8) Inches, Material Shall Be CA-11 Or CA-12 And Shall Be Extended At Least 12" Above The Top Of The Pipe When Using PVC.
9. "Band Seal" Or Similar Non-shear Flexible-type Couplings Shall Be Used In The Connection Of Sewer Pipes Of Dissimilar Materials.
10. Below The Flood Protection Elevation (FPE = BFE + 2 Feet), All Sanitary Sewer Manholes And Structures Shall Be Provided With Bolted, Watertight Covers. Sanitary Lids Shall Be Constructed With A Concealed Ruckle Hole 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 (Sawer-Top Machine Or Similar) And Proper Installation Of Hubwe 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 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 Sewers And Watermains Shall Be Maintained Unless: The Sewer Is Laid In 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 Minimum 18" Vertical Separation, If Either The Vertical Or Horizontal Distances Described Above Cannot Be Maintained, Or The Sewer Crosses Above The Watermain, The Sewer Shall Be Constructed To Watermain Standards.
13. All Existing Septic Systems Shall Be Abandoned. Representative 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. All Manholes 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-sprink concrete Or Mortar Plug.
17. Except For Foundation/Footing Drains Provided To Protect Buildings, Or Perforated Pipes Associated With Volume Control Facilities, Driveway/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. All Combined Sewer Manholes Shall Pass Through A Sediment Filter 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 Maintenance 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.
- 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. 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.
10. 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.
11. All Flood Protection Areas And Volume Control Facilities Shall, At A Minimum, Be Protected With A Double-Row Of Silt Fence (Or Equivalent).
12. Volume Control Facilities Shall Not Be Constructed Until All Of The Contributing Drainage Area Has Been Stabilized.
13. 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.
14. Earthen Embankment Side Slopes Shall Be Stabilized With Appropriate Erosion Control Blanket.
15. Storm Sewers That Are Or Will Be Functioning During Construction Shall Be Protected By Appropriate Sediment Control Measures.
16. 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.
17. 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.
18. The Contractor 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 Upland Area. Sediment Laden Waters Shall Not Be Discharge To Waterways, Flood Protection Areas Or The Combined Sewer System.
19. All Permanent Erosion Control Practices Shall Be Initiated Within Seven (7) Days Following The Completion Of Soil Disturbing Activities.
20. 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.
21. All Temporary Erosion And Sediment Control Measures Shall Be Removed Within Thirty (30) Days After Permanent Site Stabilization.
22. 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.



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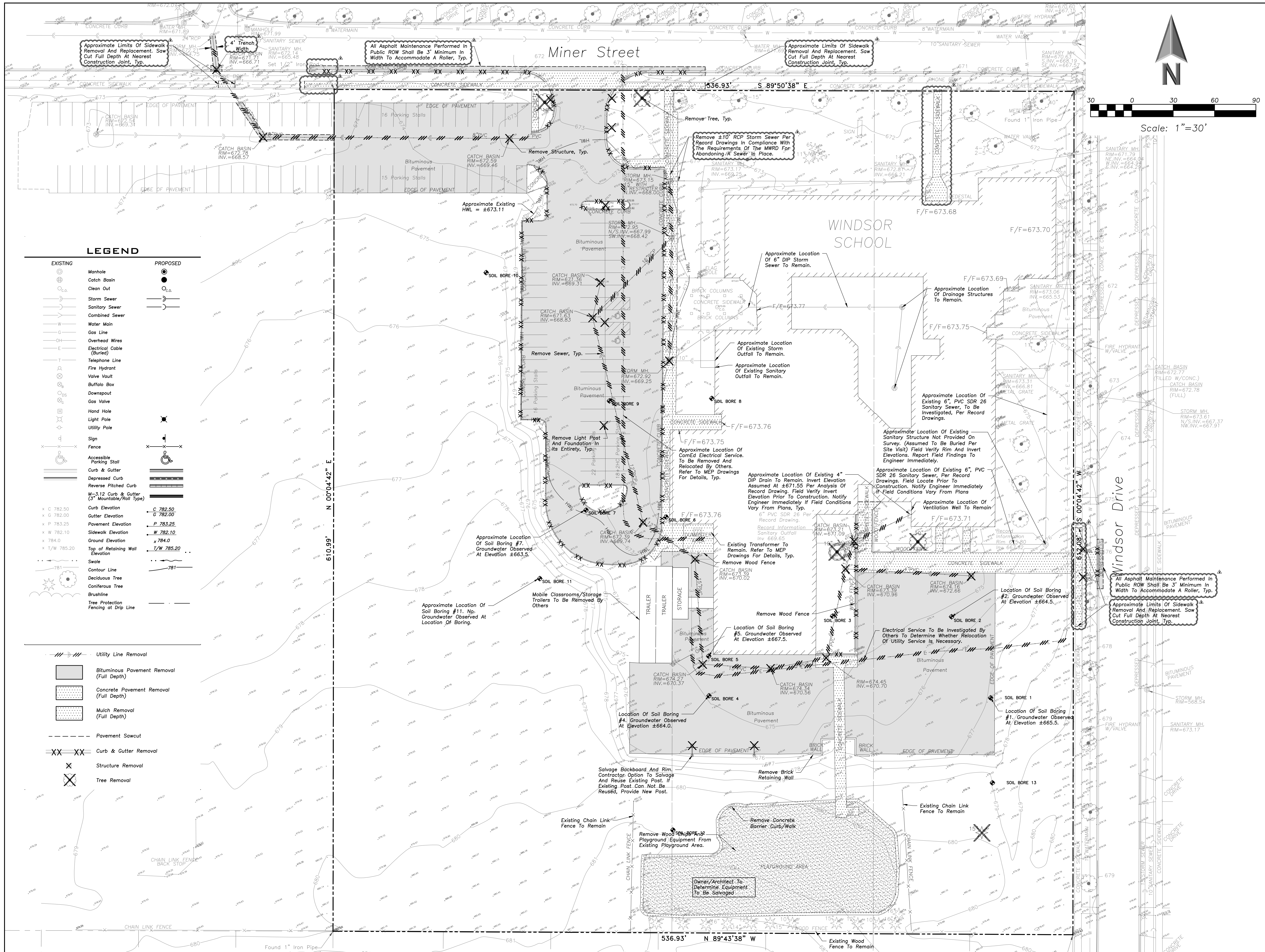
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Sheet Title:

SITE WORK
NOTES

Sheet No:

C0.2



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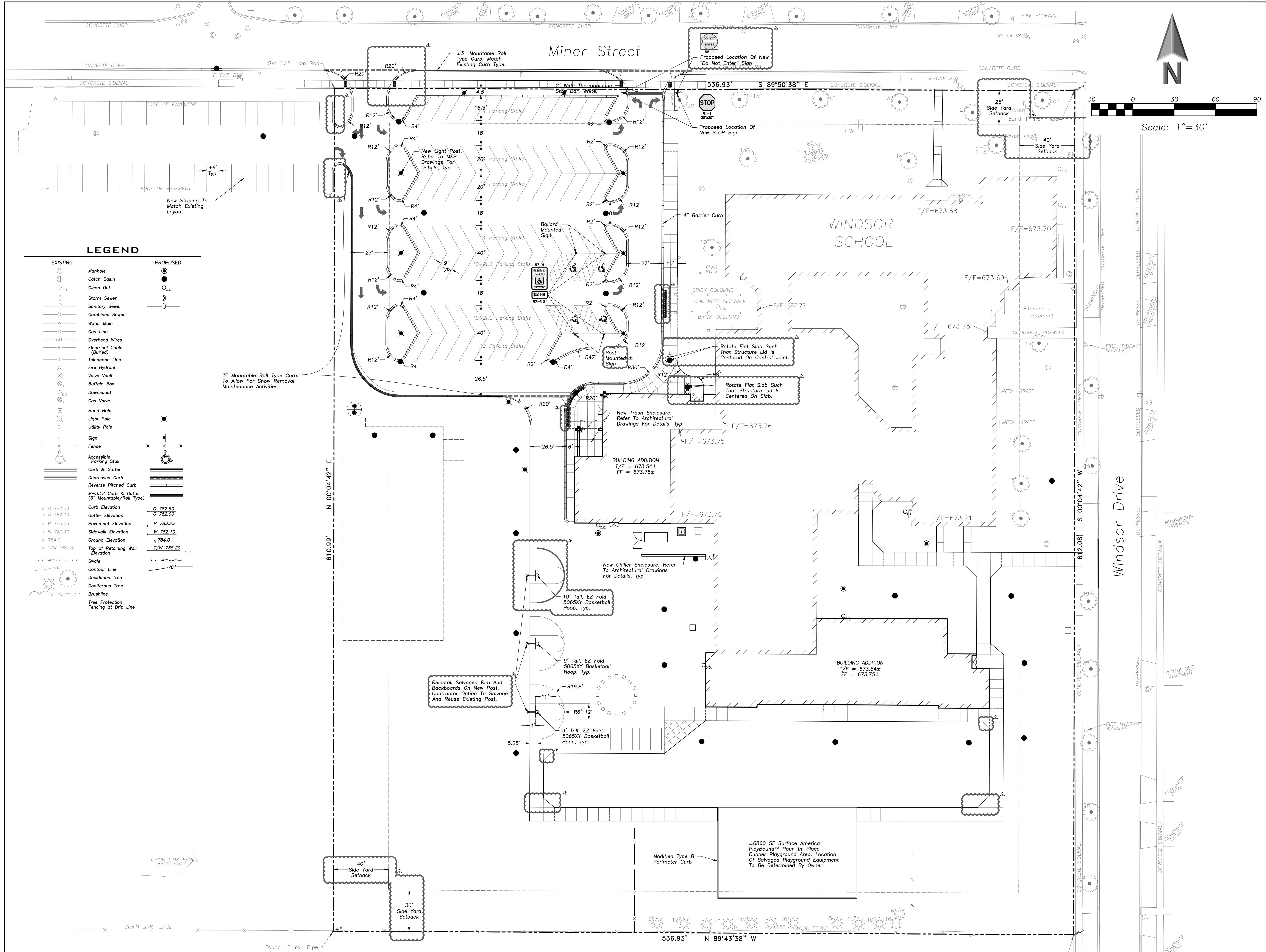
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Sheet Title:
**SITE
DEMOLITION
PLAN**

Sheet No:
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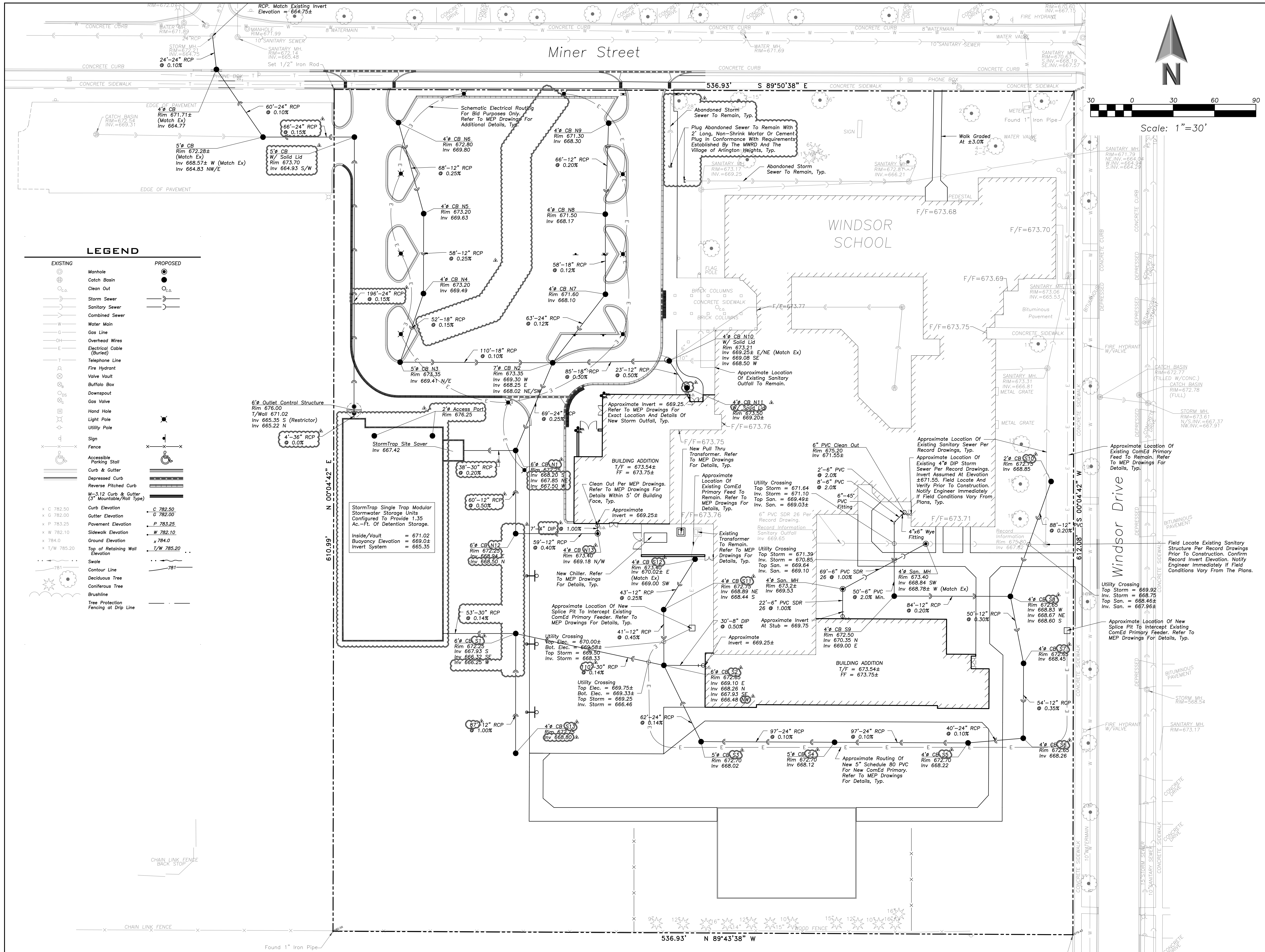
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**SITE GEOMETRY
PLAN**

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C2.1



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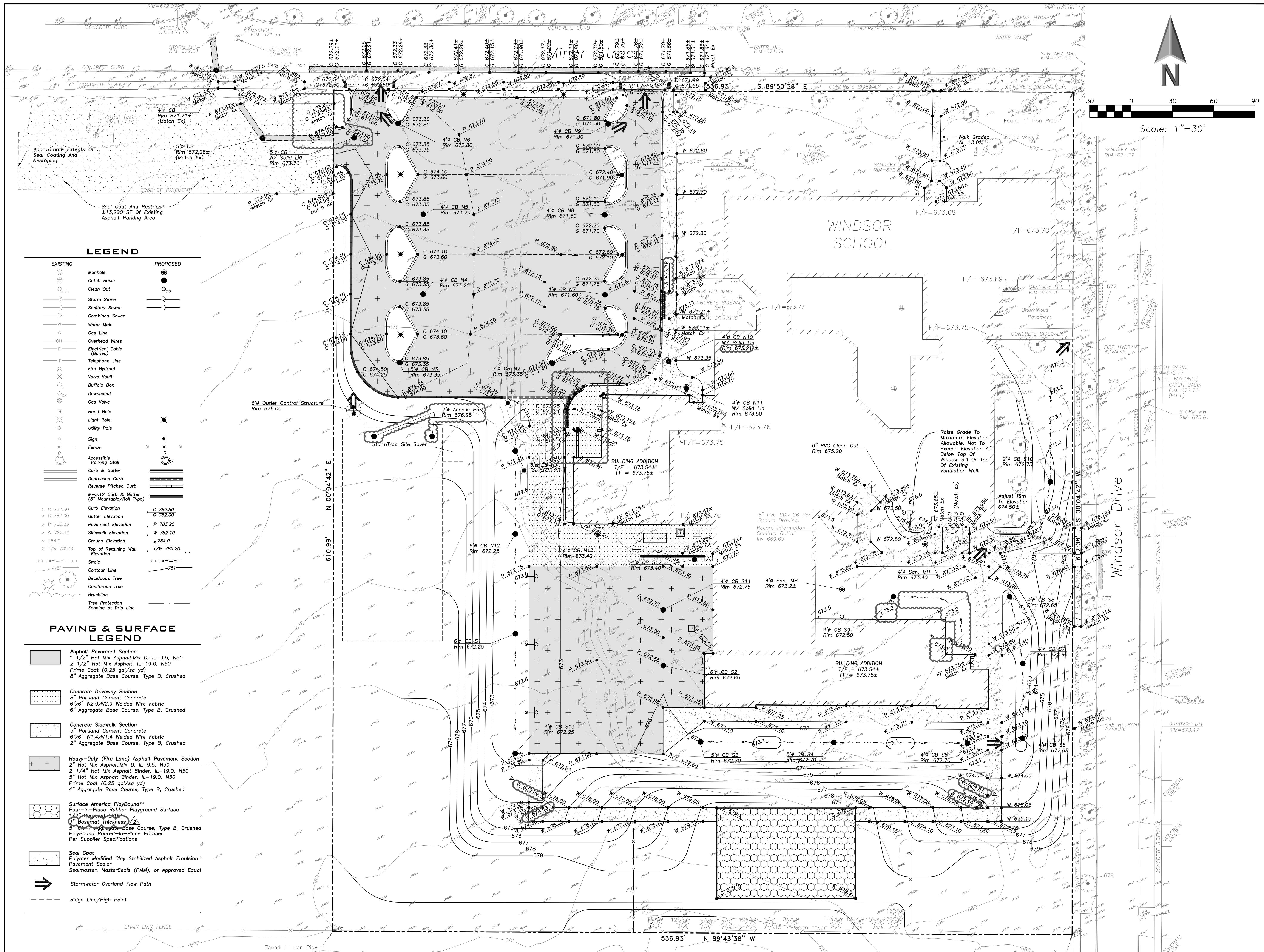
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**SITE
UTILITY
PLAN**

Sheet No:
C3.1

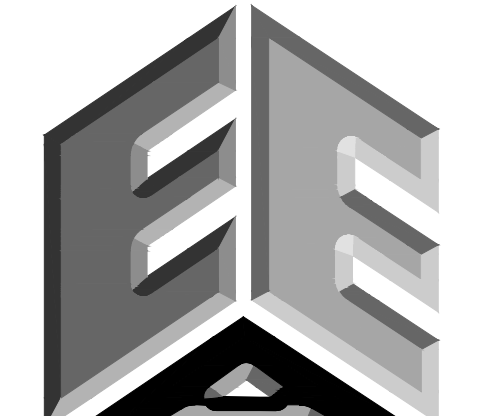


LEGEND

- | | |
|--|--|
| EXISTING | PROPOSED |
| Manhole | Manhole |
| Catch Basin | Catch Basin |
| Clean Out | Clean Out |
| Storm Sewer | Storm Sewer |
| Sanitary Sewer | Sanitary Sewer |
| Combined Sewer | Combined Sewer |
| Water Main | Water Main |
| Gas Line | Gas Line |
| Overhead Wires | Overhead Wires |
| Electrical Cable (Buried) | Electrical Cable (Buried) |
| Telephone Line | Telephone Line |
| Fire Hydrant | Fire Hydrant |
| Valve Vault | Valve Vault |
| Buffalo Box | Buffalo Box |
| Downspout | Downspout |
| Gas Valve | Gas Valve |
| Hand Hole | Hand Hole |
| Light Pole | Light Pole |
| Utility Pole | Utility Pole |
| Sign | Sign |
| Fence | Fence |
| Accessible Parking Stall | Accessible Parking Stall |
| Curb & Gutter | Curb & Gutter |
| Depressed Curb | Depressed Curb |
| Reverse Pitched Curb | Reverse Pitched Curb |
| W-312 Curb & Gutter (3" Mountable/Roll Type) | W-312 Curb & Gutter (3" Mountable/Roll Type) |
| Curb Elevation | Curb Elevation |
| Gutter Elevation | Gutter Elevation |
| Pavement Elevation | Pavement Elevation |
| Sidewalk Elevation | Sidewalk Elevation |
| Ground Elevation | Ground Elevation |
| Top of Retaining Wall Elevation | Top of Retaining Wall Elevation |
| Swale | Swale |
| Contour Line | Contour Line |
| Deciduous Tree | Deciduous Tree |
| Coniferous Tree | Coniferous Tree |
| Brushline | Brushline |
| Tree Protection Fencing at Drip Line | Tree Protection Fencing at Drip Line |

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 1/2" Recycled EPDM |
| | 5" Base Mat Thickness |
| | 5" 6"x6" Aggregate Base Course, Type B, Crushed |
| | PlayBound Pour-in-Place Primer |
| | 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 | |



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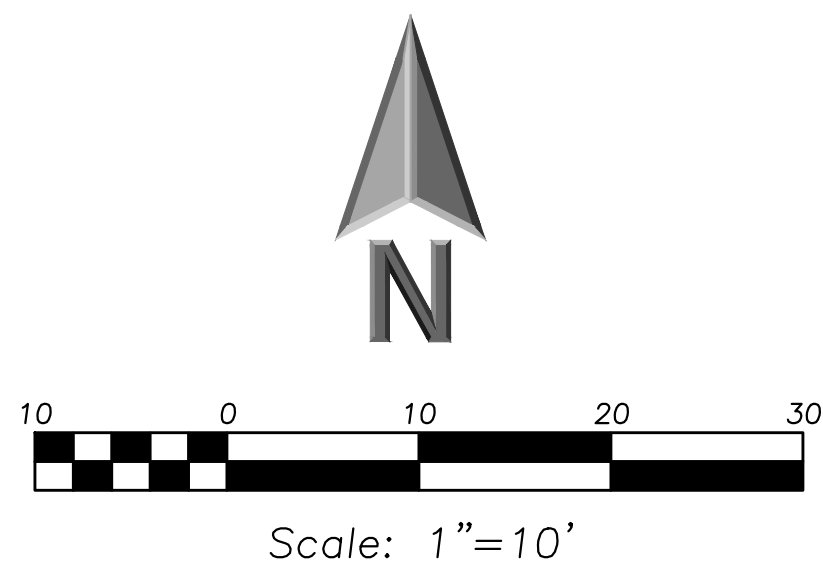
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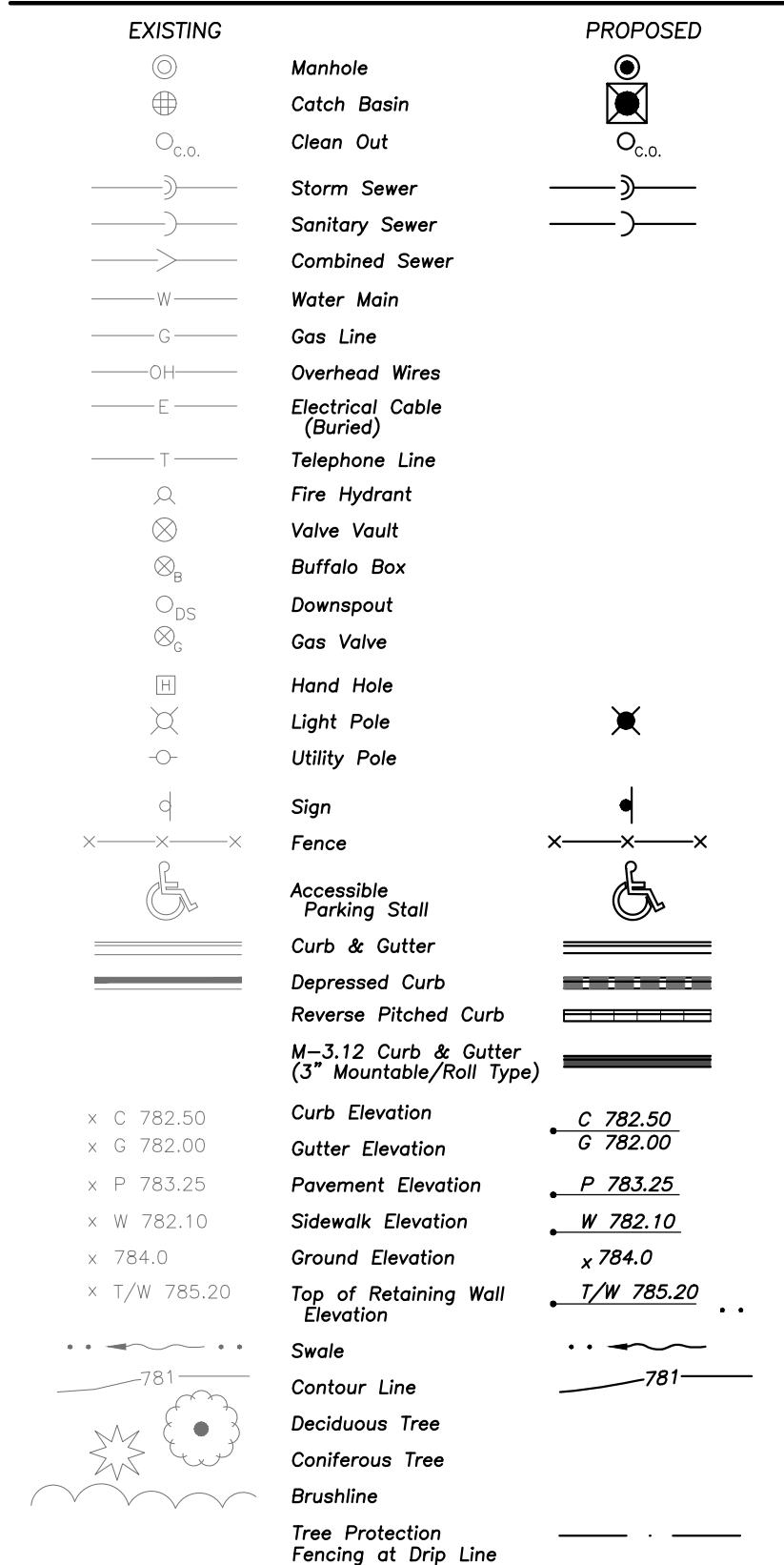
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GRADING AND PAVING PLAN

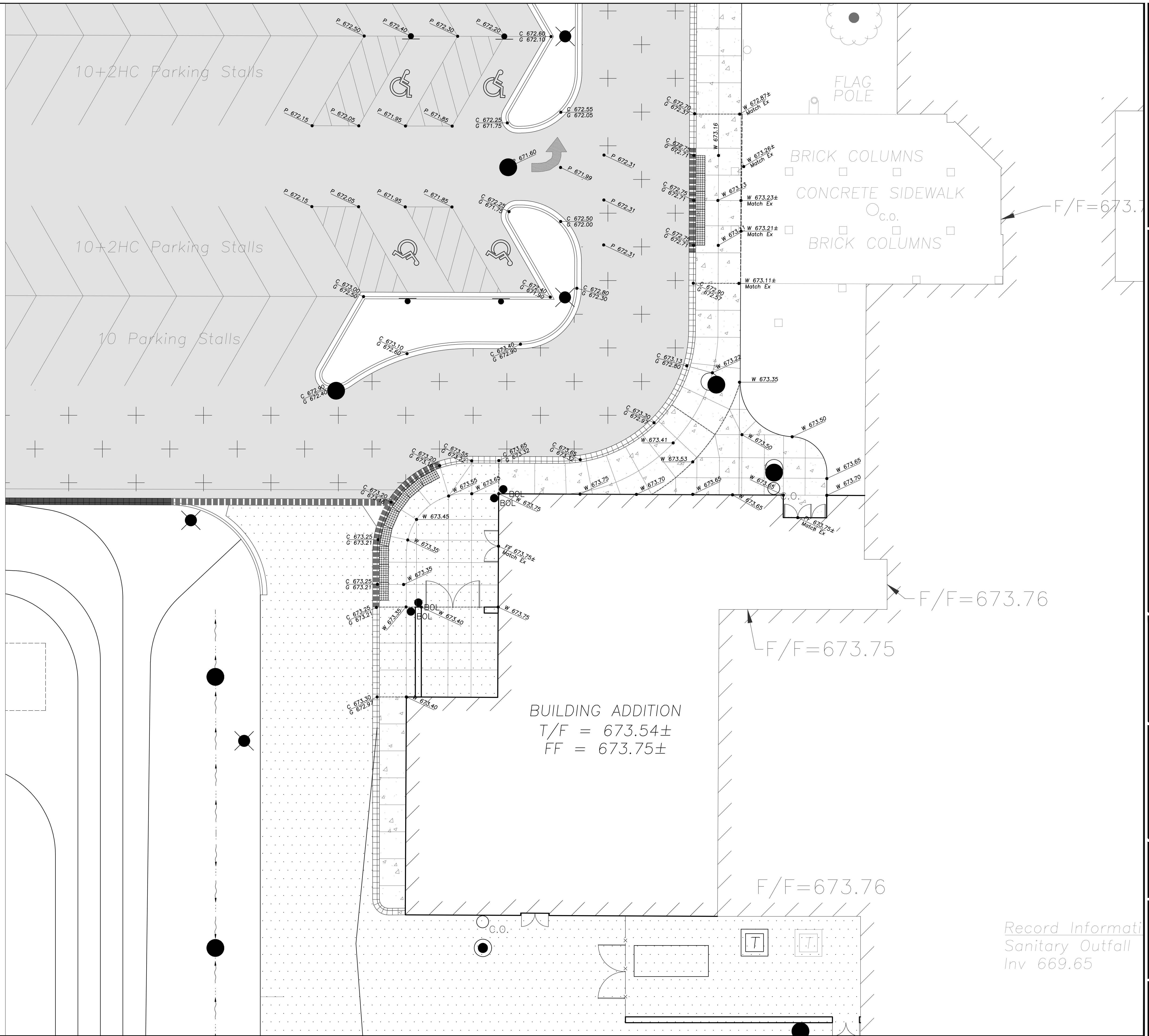
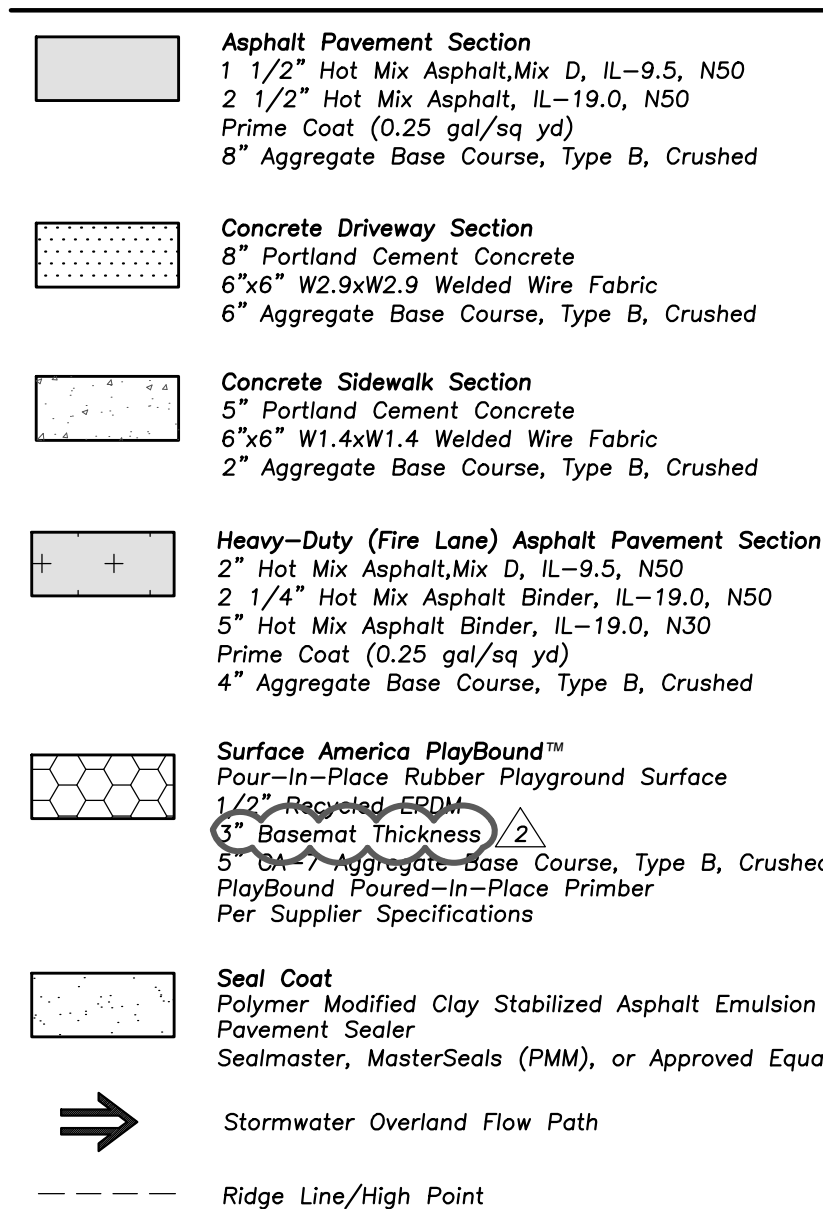
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LEGEND



PAVING & SURFACE LEGEND



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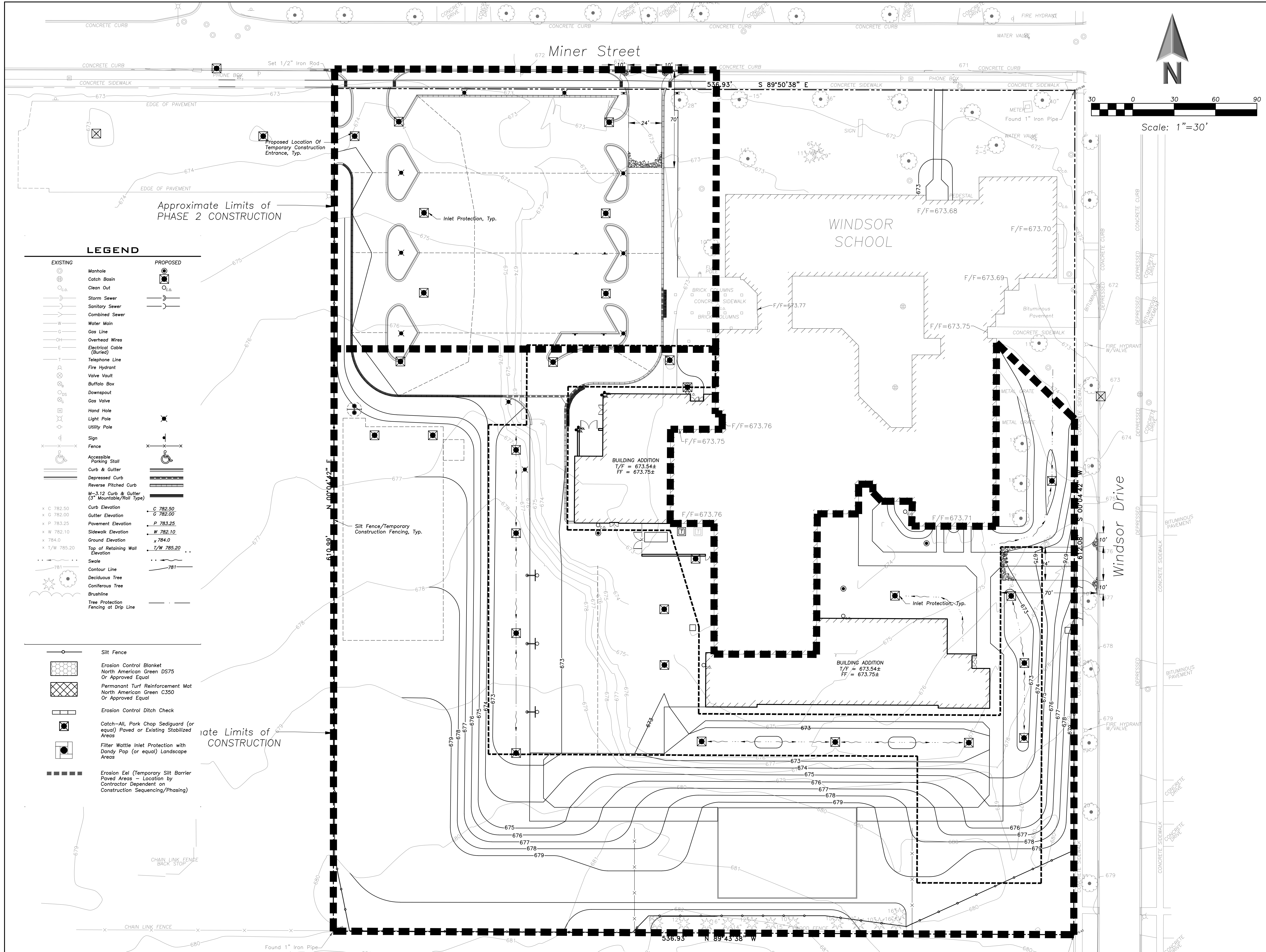
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APPROVED BY: KC		PROJECT NO.:	

ENLARGED
GRADING AND
PAVING
PLAN

Sheet No:
C4.2



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Sheet Title:
**SOIL EROSION &
SEDIMENT
CONTROL PLAN**

Sheet No:
C5.1



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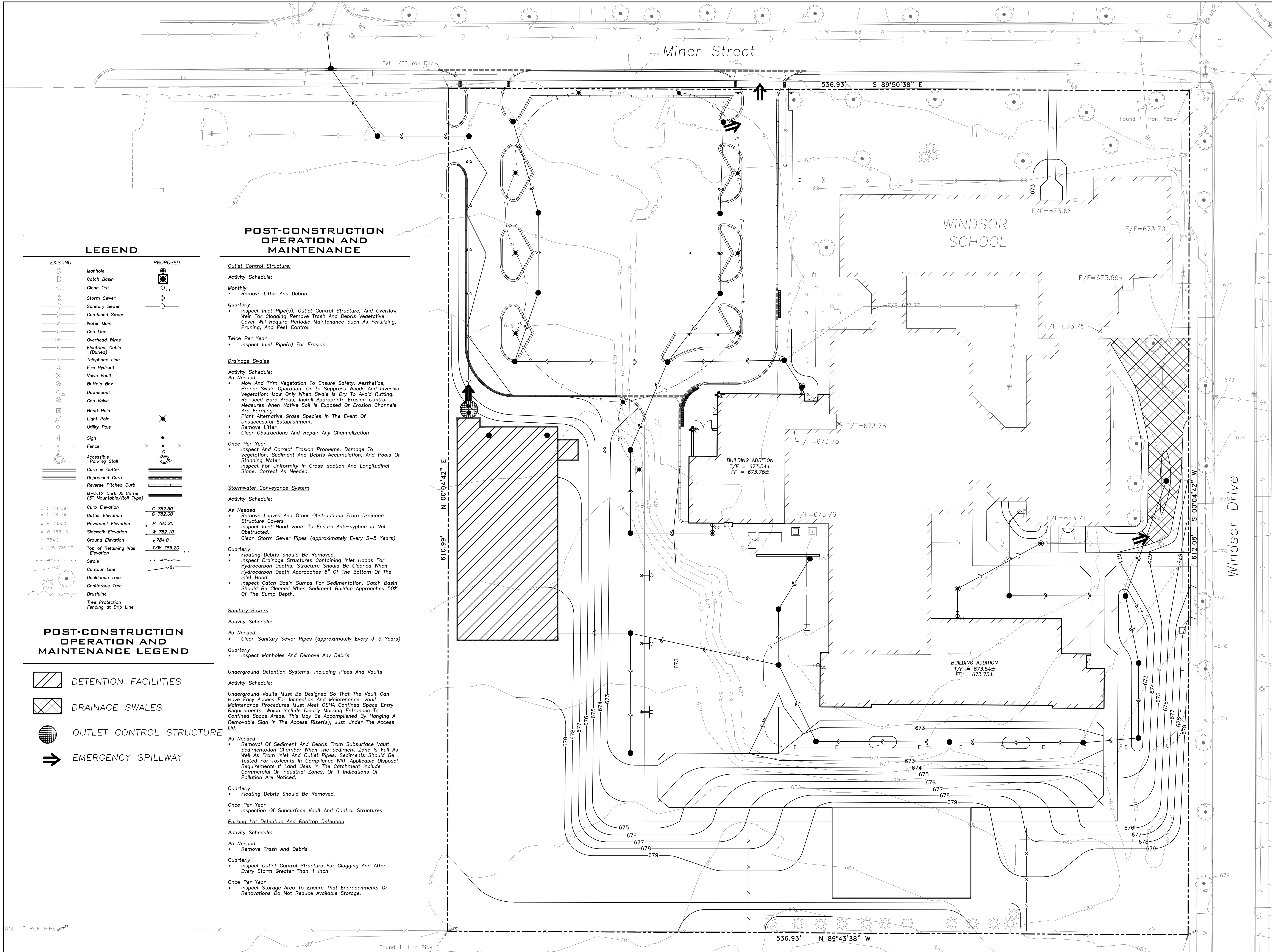
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Sheet Title:

**OPERATION AND
MAINTENANCE
PLAN**

Sheet No:

C6.1



LEGEND

EXISTING	PROPOSED

POST-CONSTRUCTION OPERATION AND MAINTENANCE LEGEND

	DETENTION FACILITIES
	DRAINAGE SWALES
	OUTLET CONTROL STRUCTURE
	EMERGENCY SPILLWAY

POST-CONSTRUCTION OPERATION AND MAINTENANCE

Outlet Control Structure:

Activity Schedule:

Monthly

- Remove Litter And Debris

Quarterly

- Inspect Inlet Pipe(s), Outlet Control Structure, And Overflow Weir For Clogging Remove Trash And Debris Vegetative Cover Will Require Periodic Maintenance Such As Fertilizing, Pruning, And Pest Control

Twice Per Year

- Inspect Inlet Pipe(s) For Erosion

Drainage Swales

Activity Schedule:

As Needed

- Mow And Trim Vegetation To Ensure Safety, Aesthetics, Proper Swale Operation, Or To Suppress Weeds And Invasive Vegetation; Mow Only When Swale Is Dry To Avoid Rutting.
- Re-seed Bare Areas; Install Appropriate Erosion Control Measures When Native Soil Is Exposed Or Erosion Channels Are Forming.
- Plant Alternative Grass Species In The Event Of Unsuccessful Establishment.
- Remove Litter.
- Clear Obstructions And Repair Any Channelization

Once Per Year

- Inspect And Correct Erosion Problems, Damage To Vegetation, Sediment And Debris Accumulation, And Pools Of Standing Water.
- Inspect For Uniformity In Cross-section And Longitudinal Slope, Correct As Needed.

Stormwater Conveyance System

Activity Schedule:

As Needed

- Remove Leaves And Other Obstructions From Drainage Structure Covers
- Inspect Inlet Hood Vents To Ensure Anti-siphon Is Not Obstructed.
- Clean Storm Sewer Pipes (approximately Every 3-5 Years)

Quarterly

- Floating Debris Should Be Removed.
- Inspect Drainage Structures Containing Inlet Hoods For Hydrocarbon Depths. Structure Should Be Cleaned When Hydrocarbon Depth Approaches 6" Of The Bottom Of The Inlet Hood
- Inspect Catch Basin Sumps For Sedimentation. Catch Basin Should Be Cleaned When Sediment Buildup Approaches 50% Of The Sump Depth.

Sanitary Sewers

Activity Schedule:

As Needed

- Clean Sanitary Sewer Pipes (approximately Every 3-5 Years)

Quarterly

- Inspect Manholes And Remove Any Debris.

Underground Detention Systems, Including Pipes And Vaults

Activity Schedule:

Underground Vaults Must Be Designed So That The Vault Can Have Easy Access For Inspection And Maintenance. Vault Maintenance Procedures Must Meet OSHA Confined Space Entry Requirements, Which Include Clearly Marking Entrances To Confined Space Areas. This May Be Accomplished By Hanging A Removable Sign In The Access Riser(s), Just Under The Access Lid.

As Needed

- Removal Of Sediment And Debris From Subsurface Vault Sedimentation Chamber When The Sediment Zone Is Full As Well As From Inlet And Outlet Pipes. Sediments Should Be Tested For Toxicants In Compliance With Applicable Disposal Requirements If Land Uses In The Catchment Include Commercial Or Industrial Zones, Or If Indications Of Pollution Are Noticed.

Quarterly

- Floating Debris Should Be Removed.

Once Per Year

- Inspection Of Subsurface Vault And Control Structures

Parking Lot Detention And Rooftop Detention

Activity Schedule:

As Needed

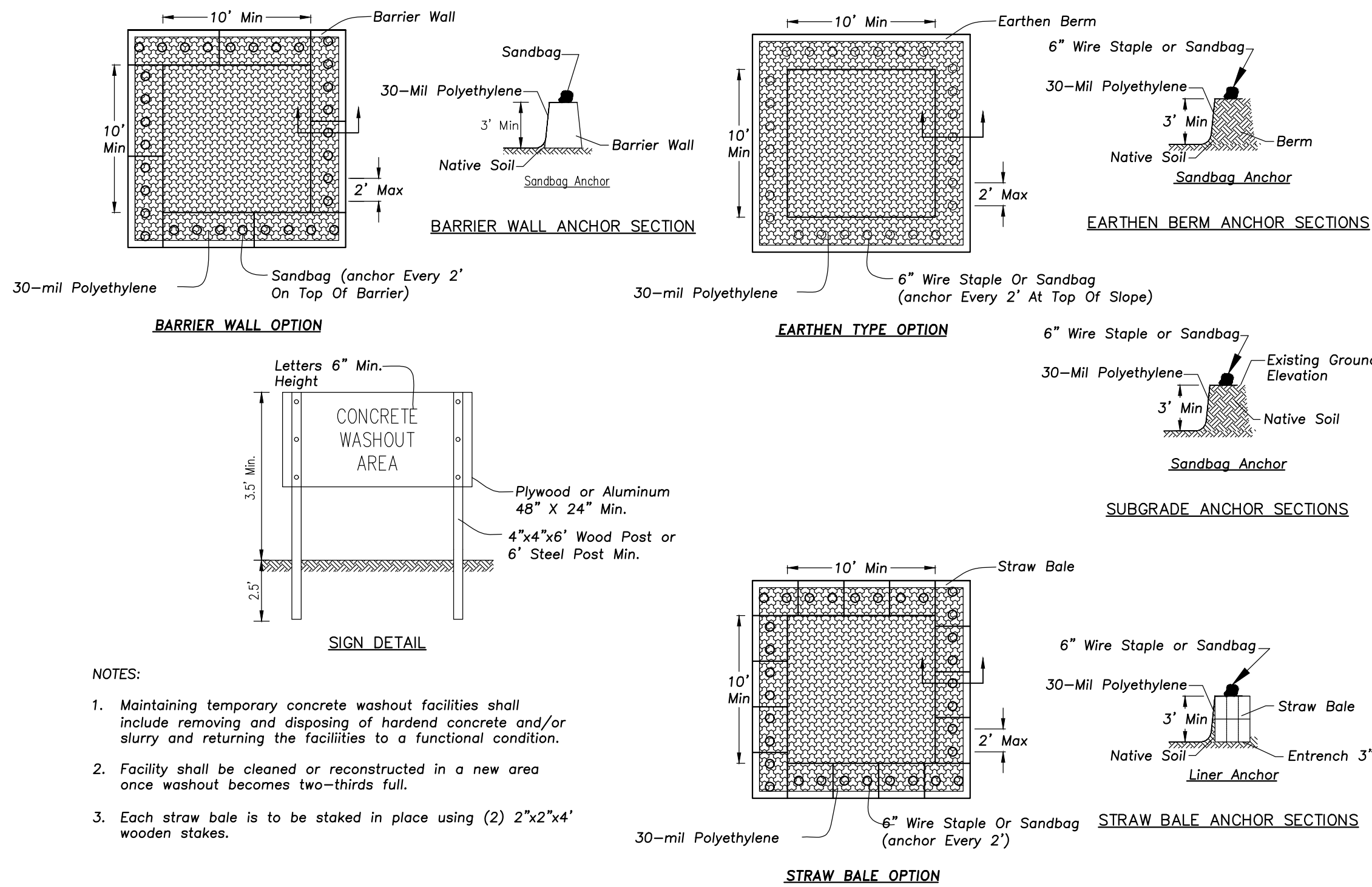
- Remove Trash And Debris

Quarterly

- Inspect Outlet Control Structure For Clogging And After Every Storm Greater Than 1 Inch

Once Per Year

- Inspect Storage Area To Ensure That Encroachments Or Renovations Do Not Reduce Available Storage.



CONCRETE WASHOUT FACILITY

GENERAL NOTES

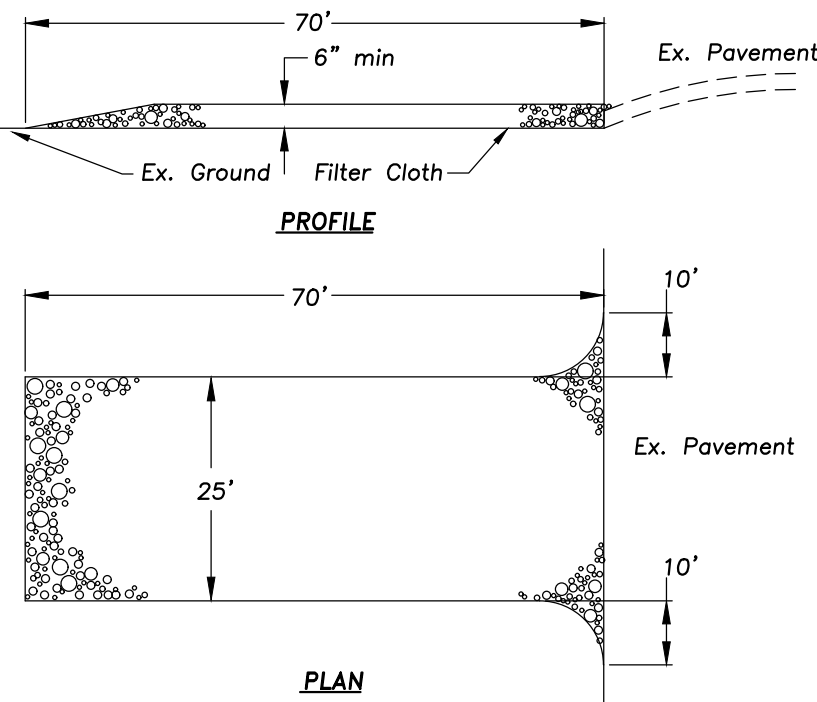
STONE SIZE — Use IDOT gradation CA-1 aggregate stone.

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.

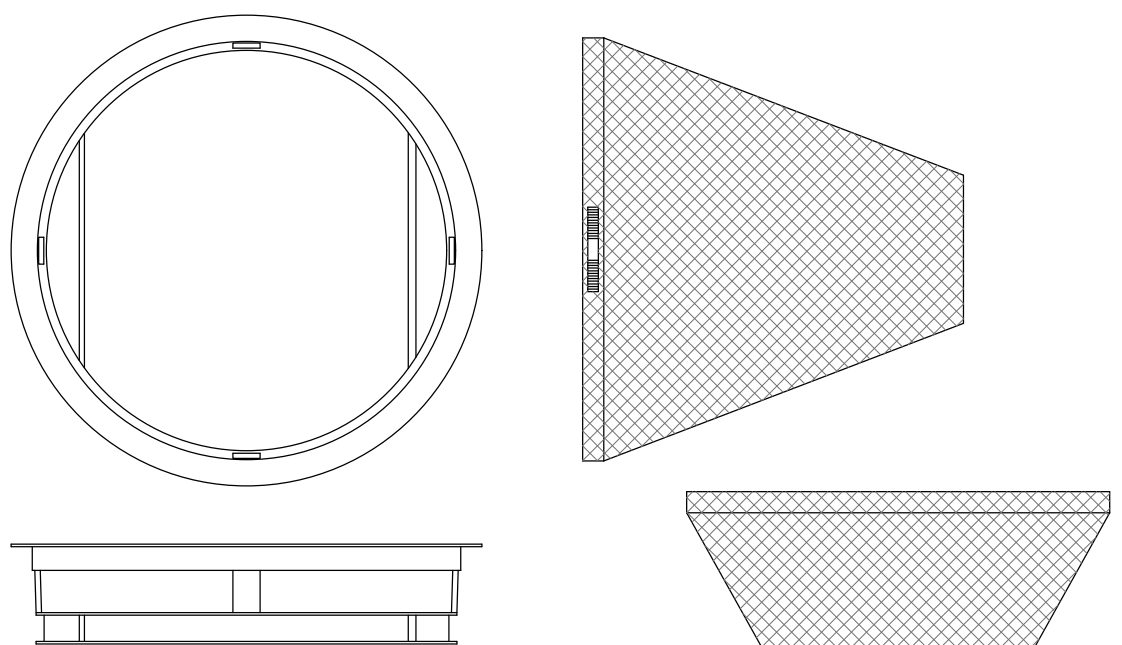
WASHING — Wheels shall be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

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



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



GENERAL NOTES:

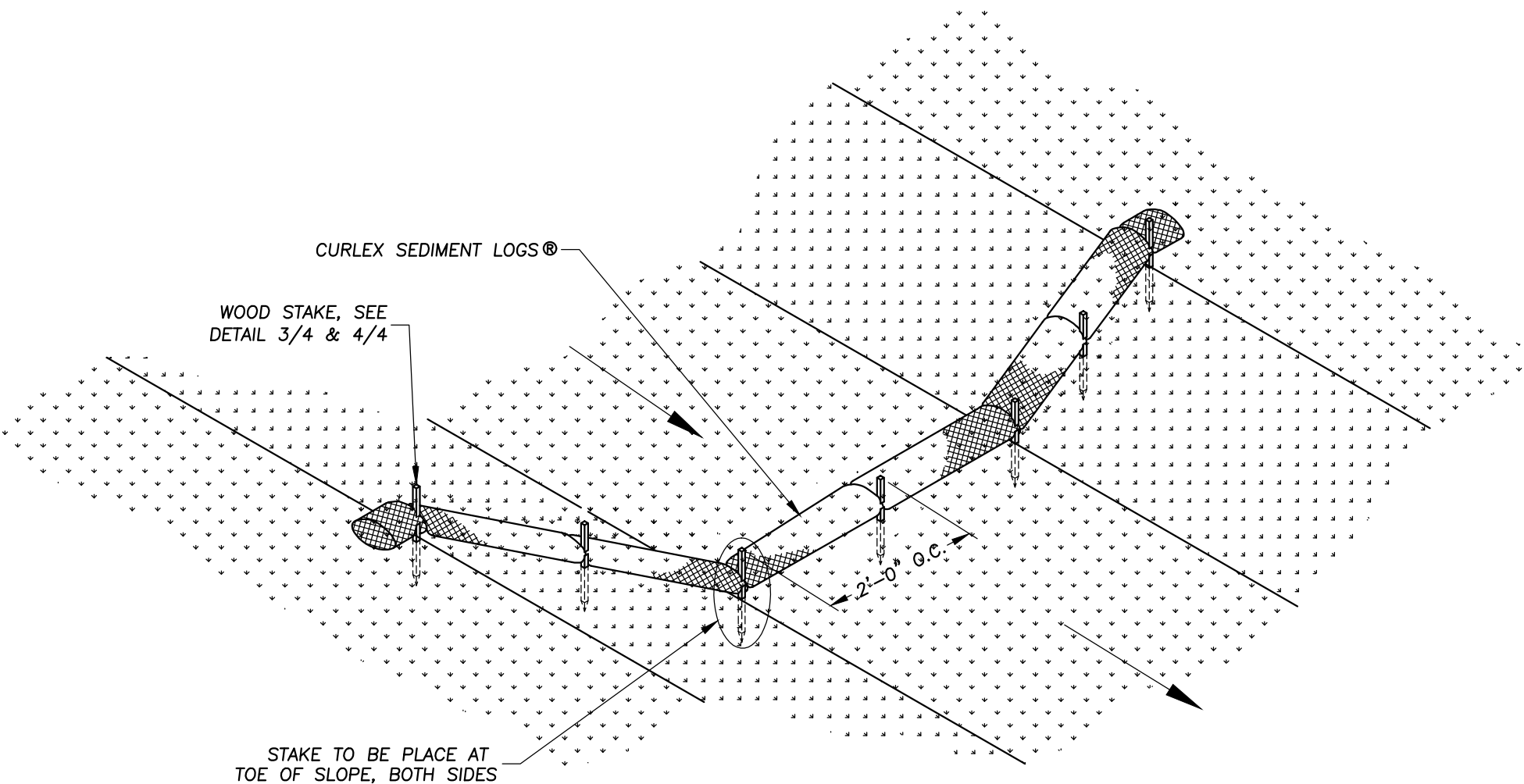
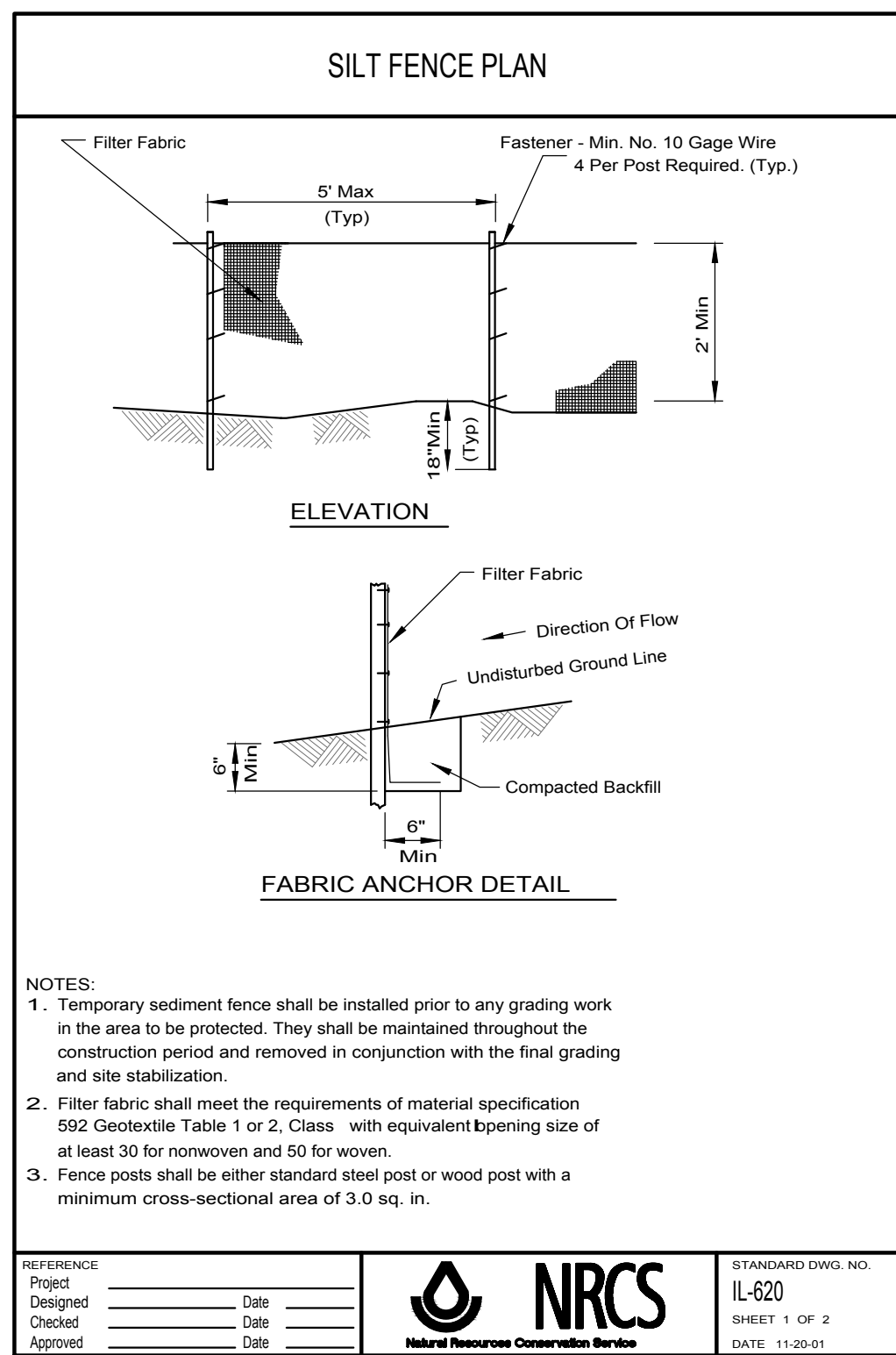
Use Marathon Materials, Inc., "Catch-All" Type 1 Inlet Protectors or Approved Equal. www.marathonmaterials.com

FRAME: Top flange fabricated from 1/2"x1/2"x1/2" angle. Base rim fabricated from 1/2"x1/2"x1/2" channel. Handles and suspension brackets fabricated from 1/2"x1/2" 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.

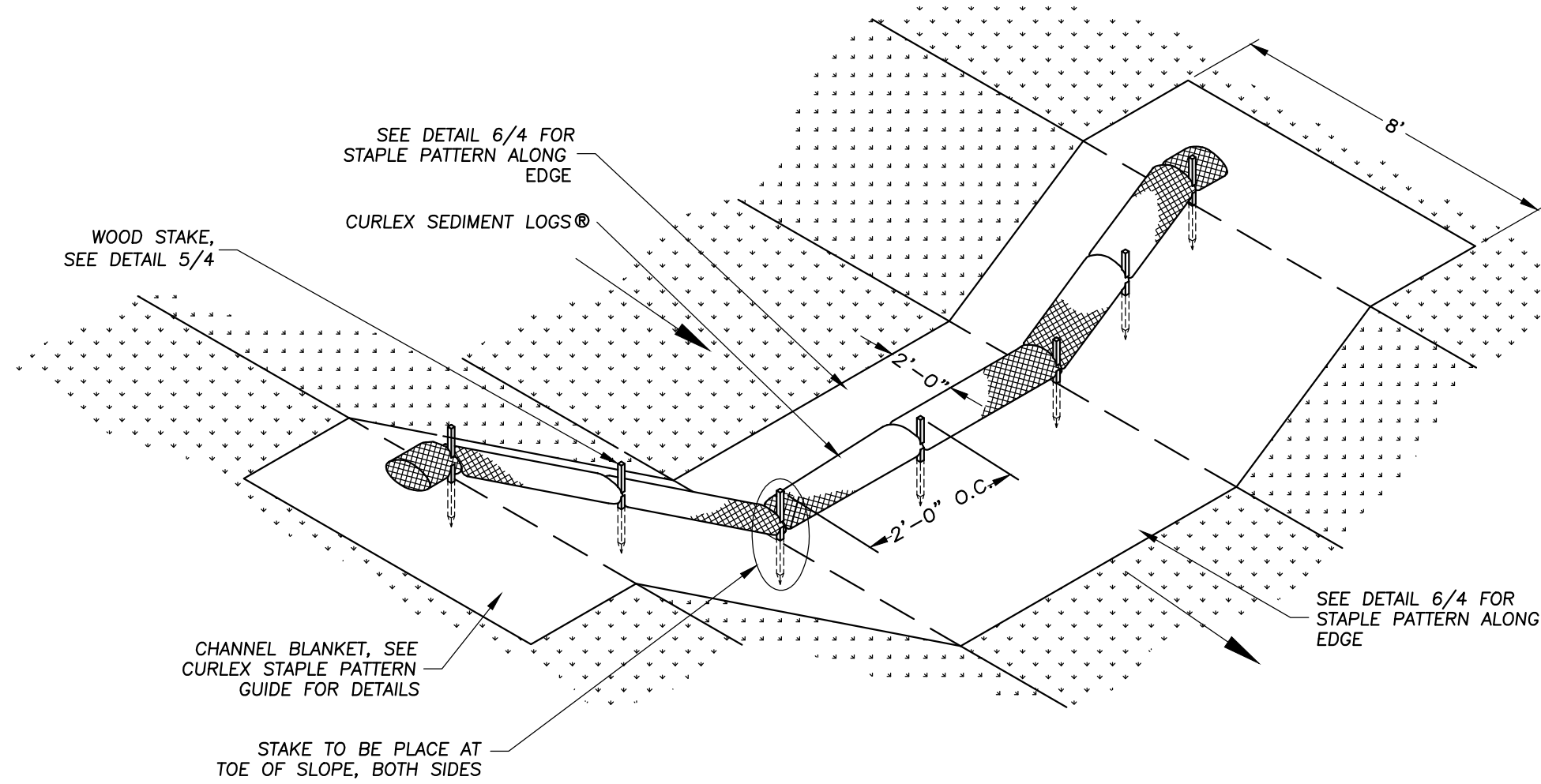
Install baskets in all existing storm inlets prior to construction and all new storm inlets immediately after installation. Contractor shall maintain throughout construction activities.

"CATCH-ALL" INLET PROTECTORS



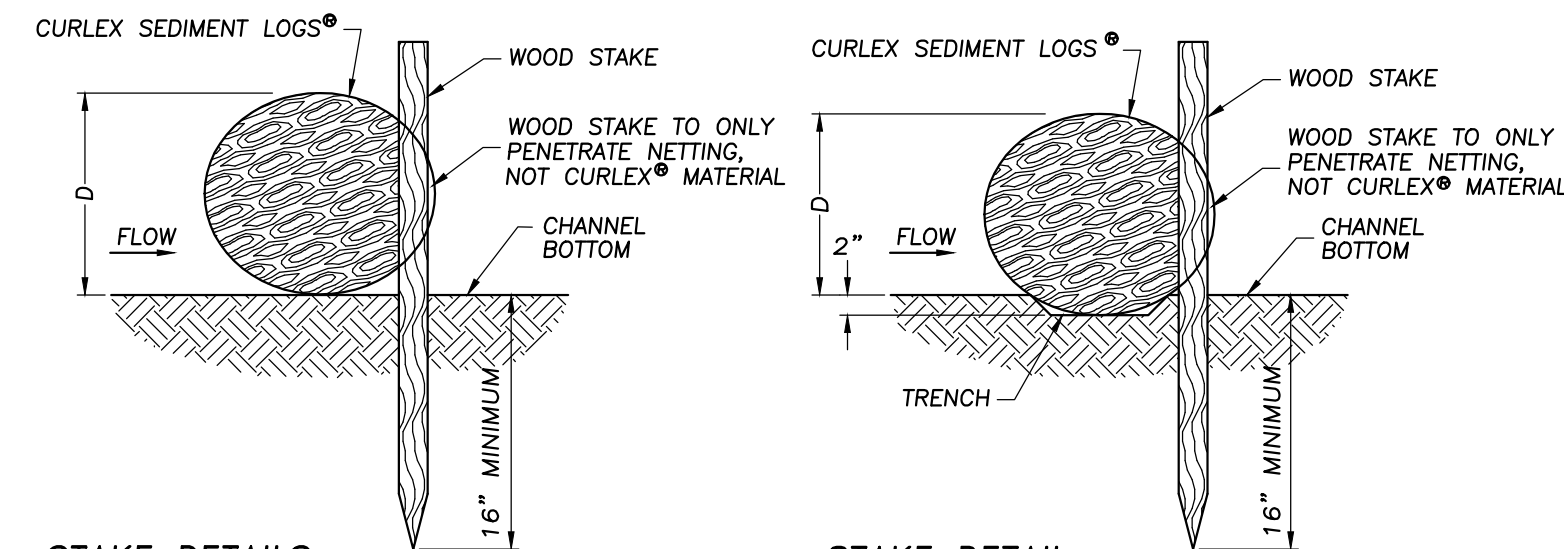
CURLEX SEDIMENT LOGS® DETAIL (NO BLANKET)

NO SCALE



CURLEX SEDIMENT LOGS® DETAIL (WITH BLANKET)

NO SCALE

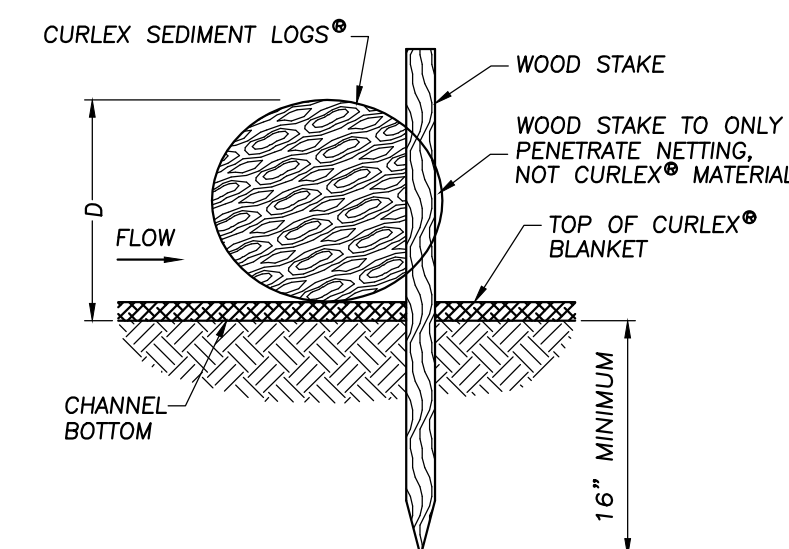


STAKE DETAILS (NO TRENCH)

NO SCALE

STAKE DETAIL (WITH TRENCH)

NO SCALE



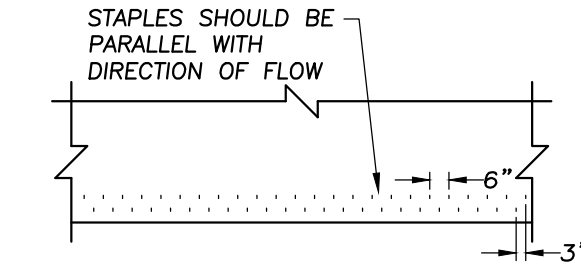
STAKE DETAILS (NO TRENCH)

NO SCALE

NOTE: TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS.

1 1/4" X 1 1/4" X 30" WOODEN STAKES ARE RECOMMENDED FOR 6", 9", AND 12" SEDIMENT LOGS.

1 1/4" X 1 1/4" X 48" WOODEN STAKES ARE RECOMMENDED FOR 20" SEDIMENT LOGS.



CHANNEL TERMINATION PLAN

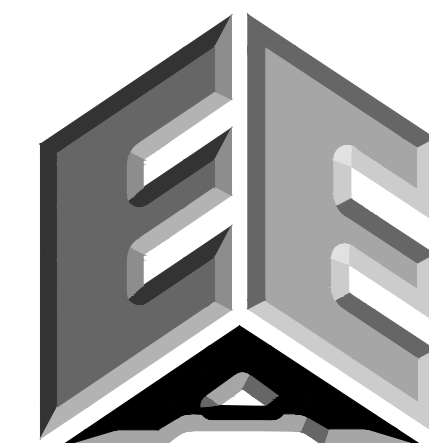
NO SCALE

$$\left[\frac{\text{DISTANCE BETWEEN CHANNEL BOTTOM AND TOP OF INSTALLED CURLEX SEDIMENT LOGS} \otimes (D) (ft)}{\text{CHANNEL GRADIENT } (\%) } \right] \times 100 = \text{CURLEX SEDIMENT LOGS} \otimes \text{ SPACING } (ft)$$

RECOMMENDED PLACEMENT INTERVAL BETWEEN CURLEX SEDIMENT LOGS®

CURLEX SEDIMENT LOGS® DITCH CHECK

BY: AMERICAN EXCELSIOR COMPANY



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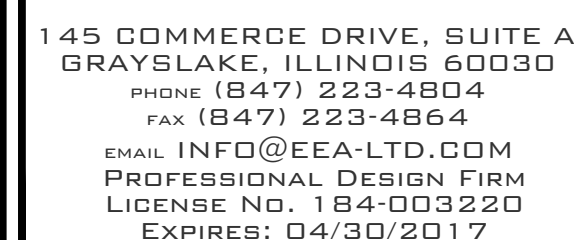
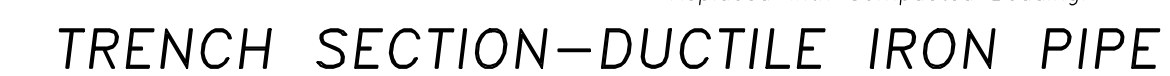
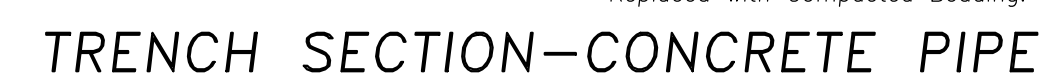
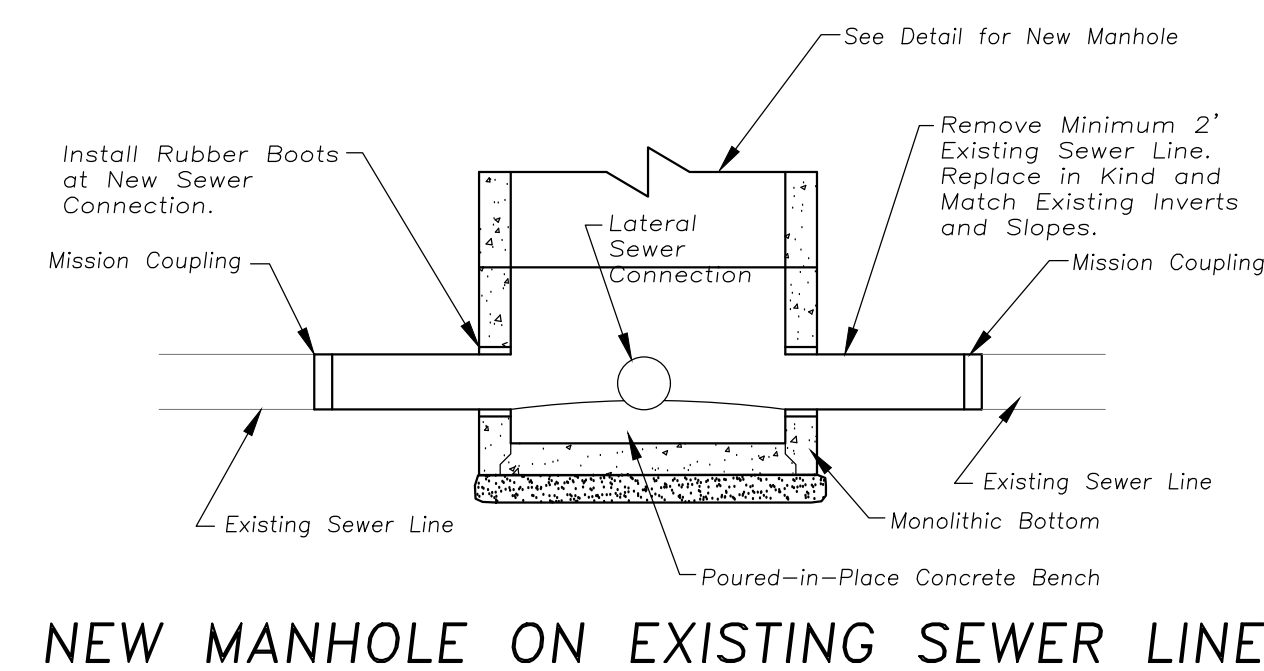
Design By:	JC	Date:	10/07/16
Approved By:	KC	Project No.	

Sheet Title:

SITE WORK DETAILS

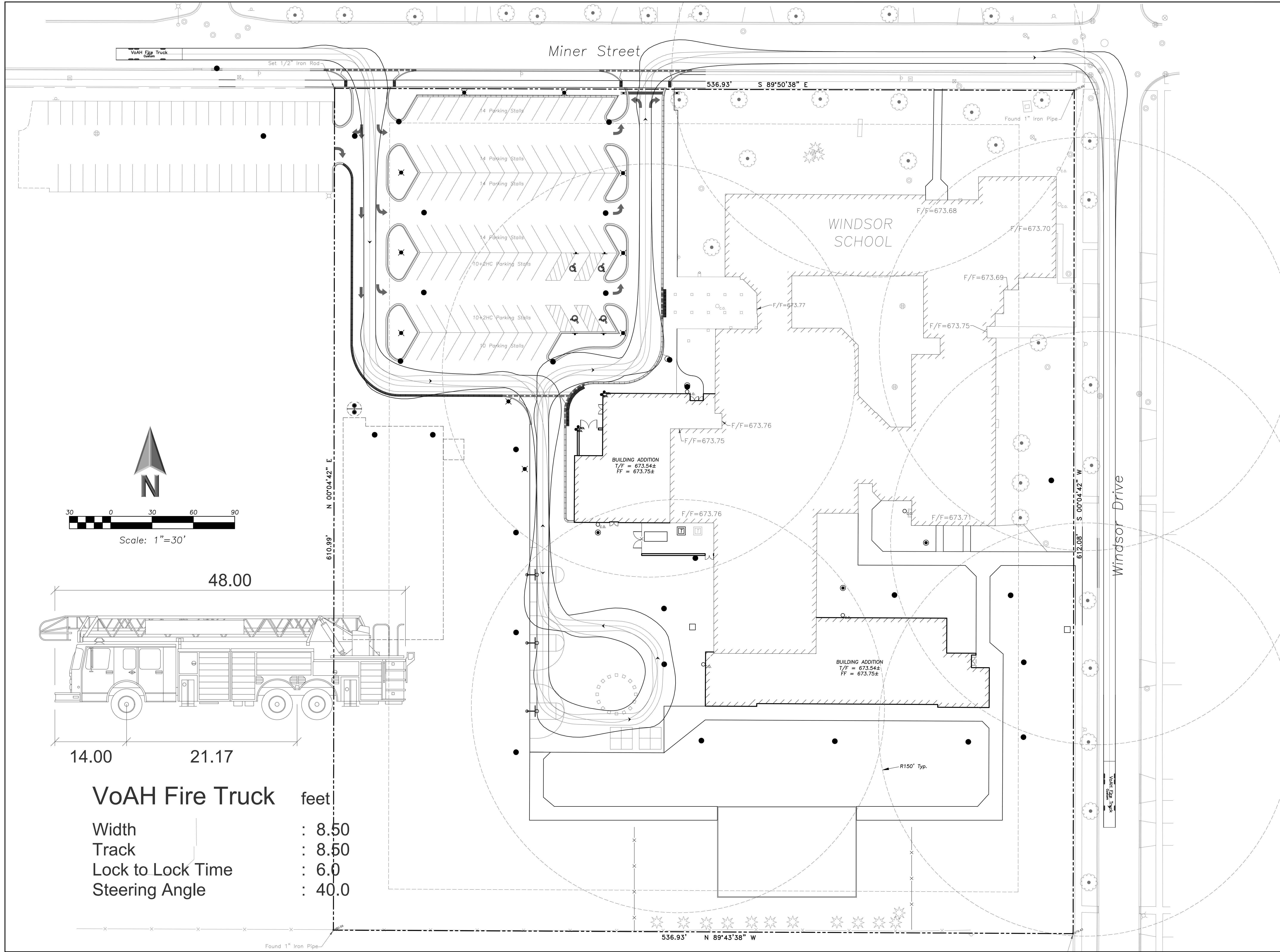
Sheet No:

C7.1



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C7.2



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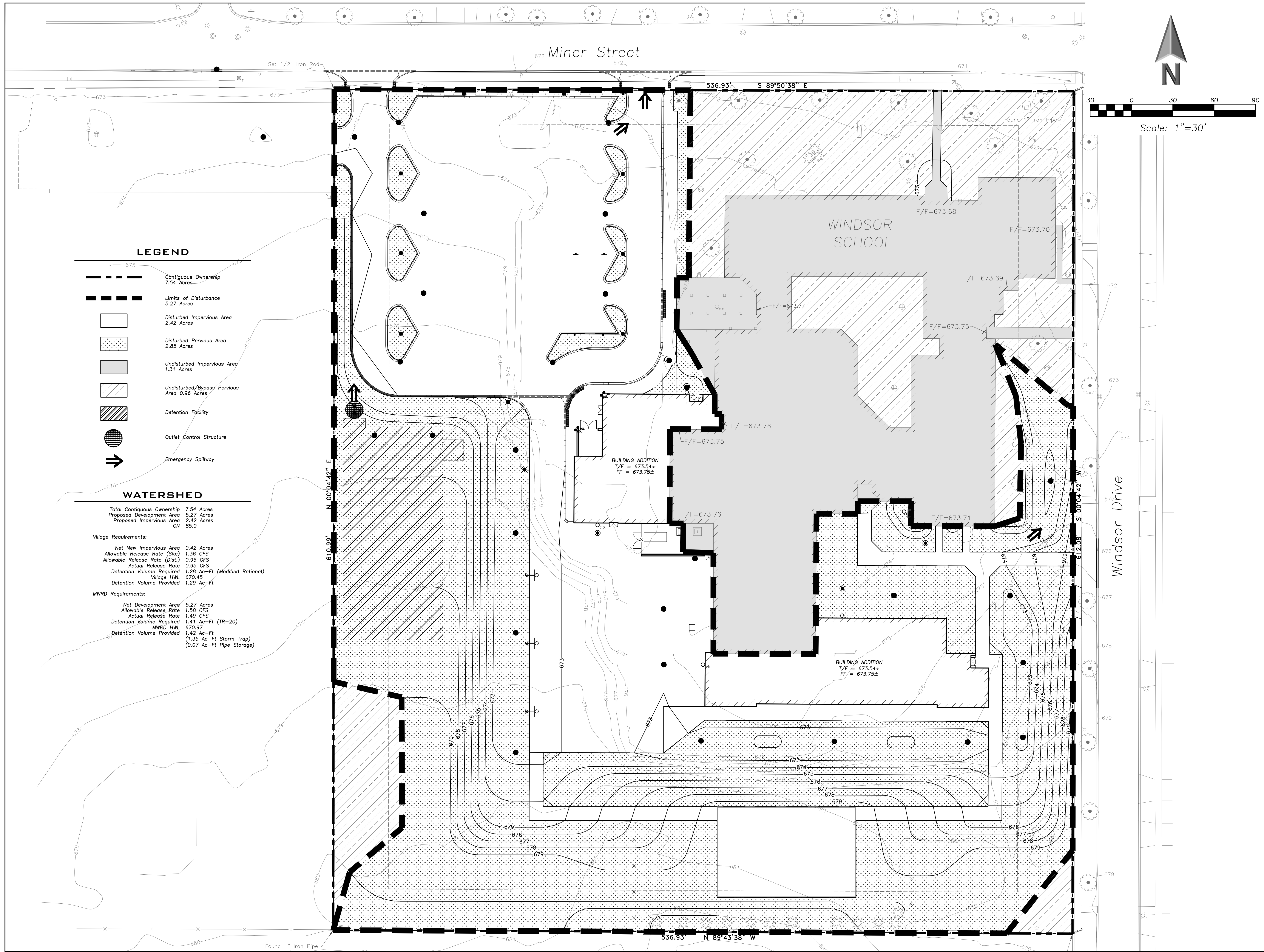
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DESIGN BY: JC		DATE: 10/07/16	
APPROVED BY: KC		PROJECT NO.:	

SHEET TITLE: AUTOTURN
EXHIBIT - FIRE
TRUCK

SHEET NO.: CX1.1



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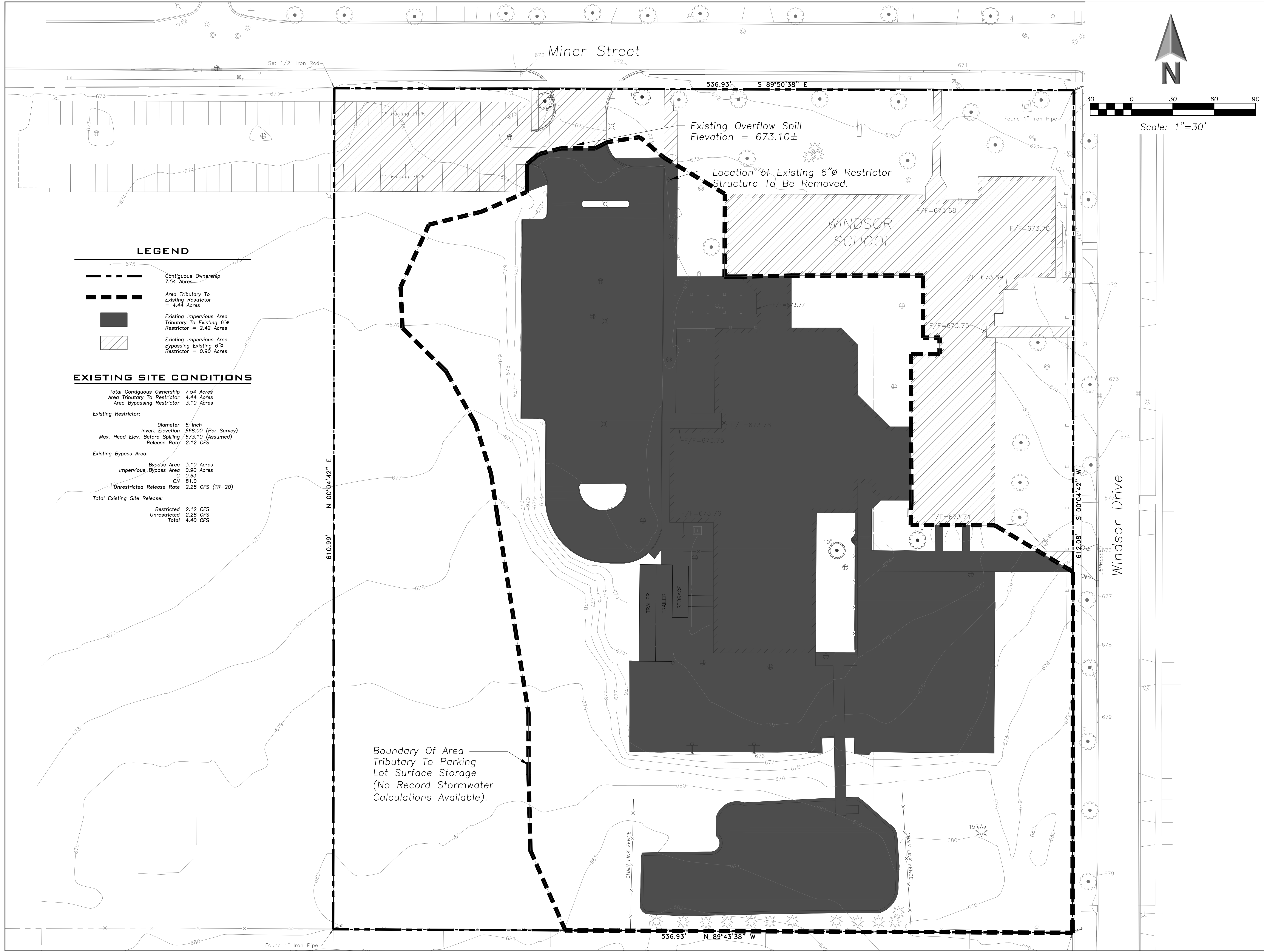
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Design By: JC	Date: 10/07/16
Approved By: KC	Project No.:

Sheet Title:
**PROJECT
DISTURBANCE**

Sheet No:
CX2.1



LEGEND

- Contiguous Ownership
7.54 Acres
- Area Tributary To
Existing Restrictor
= 4.44 Acres
- Existing Impervious Area
Tributary To Existing 6"Ø
Restrictor = 2.42 Acres
- Existing Impervious Area
Bypassing Existing 6"Ø
Restrictor = 0.90 Acres

EXISTING SITE CONDITIONS

Total Contiguous Ownership 7.54 Acres
Area Tributary To Restrictor 4.44 Acres
Area Bypassing Restrictor 3.10 Acres

Existing Restrictor:

- Diameter 6" Inch
- Invert Elevation 668.00 (Per Survey)
- Max. Head Elev. Before Spilling 673.10 (Assumed)
- Release Rate 2.12 CFS

Existing Bypass Area:

- Bypass Area 3.10 Acres
- Impervious Bypass Area 0.90 Acres
- C 0.63
- CN 81.0
- Unrestricted Release Rate 2.28 CFS (TR-20)

Total Existing Site Release:

- Restricted 2.12 CFS
- Unrestricted 2.28 CFS
- Total 4.40 CFS

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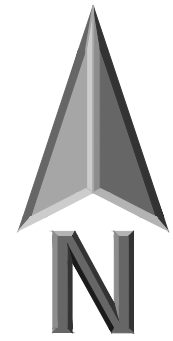
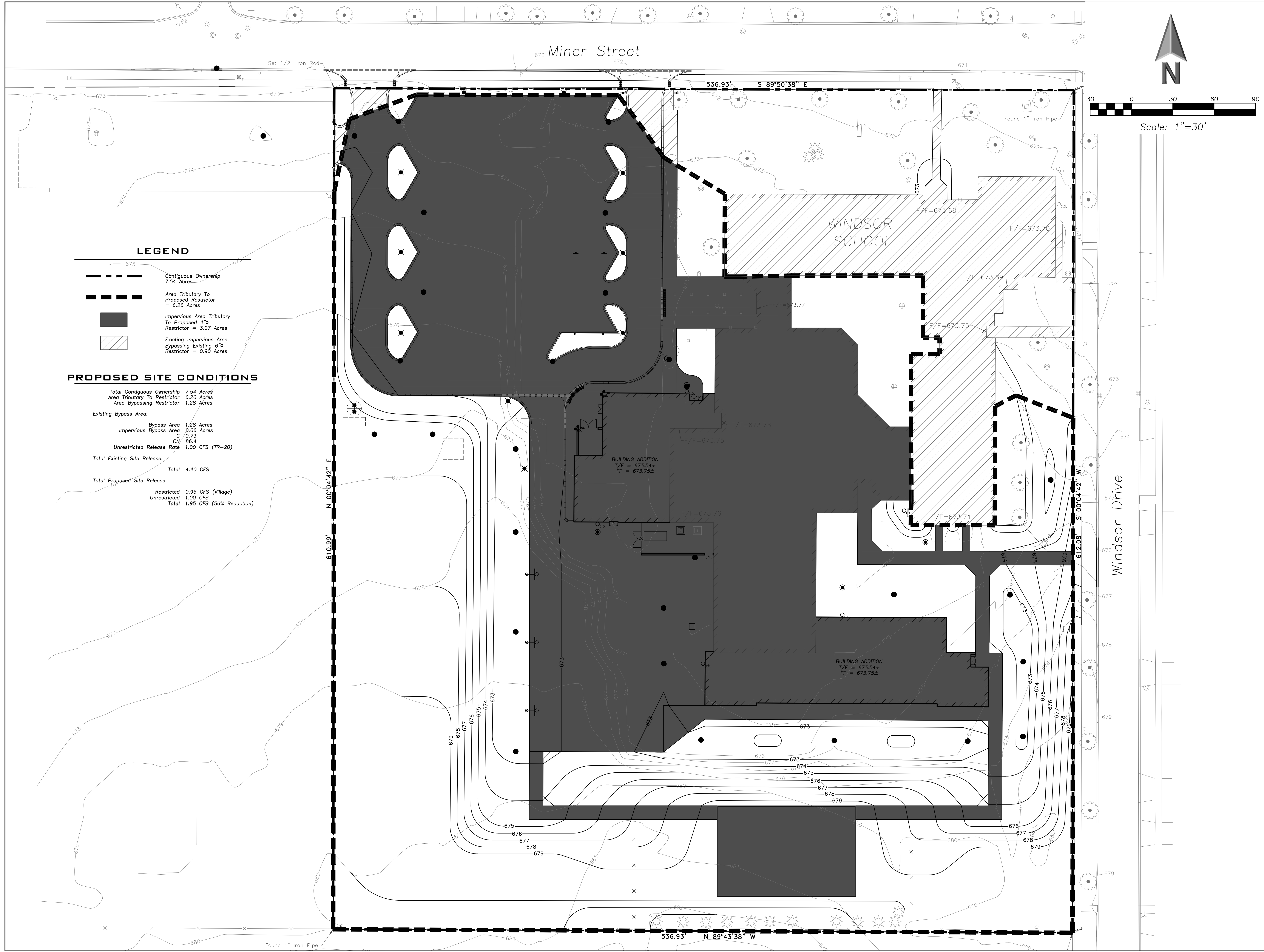
Design By: JC Date: 10/07/16
Approved By: KC Project No. _____

Sheet Title:

**DRAINAGE
EXHIBIT -
EXISTING
CONDITIONS**

Sheet No:

CX3.1



Scale: 1"=30'

LEGEND

- Contiguous Ownership
7.54 Acres
- Area Tributary To
Proposed Restrictor
= 6.26 Acres
- Impervious Area Tributary
To Proposed 4" Restrictor
= 3.07 Acres
- Existing Impervious Area
Bypassing Existing 6" Restrictor
= 0.90 Acres

PROPOSED SITE CONDITIONS

- Total Contiguous Ownership 7.54 Acres
- Area Tributary To Restrictor 6.26 Acres
- Area Bypassing Restrictor 1.28 Acres
- Existing Bypass Area:
 - Bypass Area 1.28 Acres
 - Impervious Bypass Area 0.96 Acres
 - C 0.73
 - CN 86.4
 - Unrestricted Release Rate 1.00 CFS (TR-20)
- Total Existing Site Release:
 - Total 4.40 CFS
- Total Proposed Site Release:
 - Restricted 0.95 CFS (Village)
 - Unrestricted 1.00 CFS
 - Total 1.95 CFS (56% Reduction)



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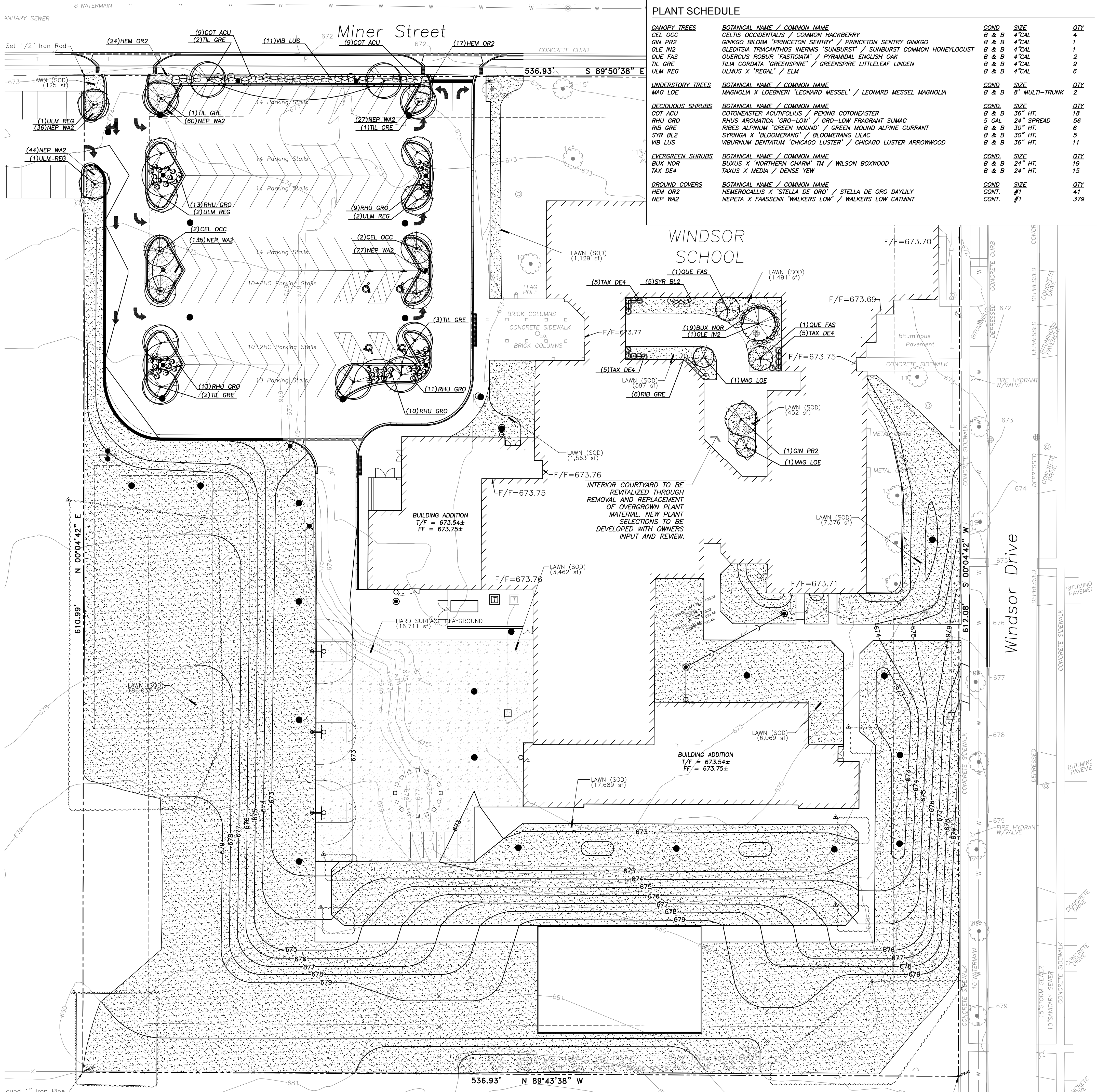
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Approved By: KC	Project No.

Sheet Title
**DRAINAGE
EXHIBIT -
PROPSOED
CONDITIONS**

Sheet No:
CX3.2

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Plotted: 1/05/17 @ 10:30am By: sgregory



- LANDSCAPE NOTES:**
1. PLANT QUALITIES 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 QUALITIES.
 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.
 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. ANY AREAS TO BE LOAMED AND SEEDED WHICH HAVE NOT BEEN DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 1"-2" OF LOAM OVER SCARIFIED EXISTING SOILS. CARE SHOULD BE GIVEN TO NOT PLACE GREATER THAN 1" SOIL OVER EXPOSED ROOTS OF EXISTING TREES IN SUCH AREAS.
 10. 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.
 11. 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.
 12. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
 13. 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 VILLAGE IN WRITING.
 14. 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.
 15. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
 16. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
 17. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED UNLESS OTHERWISE NOTED.
 18. 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.
 19. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
 20. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
 21. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
 22. 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.
 23. TREES SHALL BE STAKED AND GUYED, AND HAVE A WATERING SAUCER AT BASE.
 24. ALL BEDS TO BE BERMED 12" TO 24" ABOVE GRADE AND MEET DRAINAGE REQUIREMENTS.
 25. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
 26. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
 27. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.

PLAYGROUND SURFACE SCHEDULE

	LAWN (SOD)	122,479 SF
	HARD SURFACE PLAYGROUND	16,711 SF

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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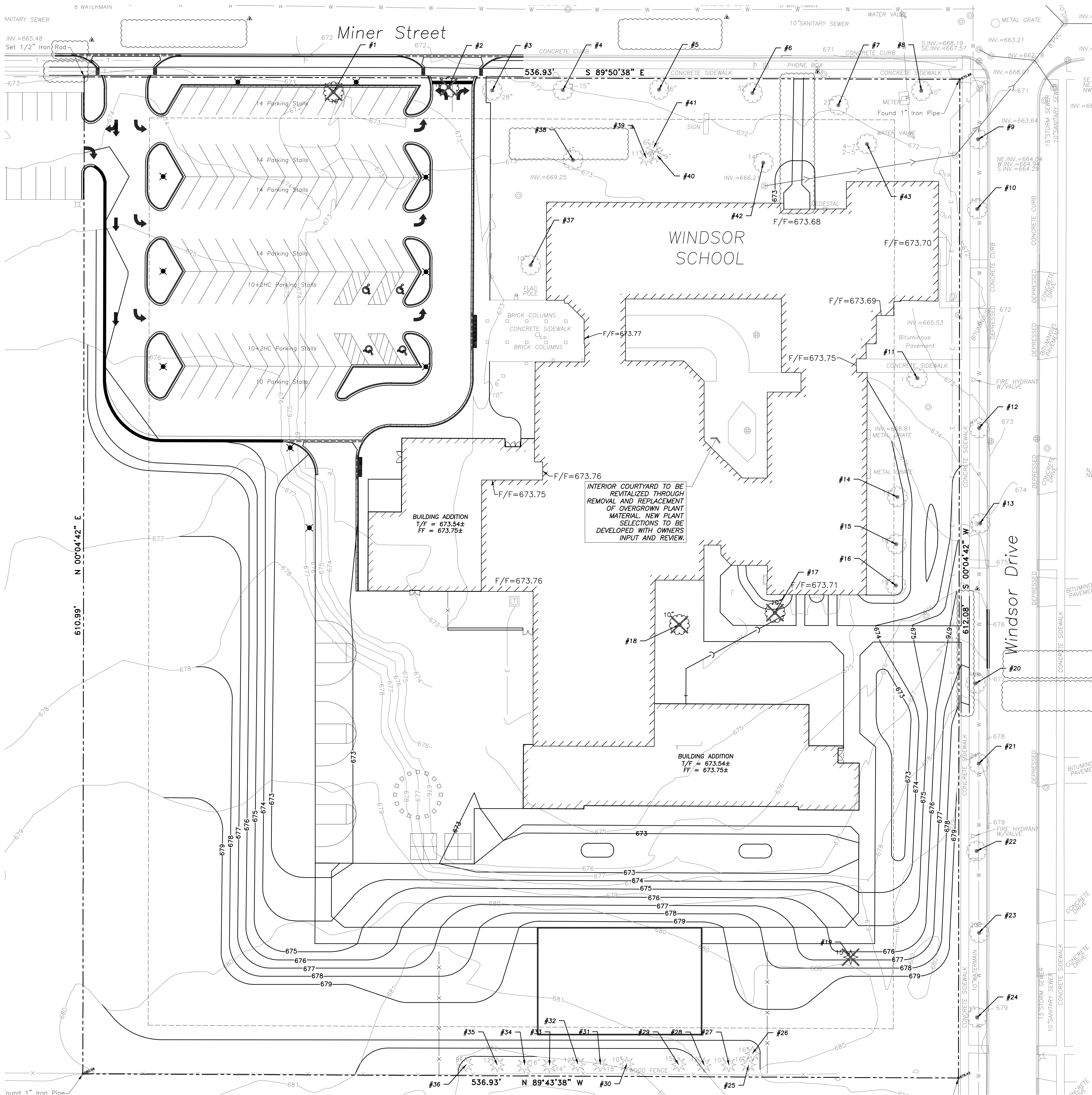
Design By: SG		Date: 10/07/16
Approved By: KC		Project No.

Sheet Title:

**LANDSCAPE
PLAN**

Sheet No:

L1.1



EXISTING TREE INVENTORY

TAG #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	COMMENTS
1	Gleditsia trachanthos inermis	Thornless Honeylocust	16" Cal.	Good	
2	Gleditsia trachanthos inermis	Thornless Honeylocust	10" Cal.	Good	
3	Gleditsia trachanthos inermis	Thornless Honeylocust	28" Cal.	Fair	Large trunch scar
4	Gleditsia trachanthos inermis	Thornless Honeylocust	2 @ 15" Cal.	Fair	Multi-trunk separating some
5	Gleditsia trachanthos inermis	Thornless Honeylocust	36" Cal.	Good	
6	Gleditsia trachanthos inermis	Thornless Honeylocust	32" Cal.	Good	
7	Gleditsia trachanthos inermis	Thornless Honeylocust	27" Cal.	Good	
8	Gleditsia trachanthos inermis	Thornless Honeylocust	40" Cal.	Good	
9	Ginkgo biloba	Maidenhair	3" Cal.	Good	New parkway tree
10	Acer platanoides	Norway Maple	17" Cal.	Good	
11	Fraxinus americana	White Ash	11" Cal.	Fair	Ash tree replace when it dies
12	Tilia cordata	Littleleaf Linden	8" Cal.	Good	
13	Acer platanoides	Norway Maple	19" Cal.	Good	
14	Acer platanoides	Norway Maple	13" Cal.	Good	
15	Acer platanoides	Norway Maple	18" Cal.	Poor / Fair	Large trunch scar Thin canopy
16	Acer platanoides	Norway Maple	19" Cal.	Good	
17	Acer platanoides	Norway Maple	10" Cal.	Good	
18	Acer platanoides	Norway Maple	10" Cal.	Good	
19	Pinus nigra	Austrian Pine	15" Cal.	Good	
20	Acer platanoides	Norway Maple	19" Cal.	Good	
21	Acer platanoides	Norway Maple	24" Cal.	Good	
22	Acer platanoides	Norway Maple	17" Cal.	Good	
23	Acer platanoides	Norway Maple	20" Cal.	Good	
24	Taxodium distichum	Bald Cypress	3" Cal.	Good	
25	Pinus strubus	Eastern White Pine	16" Cal.	Good	
26	Pinus strubus	Eastern White Pine	16" Cal.	Good	
27	Pinus strubus	Eastern White Pine	10" Cal.	Good	
28	Pinus strubus	Eastern White Pine	12" Cal.	Good	
29	Pinus strubus	Eastern White Pine	15" Cal.	Good	
30	Pinus strubus	Eastern White Pine	16" Cal.	Good	
31	Pinus strubus	Eastern White Pine	14" Cal.	Good	
32	Pinus strubus	Eastern White Pine	10" Cal.	Good	
33	Pinus strubus	Eastern White Pine	12" Cal.	Good	
34	Pinus strubus	Eastern White Pine	16" Cal.	Good	
35	Pinus strubus	Eastern White Pine	12" Cal.	Good	
36	Pinus strubus	Eastern White Pine	9" Cal.	Good	
37	Malus Spp.	Crabapple	10" Cal.	Good	
38	Malus Spp.	Crabapple	6" Cal.	Good	
39	Picea pungens 'Glauca'	Colorado Blue Spruce	11" Cal.	Good	
40	Picea pungens 'Glauca'	Colorado Blue Spruce	9" Cal.	Good	
41	Picea pungens 'Glauca'	Colorado Blue Spruce	6" Cal.	Good	
42	Tilia cordata	Littleleaf Linden	14" Cal.	Good	
43	Malus Spp.	Crabapple	6 @ 4-7" Cal.	Good	

TREE PRESERVATION NOTES

- 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.
- 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.
- REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
- CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
- LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
- REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
- PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
- TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
- TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.

J.U.L.I.E.

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Design By: SG		Date: 10/07/16
Approved By: KC		Project No.

Sheet Title:

TREE
PRESERVATION
PLAN

Sheet No:

TP1.1

DESCRIPTION

This low glare canopy is TRACE*LITE's 'softer, gentler' distribution within the TLED series of solid state lighting (SSL). The specially designed polymethyl methacrylate (PMMA) UV stabilized lens interacts with the high performance light engines to optimize visual comfort without sacrificing lighting efficacy. This unique configuration eliminates eye strain or distraction. Attention to tasks at hand at schools, libraries, pharmacy drive throughs and truck stop sites are enhanced by optimizing the quality of light within the environment.

This low glare version of TRACE-LITE's versatile, high performance SSL canopy line is available in two (2) different low profile housings to satisfy diverse installation requirements, from basic surface mount installations to recessed applications. Both styles are powered by industry leading LED light engines featuring superior thermal management. This synergistic design far exceeds the performance capabilities of any retrofit and exemplifies true, integrated SSL design; simple elegance, exceptional performance.

The TLED low glare canopy series is available with four (4) different LED light engines configurations: 23, 41, 54 or 72 total system watts and approximate delivered outputs of 2320, 4208, 5564, or 7297 lumens.

SPECIFICATIONS

Construction:

Precision die formed aluminum housings feature clean architectural lines with ample, integral mounting space for future accessories. The TLED series canopy family's most important construction feature is its integral thermal management. The housing is fabricated using 1/8" aluminum plate, which not only provides strength and durability but also acts as a substantial heat sink and allows for optimum performance and durability of the LED light engine without sacrificing design aesthetics or increasing the outside dimensions of the housing. LEDLITE^{logic} heat sinking technology moves heat away from the LEDs by taking advantage of thermal convection dynamic properties and maximizing system performance that delivers up to a 190,000 hour life with 70% lumen maintenance at 77°F (25°C). The TLED series canopy family is ETL Listed for Wet Locations, and incorporates a UV resistant, long lasting, polyester based powder coated finish.

Optics:

The TLED series canopy family of luminaires delivers exceptional light quality and efficiency. The TLED low glare unit's optic design not only provides excellent Type V distribution, it leads the industry in canopy glare control. The UV stabilized PMMA lens is highly durable and extremely resistant to environmental discoloration over time typically caused in other fixtures by heat, aging, dust and air born particulates.

Electrical:

A choice of four (4) performance levels are available in the TLED low glare canopy series offering LED light engines with either 20, 36, 48 or 64 LEDs, drawing 23, 41, 54 or 72 total watts and providing approximately 2320, 4208, 5564, or 7297 initial delivered lumens, respectively. See chart on page 2 for complete performance figures. The available LED light engine wattages are powered by 0-10V dimmable, constant current control drivers and provide up to a 190,000 hour rated life with 70% lumen maintenance at 77°F (25°C), a 4700K CCT, and a CRI of ≥70. All drivers are Class 2 power supplies with input voltage range of 120VAC to 277VAC, providing a Class A EMI rating and a high power factor of ≥0.90. The TLED series canopies are suitable for operation in -40°F to 104°F (-40°C to 40°C) ambient conditions.

Thermal Management:

LEDLITE^{logic} heat sinking technology moves heat away from the LEDs by taking advantage of thermal convection dynamic properties and maximizing system performance that delivers up to a 190,000 hour life with 70% lumen maintenance.

Environmentally Friendly Design:

TLED series canopy luminaires consume very little energy and provide long life in comparison to traditional lamp technologies. The TLED low glare canopy series is RoHS (Restriction of Hazardous Substances) compliant and provides a significant reduction in KW load and carbon emissions.

Installation:

The TLED low glare series canopies can be installed and wired by a single person. The base plate easily attaches to a 3" or 4" J-box, and the fixture housing is attached to the base plate by four (4) captive fasteners. The TLED-C can be surface mounted to a recessed J-box, surface mounted with conduit, or pendant mounted using a standard 1/2" downrod & hardware (supplied by others) and the TLED-RC can be recessed mounted.

Transient Protection System (Option: TP):

The LEDLITE^{logic} optional transient protection device is designed to be used in conjunction with our LED drivers. The "TP" option utilizes a 3-leaded device that protects Line-Ground, Line-Neutral, and Neutral-Ground in accordance with IEEE/ANSI C62.41.2 guidelines. The surge current rating of the "TP" option is 10,000 amps.

Photocontrol (Option: PC):

Optional field installed photocontrol provides dusk-till-dawn security. Input voltage must be specified to match fixture input voltage. Not available on recessed units (TLED-RC).

Model: **TLED-C-20-VS-LG-WW** Date: _____
Accessories: _____
Job Name: **Windsor School** Type: **S1**

LEDLITE^{logic}



Recessed Canopy (RC)



Specs at a Glance				
	20 LED	36 LED	48 LED	64 LED
Wattage (Nominal)	23W	41W	54W	72W
Ingress Protection	ETL Listed for Wet Locations			
Lumens (lm)	2320	4208	5564	7297
Efficacy (LPW)	103	103	104	102
CCT	4700K			
Input Voltage	120~277 Voltage Sensing			
Optics	Performance Optic - Type V Very Short			
CRI	≥71			
Warranty	5 Years			
Ambient Temp	-40°F to 104°F (-40°C to 40°C)			

Testing & Compliance:

The reliability and performance of the TLED series canopy luminaires are evaluated in accordance with the parameters outlined and reported by LM-79 and LM-80 documents. Photometric data is tested to IESNA LM-79-08 standard by an independent testing laboratory. Lumen maintenance, or L70, a measure of long term reliability, is determined for the light source, which consists of the LED and PSB sub-assembly as installed in the luminaire, using LM-80 in-situ thermal and reliability data as provided by the LED manufacturer in accordance with DOE/EPA standards.

Listing:
The TLED-C and TLED-RC low glare canopy series are ETL certified under UL1598 specifications and listed for wet locations.

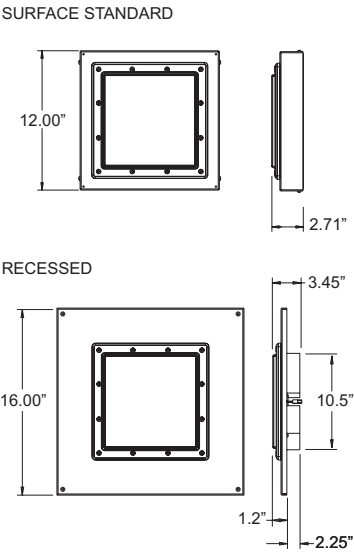
Warranty:
Any component that fails due to manufacturer’s defect is guaranteed for 5 years. The warranty does not cover physical damage, abuse or acts of God. Manufacturer reserves the right to charge for such repairs if deemed necessary.

Fixture Performance

Part Number	Total System Watts	Initial Delivered Lumens	Lumens per Watt (LPW)
TLED-RC-20-VS-LG	23	2320	103
TLED-RC-36-VS-LG	41	4208	103
TLED-RC-48-VS-LG	54	5564	104
TLED-RC-64-VS-LG	72	7297	102

NOTE: Lumen maintenance and life (part of LM-80 data) is per published information from primary LED suppliers and is based on design operation at their specified thermal management and electrical design parameters.

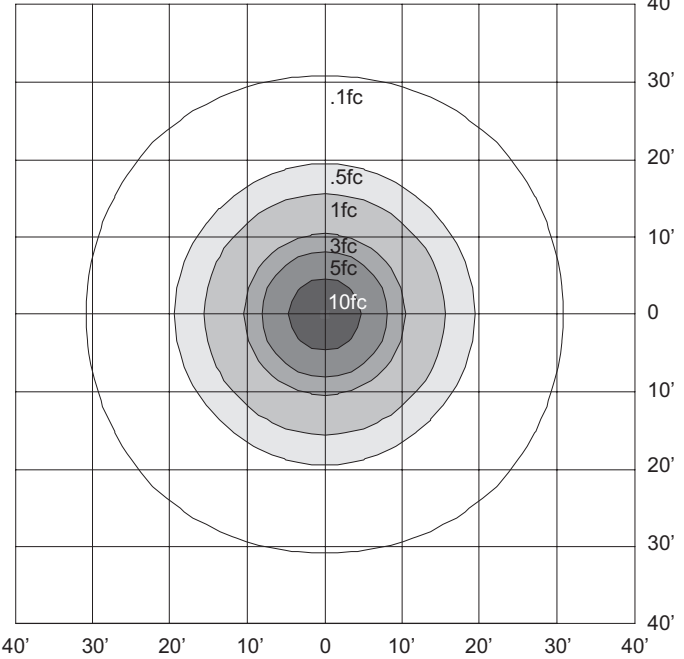
Dimensions



Approximate Weight: 14 lbs.

Sample Photometrics

TLED-C-36-VS-LG Mounted at 10' (Type VS Very Short)
Horizontal Spacing Criteria: 1.24



Ordering Information

Example: TLED-C-36-VS-LG-WW

Series	# of LEDs	Input Voltage	Optics	Finish (Housing/Trim)	Options (Factory Installed)
TLED-C = Standard Canopy	20 = 20 LEDs	VS = 120~277VAC (Voltage Sensing)	LG = Low Glare	WW = White/White	TP = Transient Protection System
TLED-RC = Recessed Canopy	36 = 36 LEDs				CC¹ = Custom Color
	48 = 48 LEDs				
	64 = 64 LEDs				

Notes	Accessories³ (Field Installed)
¹ Consult factory for specific part number and details	PC1² = 120VAC Photocontrol
² Not available on recessed units (TLED-RC)	PC2² = 208-277VAC Photocontrol
³ Order as separate line item	



D-Series Size 1 LED Area Luminaire

d#series



Specifications

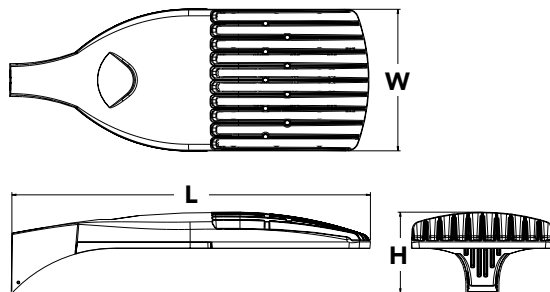
EPA: 1.01 ft²
(0.09 m²)

Length: 33"
(83.8 cm)

Width: 13"
(33.0 cm)

Height: 7-1/2"
(19.0 cm)

Weight (max): 27 lbs
(12.2 kg)



Catalog Number	DSX1 LED 60C 1000 50K TFTM MVOLT SPA PIRH
Notes	Windsor School
Type	P1

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED						
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics 30C 30 LEDs (one engine) 40C 40 LEDs (two engines) 60C 60 LEDs (two engines) Rotated optics ¹ 60C 60 LEDs (two engines)	530 530 mA 700 700 mA 1000 1000 mA (1 A) ²	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted ³	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium TSVS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control ^{2,4} LCCO Left corner cutoff ^{2,4} RCCO Right corner cutoff ^{2,4}	MVOLT ⁵ 120 ⁵ 208 ⁵ 240 ⁵ 277 ⁵ 347 ⁶ 480 ⁶	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁷ RPUMBA Round pole universal mounting adaptor ⁷ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸

Control options	Other options	Finish (required)
Shipped installed PER NEMA twist-lock receptacle only (no controls) ⁹ PER5 Five-wire receptacle only (no controls) ^{9,10} PER7 Seven-wire receptacle only (no controls) ^{9,10} DMG 0-10V dimming driver (no controls) ¹¹ DCR Dimmable and controllable via ROAM [®] (no controls) ¹² DS Dual switching ^{13,14} PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ¹⁵ PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ¹⁵ PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ¹⁵	Shipped installed HS House-side shield ¹⁹ WTB Utility terminal block ²⁰ SF Single fuse (120, 277, 347V) ²¹ DF Double fuse (208, 240, 480V) ²¹ L90 Left rotated optics ²² R90 Right rotated optics ²² BS Bird spikes	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Accessories	Controls & Shields	NOTES	
Ordered and shipped separately.	DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V) ²³ DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V) ²³ DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V) ²³ DSHORT SBK U Shorting cap ²³ DSX1HS 30C U House-side shield for 30 LED unit ¹⁹ DSX1HS 40C U House-side shield for 40 LED unit ¹⁹ DSX1HS 60C U House-side shield for 60 LED unit ¹⁹ PUMBA DDBXD U* Square and round pole universal mounting bracket (specify finish) ²⁴ KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸	1 Rotated optics available with 60C only. 2 Not available AMBPC. 3 Only available with 530mA or 700mA. 4 Not available with HS. 5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options). 6 Not available with single board, 530mA product (30C 530 or 60C 530 DS). Not available with BL30, BL50 or PNMT options. 7 Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31. 8 Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included). 9 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. 10 If ROAM [®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. 11 DMG option for 347V or 480V requires 1000mA. 12 Specifies a ROAM [®] enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM [®] deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with PIR options, DS, PER5, PER7, BL30, BL50 or PNMT options. Node without integral dimming.	13 Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH. 14 Requires an additional switched circuit. 15 PIR and PIR1FC3V specify the SensorSwitch SBGR-10-ODP control; PIRH and PIRH1FC3V specify the SensorSwitch SBGR-6-ODP control; see Outdoor Control Technical Guide for details. Dimming driver standard. Not available with PER5 or PER7. Ambient sensor disabled when ordered with DCR. Separate on/off required. 16 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options. Not available with PIR1FC3V or PIRH1FC3V. 17 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50. Not available with PIR1FC3V or PIRH1FC3V. Separate on/off required. 18 Dimming driver standard. Not available with PER5, PER7, DMG, DCR, DS, BL30, BL50 or PNMT, PIR, PIRH, PIR1FC3V or PIRH1FC3V. 19 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information. 20 WTB not available with DS. 21 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V. 22 Available with 60 LEDs (60C option) only. 23 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls. 24 For retrofit use only.

For more control options, visit [DTL](#) and [ROAM](#) online.

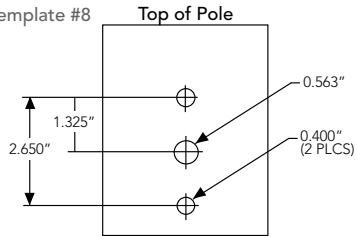


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Drilling

Template #8



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90°*
DM28AS	2 at 180°	DM39AS	3 at 90°*
DM49AS	4 at 90°*	DM32AS	3 at 120°**

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

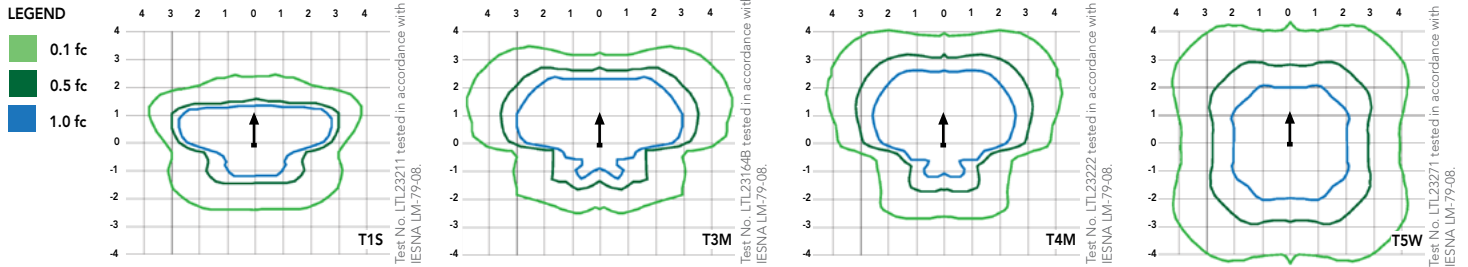
Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit [Lithonia Lighting's D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



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	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	--	--
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted 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	DSX1 LED 60C 1000			
	1.0	0.98	0.96	0.91
	DSX1 LED 60C 700			
	1.0	0.99	0.99	0.99

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	530 mA	52 W	T1S	5,948	1	0	1	114	6,387	1	0	1	123	6,427	1	0	1	124	3,640	1	0	1	70
			T2S	6,132	1	0	1	118	6,585	2	0	2	127	6,626	2	0	2	127	3,813	1	0	1	73
			T2M	5,992	1	0	2	115	6,434	1	0	2	124	6,475	1	0	2	125	3,689	1	0	1	71
			T3S	5,985	1	0	1	115	6,427	1	0	2	124	6,467	1	0	2	124	3,770	1	0	1	73
			T3M	6,039	1	0	2	116	6,485	1	0	2	125	6,525	1	0	2	125	3,752	1	0	1	72
			T4M	6,121	1	0	2	118	6,573	1	0	2	126	6,614	1	0	2	127	3,758	1	0	1	72
			TFTM	6,030	1	0	2	116	6,475	1	0	2	125	6,515	1	0	2	125	3,701	1	0	1	71
			TSVS	6,370	2	0	0	123	6,840	2	0	0	132	6,883	2	0	0	132	3,928	2	0	0	76
			T5S	6,417	2	0	0	123	6,890	2	0	0	133	6,933	2	0	0	133	3,881	2	0	0	75
			T5M	6,428	3	0	1	124	6,902	3	0	1	133	6,945	3	0	1	134	3,930	2	0	1	76
			TSW	6,334	3	0	1	122	6,801	3	0	1	131	6,844	3	0	1	132	3,820	3	0	1	73
			BLC	4,735	1	0	1	91	5,085	1	0	2	98	5,116	1	0	1	98					
			LCCO	4,600	1	0	2	88	4,940	1	0	2	95	4,971	1	0	2	96					
			RCCO	4,600	1	0	2	88	4,940	1	0	2	95	4,971	1	0	2	96					
	700 mA	68 W	T1S	7,554	1	0	1	111	8,112	2	0	2	119	8,163	2	0	2	120	4,561	1	0	1	67
			T2S	7,789	2	0	2	115	8,364	2	0	2	123	8,416	2	0	2	124	4,777	1	0	1	70
			T2M	7,610	1	0	2	112	8,172	2	0	2	120	8,223	2	0	2	121	4,622	1	0	2	68
			T3S	7,601	1	0	2	112	8,162	2	0	2	120	8,213	2	0	2	121	4,724	1	0	1	69
			T3M	7,670	1	0	2	113	8,236	2	0	2	121	8,288	2	0	2	122	4,701	1	0	2	69
			T4M	7,774	1	0	2	114	8,348	2	0	2	123	8,400	2	0	2	124	4,709	1	0	2	69
			TFTM	7,658	1	0	2	113	8,223	1	0	2	121	8,275	1	0	2	122	4,638	1	0	2	68
			TSVS	8,090	2	0	0	119	8,687	3	0	1	128	8,742	3	0	1	129	4,922	2	0	0	72
			T5S	8,150	2	0	0	120	8,751	3	0	0	129	8,806	3	0	0	130	4,863	2	0	0	72
			T5M	8,164	3	0	1	120	8,767	3	0	2	129	8,821	3	0	2	130	4,924	3	0	1	72
			TSW	8,044	3	0	1	118	8,638	3	0	2	127	8,692	3	0	2	128	4,787	3	0	1	70
			BLC	6,028	1	0	2	89	6,473	1	0	2	95	6,514	1	0	2	96					
			LCCO	5,856	1	0	2	86	6,289	1	0	2	92	6,328	1	0	2	93					
			RCCO	5,856	1	0	2	86	6,289	1	0	2	92	6,328	1	0	2	93					
	1000 mA	105 W	T1S	10,331	2	0	2	98	11,094	2	0	2	106	11,163	2	0	2	106					
			T2S	10,652	2	0	2	101	11,438	2	0	2	109	11,510	2	0	2	110					
			T2M	10,408	2	0	2	99	11,176	2	0	3	106	11,246	2	0	3	107					
			T3S	10,395	2	0	2	99	11,163	2	0	2	106	11,233	2	0	2	107					
			T3M	10,490	2	0	2	100	11,264	2	0	2	107	11,335	2	0	2	108					
			T4M	10,632	2	0	2	101	11,417	2	0	2	109	11,488	2	0	2	109					
			TFTM	10,473	2	0	2	100	11,247	2	0	3	107	11,317	2	0	3	108					
			TSVS	11,064	3	0	1	105	11,881	3	0	1	113	11,955	3	0	1	114					
			T5S	11,145	3	0	1	106	11,968	3	0	1	114	12,043	3	0	1	115					
			T5M	11,165	3	0	2	106	11,989	4	0	2	114	12,064	4	0	2	115					
			TSW	11,001	3	0	2	105	11,813	4	0	2	113	11,887	4	0	2	113					
			BLC	7,960	1	0	2	76	8,548	1	0	2	81	8,601	1	0	2	82					
			LCCO	7,734	1	0	2	74	8,305	1	0	2	79	8,357	1	0	2	80					
			RCCO	7,734	1	0	2	74	8,305	1	0	2	79	8,357	1	0	2	80					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40C (40 LEDs)	530 mA	68 W	T1S	7,861	1	0	1	116	8,441	2	0	2	124	8,494	2	0	2	125	4,794	1	0	1	71
			T2S	8,105	2	0	2	119	8,704	2	0	2	128	8,758	2	0	2	129	5,021	1	0	1	74
			T2M	7,920	2	0	2	116	8,504	2	0	2	125	8,557	2	0	2	126	4,858	1	0	2	71
			T3S	7,910	1	0	2	116	8,494	2	0	2	125	8,547	2	0	2	126	4,966	1	0	1	73
			T3M	7,982	2	0	2	117	8,571	2	0	2	126	8,625	2	0	2	127	4,941	1	0	2	73
			T4M	8,090	1	0	2	119	8,687	2	0	2	128	8,741	2	0	2	129	4,950	1	0	2	73
			TFTM	7,969	1	0	2	117	8,558	2	0	2	126	8,611	2	0	2	127	4,875	1	0	2	72
			TSVS	8,419	2	0	0	124	9,040	3	0	1	133	9,097	3	0	1	134	5,174	2	0	0	76
			T5S	8,481	2	0	0	125	9,107	3	0	1	134	9,164	3	0	1	135	5,111	2	0	0	75
			T5M	8,496	3	0	1	125	9,123	3	0	2	134	9,180	3	0	2	135	5,175	3	0	1	76
			TSW	8,371	3	0	2	123	8,989	3	0	2	132	9,045	3	0	2	133	5,031	3	0	1	74
			BLC	6,255	1	0	2	92	6,717	1	0	2	99	6,759	1	0	2	99					
			LCCO	6,077	1	0	2	89	6,526	1	0	2	96	6,566	1	0	2	97					
			RCCO	6,077	1	0	2	89	6,526	1	0	2	96	6,566	1	0	2	97					
	700 mA	91 W	T1S	9,984	2	0	2	112	10,721	2	0	2	120	10,788	2	0	2	121	6,014	1	0	1	68
			T2S	10,294	2	0	2	116	11,054	2	0	2	124	11,123	2	0	2	125	6,299	2	0	2	71
			T2M	10,059	2	0	2	113	10,801	2	0	3	121	10,869	2	0	3	122	6,094	2	0	2	68
			T3S	10,046	2	0	2	113	10,788	2	0	2	121	10,855	2	0	2	122	6,229	1	0	2	70
			T3M	10,137	2	0	2	114	10,886	2	0	2	122	10,954	2	0	2	123	6,198	2	0	2	70
			T4M	10,275	2	0	2	115	11,033	2	0	2	124	11,102	2	0	2	125	6,209	1	0	2	70
			TFTM	10,122	2	0	2	114	10,869	2	0	2	122	10,937	2	0	2	123	6,115	1	0	2	69
			TSVS	10,693	3	0	1	120	11,482	3	0	1	129	11,554	3	0	1	130	6,490	2	0	0	73
			T5S	10,771	3	0	1	121	11,566	3	0	1	130	11,639	3	0	1	131	6,411	2	0	0	72
			T5M	10,790	3	0	2	121	11,587	4	0	2	130	11,659	4	0	2	131	6,492	3	0	1	73
			TSW	10,632	3	0	2	119	11,417	4	0	2	128	11,488	4	0	2	129	6,311	3	0	2	71
			BLC	7,963	1	0	2	89	8,551	1	0	2	96	8,605	1	0	2	97					
			LCCO	7,736	1	0	2	87	8,308	1	0	2	93	8,359	1	0	2	94					
			RCCO	7,736	1	0	2	87	8,308	1	0	2	93	8,359	1	0	2	94					
	1000 mA	138 W	T1S	13,655	2	0	2	99	14,663	3	0	3	106	14,754	3	0	3	107					
			T2S	14,079	2	0	2	102	15,118	3	0	3	110	15,212	3	0	3	110					
			T2M	13,756	2	0	3	100	14,772	3	0	3	107	14,864	3	0	3	108					
			T3S	13,739	2	0	2	100	14,754	2	0	2	107	14,846	3	0	3	108					
			T3M	13,864	2	0	2	100	14,888	3	0	3	108	14,981	3	0	3	109					
			T4M	14,052	2	0	2	102	15,090	3	0	3	109	15,184	3	0	3	110					
			TFTM	13,842	2	0	3	100	14,864	2	0	3	108	14,957	2	0	3	108					
			TSVS	14,623	3	0	1	106	15,703	4	0	1	114	15,801	4	0	1	115					
			T5S	14,731	3	0	1	107	15,818	3	0	1	115	15,917	3	0	1	115					
			T5M	14,757	4	0	2	107	15,846	4	0	2	115	15,945	4	0	2	116					
			TSW	14,540	4	0	2	105	15,614	4	0	2	113	15,711	4	0	2	114					
			BLC	10,516	1	0	2	76	11,292	1	0	2	82	11,363	1	0	2	82					
			LCCO	10,216	2	0	3	74	10,971	2	0	3	80	11,039	2	0	3	80					
			RCCO	10,216	2	0	3	74	10,971	2	0	3	80	11,039	2	0	3	80					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60C (60 LEDs)	530 mA	99 W	T1S	11,569	2	0	2	117	12,423	2	0	2	125	12,501	2	0	2	126	7,167	2	0	2	72
			T2S	11,928	2	0	2	120	12,809	3	0	3	129	12,889	3	0	3	130	7,507	2	0	2	76
			T2M	11,655	2	0	2	118	12,516	2	0	3	126	12,594	2	0	3	127	7,263	2	0	2	73
			T3S	11,641	2	0	2	118	12,500	2	0	2	126	12,579	2	0	2	127	7,424	2	0	2	75
			T3M	11,747	2	0	2	119	12,614	2	0	2	127	12,693	2	0	2	128	7,387	2	0	2	75
			T4M	11,906	2	0	2	120	12,785	2	0	2	129	12,865	2	0	2	130	7,400	2	0	2	75
			TFTM	11,728	2	0	2	118	12,594	2	0	3	127	12,673	2	0	3	128	7,288	1	0	2	74
			TSVS	12,390	3	0	1	125	13,305	3	0	1	134	13,388	3	0	1	135	7,734	3	0	1	78
			T5S	12,481	3	0	1	126	13,402	3	0	1	135	13,486	3	0	1	136	7,641	3	0	0	77
			T5M	12,503	3	0	2	126	13,426	4	0	2	136	13,510	4	0	2	136	7,737	3	0	2	78
			TSW	12,320	4	0	2	124	13,229	4	0	2	134	13,312	4	0	2	134	7,522	3	0	2	76
			BLC	9,212	1	0	2	93	9,892	1	0	2	100	9,954	1	0	2	101					
			LCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
			RCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
	700 mA	131 W	T1S	14,694	2	0	2	112	15,779	3	0	3	120	15,877	3	0	3	121	8,952	2	0	2	68
			T2S	15,150	3	0	3	116	16,269	3	0	3	124	16,370	3	0	3	125	9,377	2	0	2	72
			T2M	14,803	2	0	3	113	15,896	3	0	3	121	15,995	3	0	3	122	9,072	2	0	2	69
			T3S	14,785	2	0	2	113	15,877	3	0	3	121	15,976	3	0	3	122	9,273	2	0	2	71
			T3M	14,919	2	0	2	114	16,021	3	0	3	122	16,121	3	0	3	123	9,227	2	0	2	70
			T4M	15,122	2	0	2	115	16,238	3	0	3	124	16,340	3	0	3	125	9,243	2	0	2	71
			TFTM	14,896	2	0	3	114	15,996	2	0	3	122	16,096	2	0	3	123	9,103	2	0	2	69
			TSVS	15,736	3	0	1	120	16,898	4	0	1	129	17,004	4	0	1	130	9,661	3	0	1	74
			T5S	15,852	3	0	1	121	17,022	4	0	1	130	17,129	4	0	1	131	9,544	3	0	1	73
			T5M	15,880	4	0	2	121	17,052	4	0	2	130	17,159	4	0	2	131	9,665	3	0	2	74
			TSW	15,647	4	0	2	119	16,802	4	0	2	128	16,907	4	0	2	129	9,395	4	0	2	72
			BLC	11,728	1	0	2	90	12,594	1	0	2	96	12,672	3	0	3	97					
			LCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
			RCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
	1000 mA	209 W	T1S	20,095	3	0	3	96	21,579	3	0	3	103	21,714	3	0	3	104					
			T2S	20,720	3	0	3	99	22,249	3	0	3	106	22,388	3	0	3	107					
			T2M	20,245	3	0	3	97	21,740	3	0	3	104	21,876	3	0	3	105					
			T3S	20,220	3	0	3	97	21,713	3	0	3	104	21,849	3	0	3	105					
			T3M	20,404	3	0	3	98	21,910	3	0	4	105	22,047	3	0	4	105					
			T4M	20,681	3	0	3	99	22,207	3	0	4	106	22,346	3	0	4	107					
			TFTM	20,372	3	0	3	97	21,876	3	0	4	105	22,013	3	0	4	105					
			TSVS	21,521	4	0	1	103	23,110	4	0	1	111	23,254	4	0	1	111					
			T5S	21,679	4	0	1	104	23,280	4	0	1	111	23,425	4	0	1	112					
			T5M	21,717	4	0	2	104	23,321	5	0	3	112	23,466	5	0	3	112					
			TSW	21,399	4	0	3	102	22,979	5	0	3	110	23,122	5	0	3	111					
			BLC	15,487	2	0	2	74	16,630	2	0	2	80	16,734	2	0	3	80					
			LCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					
			RCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60C (60 LEDs)	530 mA	99 W	T1S	11,569	2	0	2	117	12,423	2	0	2	125	12,501	2	0	2	126	7,167	2	0	2	72
			T2S	11,928	2	0	2	120	12,809	3	0	3	129	12,889	3	0	3	130	7,507	2	0	2	76
			T2M	11,655	2	0	2	118	12,516	2	0	3	126	12,594	2	0	3	127	7,263	2	0	2	73
			T3S	11,641	2	0	2	118	12,500	2	0	2	126	12,579	2	0	2	127	7,424	2	0	2	75
			T3M	11,747	2	0	2	119	12,614	2	0	2	127	12,693	2	0	2	128	7,387	2	0	2	75
			T4M	11,906	2	0	2	120	12,785	2	0	2	129	12,865	2	0	2	130	7,400	2	0	2	75
			TFTM	11,728	2	0	2	118	12,594	2	0	3	127	12,673	2	0	3	128	7,288	1	0	2	74
			TSVS	12,390	3	0	1	125	13,305	3	0	1	134	13,388	3	0	1	135	7,734	3	0	1	78
			T5S	12,481	3	0	1	126	13,402	3	0	1	135	13,486	3	0	1	136	7,641	3	0	0	77
			T5M	12,503	3	0	2	126	13,426	4	0	2	136	13,510	4	0	2	136	7,737	3	0	2	78
			TSW	12,320	4	0	2	124	13,229	4	0	2	134	13,312	4	0	2	134	7,522	3	0	2	76
			BLC	9,212	1	0	2	93	9,892	1	0	2	100	9,954	1	0	2	101					
			LCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
			RCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
	700 mA	131 W	T1S	14,694	2	0	2	112	15,779	3	0	3	120	15,877	3	0	3	121	8,952	2	0	2	68
			T2S	15,150	3	0	3	116	16,269	3	0	3	124	16,370	3	0	3	125	9,377	2	0	2	72
			T2M	14,803	2	0	3	113	15,896	3	0	3	121	15,995	3	0	3	122	9,072	2	0	2	69
			T3S	14,785	2	0	2	113	15,877	3	0	3	121	15,976	3	0	3	122	9,273	2	0	2	71
			T3M	14,919	2	0	2	114	16,021	3	0	3	122	16,121	3	0	3	123	9,227	2	0	2	70
			T4M	15,122	2	0	2	115	16,238	3	0	3	124	16,340	3	0	3	125	9,243	2	0	2	71
			TFTM	14,896	2	0	3	114	15,996	2	0	3	122	16,096	2	0	3	123	9,103	2	0	2	69
			TSVS	15,736	3	0	1	120	16,898	4	0	1	129	17,004	4	0	1	130	9,661	3	0	1	74
			T5S	15,852	3	0	1	121	17,022	4	0	1	130	17,129	4	0	1	131	9,544	3	0	1	73
			T5M	15,880	4	0	2	121	17,052	4	0	2	130	17,159	4	0	2	131	9,665	3	0	2	74
			TSW	15,647	4	0	2	119	16,802	4	0	2	128	16,907	4	0	2	129	9,395	4	0	2	72
			BLC	11,728	1	0	2	90	12,594	1	0	2	96	12,672	3	0	3	97					
			LCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
			RCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
	1000 mA	209 W	T1S	20,095	3	0	3	96	21,579	3	0	3	103	21,714	3	0	3	104					
			T2S	20,720	3	0	3	99	22,249	3	0	3	106	22,388	3	0	3	107					
			T2M	20,245	3	0	3	97	21,740	3	0	3	104	21,876	3	0	3	105					
			T3S	20,220	3	0	3	97	21,713	3	0	3	104	21,849	3	0	3	105					
			T3M	20,404	3	0	3	98	21,910	3	0	4	105	22,047	3	0	4	105					
			T4M	20,681	3	0	3	99	22,207	3	0	4	106	22,346	3	0	4	107					
			TFTM	20,372	3	0	3	97	21,876	3	0	4	105	22,013	3	0	4	105					
			TSVS	21,521	4	0	1	103	23,110	4	0	1	111	23,254	4	0	1	111					
			T5S	21,679	4	0	1	104	23,280	4	0	1	111	23,425	4	0	1	112					
			T5M	21,717	4	0	2	104	23,321	5	0	3	112	23,466	5	0	3	112					
			TSW	21,399	4	0	3	102	22,979	5	0	3	110	23,122	5	0	3	111					
			BLC	15,487	2	0	2	74	16,630	2	0	2	80	16,734	2	0	3	80					
			LCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					
			RCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-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 and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft²) for optimized pole wind loading.

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 both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) or optional 3000 K (70 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L99/100,000 hours at

25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

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 to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

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.





D-Series Size 1 LED Area Luminaire

d#series



Specifications

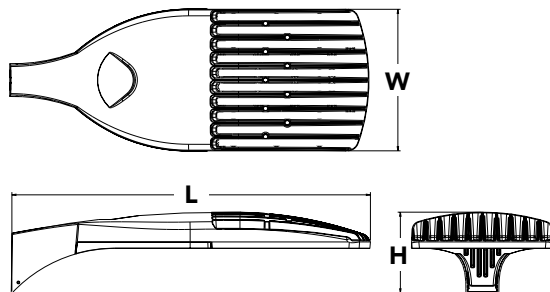
EPA: 1.01 ft²
(0.09 m²)

Length: 33"
(83.8 cm)

Width: 13"
(33.0 cm)

Height: 7-1/2"
(19.0 cm)

Weight (max): 27 lbs
(12.2 kg)



Catalog
Number

DSX1 LED 40C 530 50K BLC MVOLT SPA PIRH

Notes

Windsor School

Type

P1-BC

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED							
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	
DSX1 LED	Forward optics	530 530 mA	30K 3000 K	T1S Type I short	T5S Type V short	MVOLT ⁵	Shipped included
	30C 30 LEDs (one engine)	700 700 mA	40K 4000 K	T2S Type II short	T5M Type V medium	120 ⁵	SPA Square pole mounting
	40C 40 LEDs (two engines)	1000 1000 mA	50K 5000 K	T2M Type II medium	T5W Type V wide	208 ⁵	RPA Round pole mounting
	60C 60 LEDs (two engines)	(1 A) ²	AMBPC Amber phosphor converted ³	T3S Type III short	BLC Backlight control ^{2,4}	240 ⁵	WBA Wall bracket
	Rotated optics ¹			T3M Type III medium		277 ⁵	SPUMBA Square pole universal mounting adaptor ⁷
	60C 60 LEDs (two engines)			T4M Type IV medium	LCCO Left corner cutoff ^{2,4}	347 ⁶	RPUMBA Round pole universal mounting adaptor ⁷
				TFTM Forward throw medium	RCCO Right corner cutoff ^{2,4}	480 ⁶	Shipped separately
				T5VS Type V very short			KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸

Control options	Other options	Finish (required)
Shipped installed	Shipped installed	DDBXD Dark bronze
PER NEMA twist-lock receptacle only (no controls) ⁹	HS House-side shield ¹⁹	DBLXD Black
PER5 Five-wire receptacle only (no controls) ^{9,10}	WTB Utility terminal block ²⁰	DNAXD Natural aluminum
PER7 Seven-wire receptacle only (no controls) ^{9,10}	SF Single fuse (120, 277, 347V) ²¹	DWHXD White
DMG 0-10V dimming driver (no controls) ¹¹	DF Double fuse (208, 240, 480V) ²¹	DDBTXD Textured dark bronze
DCR Dimmable and controllable via ROAM [®] (no controls) ¹²	L90 Left rotated optics ²²	DBLBXD Textured black
DS Dual switching ^{13,14}	R90 Right rotated optics ²²	DNATXD Textured natural aluminum
PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ¹⁵	BS Bird spikes	DWHGXD Textured white
PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ¹⁵		
PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ¹⁵		

Accessories	Controls & Shields	NOTES	
Ordered and shipped separately.	DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V) ²³	1 Rotated optics available with 60C only.	13 Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH.
	DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V) ²³	2 Not available AMBPC.	14 Requires an additional switched circuit.
	DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V) ²³	3 Only available with 530mA or 700mA.	15 PIR and PIR1FC3V specify the SensorSwitch SBGR-10-ODP control; PIRH and PIRH1FC3V specify the SensorSwitch SBGR-6-ODP control; see Outdoor Control Technical Guide for details. Dimming driver standard. Not available with PER5 or PER7. Ambient sensor disabled when ordered with DCR. Separate on/off required.
	DSHORT SBK U Shorting cap ²³	4 Not available with HS.	16 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options. Not available with PIR1FC3V or PIRH1FC3V.
	DSX1HS 30C U House-side shield for 30 LED unit ¹⁹	5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options).	17 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50. Not available with PIR1FC3V or PIRH1FC3V. Separate on/off required.
	DSX1HS 40C U House-side shield for 40 LED unit ¹⁹	6 Not available with single board, 530mA product (30C 530 or 60C 530 DS). Not available with BL30, BL50 or PNMT options.	18 Dimming driver standard. Not available with PER5, PER7, DMG, DCR, DS, BL30, BL50 or PNMT, PIR, PIRH, PIR1FC3V or PIRH1FC3V.
	DSX1HS 60C U House-side shield for 60 LED unit ¹⁹	7 Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.	19 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
	PUMBA DDBXD U* Square and round pole universal mounting bracket (specify finish) ²⁴	8 Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).	20 WTB not available with DS.
	KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸	9 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.	21 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
		10 If ROAM [®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming.	22 Available with 60 LEDs (60C option) only.
		11 DMG option for 347V or 480V requires 1000mA.	23 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.
		12 Specifies a ROAM [®] enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM [®] deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with PIR options, DS, PER5, PER7, BL30, BL50 or PNMT options. Node without integral dimming.	24 For retrofit use only.

For more control options, visit DTL and ROAM online.

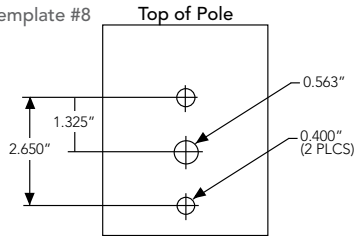


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Drilling

Template #8



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90°*
DM28AS	2 at 180°	DM39AS	3 at 90°*
DM49AS	4 at 90°*	DM32AS	3 at 120°**

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

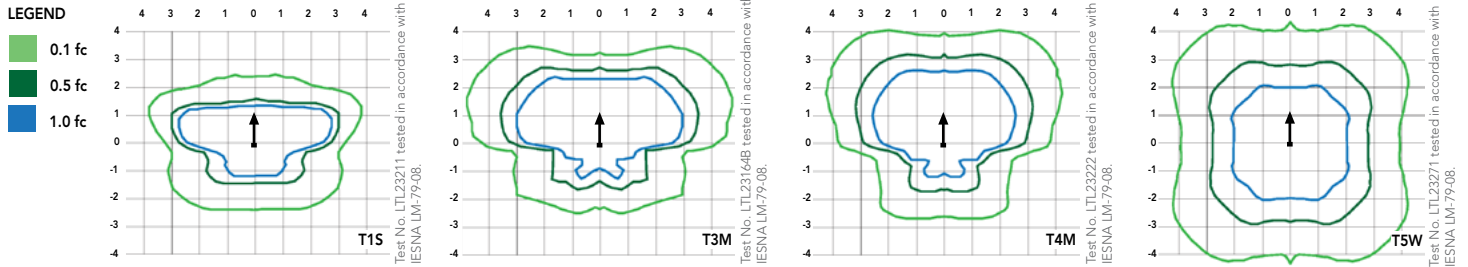
Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit [Lithonia Lighting's D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



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	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	--	--
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted 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	DSX1 LED 60C 1000			
	1.0	0.98	0.96	0.91
	DSX1 LED 60C 700			
	1.0	0.99	0.99	0.99

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	530 mA	52 W	T1S	5,948	1	0	1	114	6,387	1	0	1	123	6,427	1	0	1	124	3,640	1	0	1	70
			T2S	6,132	1	0	1	118	6,585	2	0	2	127	6,626	2	0	2	127	3,813	1	0	1	73
			T2M	5,992	1	0	2	115	6,434	1	0	2	124	6,475	1	0	2	125	3,689	1	0	1	71
			T3S	5,985	1	0	1	115	6,427	1	0	2	124	6,467	1	0	2	124	3,770	1	0	1	73
			T3M	6,039	1	0	2	116	6,485	1	0	2	125	6,525	1	0	2	125	3,752	1	0	1	72
			T4M	6,121	1	0	2	118	6,573	1	0	2	126	6,614	1	0	2	127	3,758	1	0	1	72
			TFTM	6,030	1	0	2	116	6,475	1	0	2	125	6,515	1	0	2	125	3,701	1	0	1	71
			TSVS	6,370	2	0	0	123	6,840	2	0	0	132	6,883	2	0	0	132	3,928	2	0	0	76
			T5S	6,417	2	0	0	123	6,890	2	0	0	133	6,933	2	0	0	133	3,881	2	0	0	75
			T5M	6,428	3	0	1	124	6,902	3	0	1	133	6,945	3	0	1	134	3,930	2	0	1	76
			TSW	6,334	3	0	1	122	6,801	3	0	1	131	6,844	3	0	1	132	3,820	3	0	1	73
			BLC	4,735	1	0	1	91	5,085	1	0	2	98	5,116	1	0	1	98					
			LCCO	4,600	1	0	2	88	4,940	1	0	2	95	4,971	1	0	2	96					
			RCCO	4,600	1	0	2	88	4,940	1	0	2	95	4,971	1	0	2	96					
	700 mA	68 W	T1S	7,554	1	0	1	111	8,112	2	0	2	119	8,163	2	0	2	120	4,561	1	0	1	67
			T2S	7,789	2	0	2	115	8,364	2	0	2	123	8,416	2	0	2	124	4,777	1	0	1	70
			T2M	7,610	1	0	2	112	8,172	2	0	2	120	8,223	2	0	2	121	4,622	1	0	2	68
			T3S	7,601	1	0	2	112	8,162	2	0	2	120	8,213	2	0	2	121	4,724	1	0	1	69
			T3M	7,670	1	0	2	113	8,236	2	0	2	121	8,288	2	0	2	122	4,701	1	0	2	69
			T4M	7,774	1	0	2	114	8,348	2	0	2	123	8,400	2	0	2	124	4,709	1	0	2	69
			TFTM	7,658	1	0	2	113	8,223	1	0	2	121	8,275	1	0	2	122	4,638	1	0	2	68
			TSVS	8,090	2	0	0	119	8,687	3	0	1	128	8,742	3	0	1	129	4,922	2	0	0	72
			T5S	8,150	2	0	0	120	8,751	3	0	0	129	8,806	3	0	0	130	4,863	2	0	0	72
			T5M	8,164	3	0	1	120	8,767	3	0	2	129	8,821	3	0	2	130	4,924	3	0	1	72
			TSW	8,044	3	0	1	118	8,638	3	0	2	127	8,692	3	0	2	128	4,787	3	0	1	70
			BLC	6,028	1	0	2	89	6,473	1	0	2	95	6,514	1	0	2	96					
			LCCO	5,856	1	0	2	86	6,289	1	0	2	92	6,328	1	0	2	93					
			RCCO	5,856	1	0	2	86	6,289	1	0	2	92	6,328	1	0	2	93					
	1000 mA	105 W	T1S	10,331	2	0	2	98	11,094	2	0	2	106	11,163	2	0	2	106					
			T2S	10,652	2	0	2	101	11,438	2	0	2	109	11,510	2	0	2	110					
			T2M	10,408	2	0	2	99	11,176	2	0	3	106	11,246	2	0	3	107					
			T3S	10,395	2	0	2	99	11,163	2	0	2	106	11,233	2	0	2	107					
			T3M	10,490	2	0	2	100	11,264	2	0	2	107	11,335	2	0	2	108					
			T4M	10,632	2	0	2	101	11,417	2	0	2	109	11,488	2	0	2	109					
			TFTM	10,473	2	0	2	100	11,247	2	0	3	107	11,317	2	0	3	108					
			TSVS	11,064	3	0	1	105	11,881	3	0	1	113	11,955	3	0	1	114					
			T5S	11,145	3	0	1	106	11,968	3	0	1	114	12,043	3	0	1	115					
			T5M	11,165	3	0	2	106	11,989	4	0	2	114	12,064	4	0	2	115					
			TSW	11,001	3	0	2	105	11,813	4	0	2	113	11,887	4	0	2	113					
			BLC	7,960	1	0	2	76	8,548	1	0	2	81	8,601	1	0	2	82					
			LCCO	7,734	1	0	2	74	8,305	1	0	2	79	8,357	1	0	2	80					
			RCCO	7,734	1	0	2	74	8,305	1	0	2	79	8,357	1	0	2	80					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40C (40 LEDs)	530 mA	68 W	T1S	7,861	1	0	1	116	8,441	2	0	2	124	8,494	2	0	2	125	4,794	1	0	1	71
			T2S	8,105	2	0	2	119	8,704	2	0	2	128	8,758	2	0	2	129	5,021	1	0	1	74
			T2M	7,920	2	0	2	116	8,504	2	0	2	125	8,557	2	0	2	126	4,858	1	0	2	71
			T3S	7,910	1	0	2	116	8,494	2	0	2	125	8,547	2	0	2	126	4,966	1	0	1	73
			T3M	7,982	2	0	2	117	8,571	2	0	2	126	8,625	2	0	2	127	4,941	1	0	2	73
			T4M	8,090	1	0	2	119	8,687	2	0	2	128	8,741	2	0	2	129	4,950	1	0	2	73
			TFTM	7,969	1	0	2	117	8,558	2	0	2	126	8,611	2	0	2	127	4,875	1	0	2	72
			TSVS	8,419	2	0	0	124	9,040	3	0	1	133	9,097	3	0	1	134	5,174	2	0	0	76
			T5S	8,481	2	0	0	125	9,107	3	0	1	134	9,164	3	0	1	135	5,111	2	0	0	75
			T5M	8,496	3	0	1	125	9,123	3	0	2	134	9,180	3	0	2	135	5,175	3	0	1	76
			TSW	8,371	3	0	2	123	8,989	3	0	2	132	9,045	3	0	2	133	5,031	3	0	1	74
			BLC	6,255	1	0	2	92	6,717	1	0	2	99	6,759	1	0	2	99					
			LCCO	6,077	1	0	2	89	6,526	1	0	2	96	6,566	1	0	2	97					
			RCCO	6,077	1	0	2	89	6,526	1	0	2	96	6,566	1	0	2	97					
	700 mA	91 W	T1S	9,984	2	0	2	112	10,721	2	0	2	120	10,788	2	0	2	121	6,014	1	0	1	68
			T2S	10,294	2	0	2	116	11,054	2	0	2	124	11,123	2	0	2	125	6,299	2	0	2	71
			T2M	10,059	2	0	2	113	10,801	2	0	3	121	10,869	2	0	3	122	6,094	2	0	2	68
			T3S	10,046	2	0	2	113	10,788	2	0	2	121	10,855	2	0	2	122	6,229	1	0	2	70
			T3M	10,137	2	0	2	114	10,886	2	0	2	122	10,954	2	0	2	123	6,198	2	0	2	70
			T4M	10,275	2	0	2	115	11,033	2	0	2	124	11,102	2	0	2	125	6,209	1	0	2	70
			TFTM	10,122	2	0	2	114	10,869	2	0	2	122	10,937	2	0	2	123	6,115	1	0	2	69
			TSVS	10,693	3	0	1	120	11,482	3	0	1	129	11,554	3	0	1	130	6,490	2	0	0	73
			T5S	10,771	3	0	1	121	11,566	3	0	1	130	11,639	3	0	1	131	6,411	2	0	0	72
			T5M	10,790	3	0	2	121	11,587	4	0	2	130	11,659	4	0	2	131	6,492	3	0	1	73
			TSW	10,632	3	0	2	119	11,417	4	0	2	128	11,488	4	0	2	129	6,311	3	0	2	71
			BLC	7,963	1	0	2	89	8,551	1	0	2	96	8,605	1	0	2	97					
			LCCO	7,736	1	0	2	87	8,308	1	0	2	93	8,359	1	0	2	94					
			RCCO	7,736	1	0	2	87	8,308	1	0	2	93	8,359	1	0	2	94					
	1000 mA	138 W	T1S	13,655	2	0	2	99	14,663	3	0	3	106	14,754	3	0	3	107					
			T2S	14,079	2	0	2	102	15,118	3	0	3	110	15,212	3	0	3	110					
			T2M	13,756	2	0	3	100	14,772	3	0	3	107	14,864	3	0	3	108					
			T3S	13,739	2	0	2	100	14,754	2	0	2	107	14,846	3	0	3	108					
			T3M	13,864	2	0	2	100	14,888	3	0	3	108	14,981	3	0	3	109					
			T4M	14,052	2	0	2	102	15,090	3	0	3	109	15,184	3	0	3	110					
			TFTM	13,842	2	0	3	100	14,864	2	0	3	108	14,957	2	0	3	108					
			TSVS	14,623	3	0	1	106	15,703	4	0	1	114	15,801	4	0	1	115					
			T5S	14,731	3	0	1	107	15,818	3	0	1	115	15,917	3	0	1	115					
			T5M	14,757	4	0	2	107	15,846	4	0	2	115	15,945	4	0	2	116					
			TSW	14,540	4	0	2	105	15,614	4	0	2	113	15,711	4	0	2	114					
			BLC	10,516	1	0	2	76	11,292	1	0	2	82	11,363	1	0	2	82					
			LCCO	10,216	2	0	3	74	10,971	2	0	3	80	11,039	2	0	3	80					
			RCCO	10,216	2	0	3	74	10,971	2	0	3	80	11,039	2	0	3	80					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60C (60 LEDs)	530 mA	99 W	T1S	11,569	2	0	2	117	12,423	2	0	2	125	12,501	2	0	2	126	7,167	2	0	2	72
			T2S	11,928	2	0	2	120	12,809	3	0	3	129	12,889	3	0	3	130	7,507	2	0	2	76
			T2M	11,655	2	0	2	118	12,516	2	0	3	126	12,594	2	0	3	127	7,263	2	0	2	73
			T3S	11,641	2	0	2	118	12,500	2	0	2	126	12,579	2	0	2	127	7,424	2	0	2	75
			T3M	11,747	2	0	2	119	12,614	2	0	2	127	12,693	2	0	2	128	7,387	2	0	2	75
			T4M	11,906	2	0	2	120	12,785	2	0	2	129	12,865	2	0	2	130	7,400	2	0	2	75
			TFTM	11,728	2	0	2	118	12,594	2	0	3	127	12,673	2	0	3	128	7,288	1	0	2	74
			TSVS	12,390	3	0	1	125	13,305	3	0	1	134	13,388	3	0	1	135	7,734	3	0	1	78
			T5S	12,481	3	0	1	126	13,402	3	0	1	135	13,486	3	0	1	136	7,641	3	0	0	77
			T5M	12,503	3	0	2	126	13,426	4	0	2	136	13,510	4	0	2	136	7,737	3	0	2	78
			TSW	12,320	4	0	2	124	13,229	4	0	2	134	13,312	4	0	2	134	7,522	3	0	2	76
			BLC	9,212	1	0	2	93	9,892	1	0	2	100	9,954	1	0	2	101					
			LCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
			RCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
	700 mA	131 W	T1S	14,694	2	0	2	112	15,779	3	0	3	120	15,877	3	0	3	121	8,952	2	0	2	68
			T2S	15,150	3	0	3	116	16,269	3	0	3	124	16,370	3	0	3	125	9,377	2	0	2	72
			T2M	14,803	2	0	3	113	15,896	3	0	3	121	15,995	3	0	3	122	9,072	2	0	2	69
			T3S	14,785	2	0	2	113	15,877	3	0	3	121	15,976	3	0	3	122	9,273	2	0	2	71
			T3M	14,919	2	0	2	114	16,021	3	0	3	122	16,121	3	0	3	123	9,227	2	0	2	70
			T4M	15,122	2	0	2	115	16,238	3	0	3	124	16,340	3	0	3	125	9,243	2	0	2	71
			TFTM	14,896	2	0	3	114	15,996	2	0	3	122	16,096	2	0	3	123	9,103	2	0	2	69
			TSVS	15,736	3	0	1	120	16,898	4	0	1	129	17,004	4	0	1	130	9,661	3	0	1	74
			T5S	15,852	3	0	1	121	17,022	4	0	1	130	17,129	4	0	1	131	9,544	3	0	1	73
			T5M	15,880	4	0	2	121	17,052	4	0	2	130	17,159	4	0	2	131	9,665	3	0	2	74
			TSW	15,647	4	0	2	119	16,802	4	0	2	128	16,907	4	0	2	129	9,395	4	0	2	72
			BLC	11,728	1	0	2	90	12,594	1	0	2	96	12,672	3	0	3	97					
			LCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
			RCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
	1000 mA	209 W	T1S	20,095	3	0	3	96	21,579	3	0	3	103	21,714	3	0	3	104					
			T2S	20,720	3	0	3	99	22,249	3	0	3	106	22,388	3	0	3	107					
			T2M	20,245	3	0	3	97	21,740	3	0	3	104	21,876	3	0	3	105					
			T3S	20,220	3	0	3	97	21,713	3	0	3	104	21,849	3	0	3	105					
			T3M	20,404	3	0	3	98	21,910	3	0	4	105	22,047	3	0	4	105					
			T4M	20,681	3	0	3	99	22,207	3	0	4	106	22,346	3	0	4	107					
			TFTM	20,372	3	0	3	97	21,876	3	0	4	105	22,013	3	0	4	105					
			TSVS	21,521	4	0	1	103	23,110	4	0	1	111	23,254	4	0	1	111					
			T5S	21,679	4	0	1	104	23,280	4	0	1	111	23,425	4	0	1	112					
			T5M	21,717	4	0	2	104	23,321	5	0	3	112	23,466	5	0	3	112					
			TSW	21,399	4	0	3	102	22,979	5	0	3	110	23,122	5	0	3	111					
			BLC	15,487	2	0	2	74	16,630	2	0	2	80	16,734	2	0	3	80					
			LCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					
			RCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60C (60 LEDs)	530 mA	99 W	T1S	11,569	2	0	2	117	12,423	2	0	2	125	12,501	2	0	2	126	7,167	2	0	2	72
			T2S	11,928	2	0	2	120	12,809	3	0	3	129	12,889	3	0	3	130	7,507	2	0	2	76
			T2M	11,655	2	0	2	118	12,516	2	0	3	126	12,594	2	0	3	127	7,263	2	0	2	73
			T3S	11,641	2	0	2	118	12,500	2	0	2	126	12,579	2	0	2	127	7,424	2	0	2	75
			T3M	11,747	2	0	2	119	12,614	2	0	2	127	12,693	2	0	2	128	7,387	2	0	2	75
			T4M	11,906	2	0	2	120	12,785	2	0	2	129	12,865	2	0	2	130	7,400	2	0	2	75
			TFTM	11,728	2	0	2	118	12,594	2	0	3	127	12,673	2	0	3	128	7,288	1	0	2	74
			TSVS	12,390	3	0	1	125	13,305	3	0	1	134	13,388	3	0	1	135	7,734	3	0	1	78
			T5S	12,481	3	0	1	126	13,402	3	0	1	135	13,486	3	0	1	136	7,641	3	0	0	77
			T5M	12,503	3	0	2	126	13,426	4	0	2	136	13,510	4	0	2	136	7,737	3	0	2	78
			TSW	12,320	4	0	2	124	13,229	4	0	2	134	13,312	4	0	2	134	7,522	3	0	2	76
			BLC	9,212	1	0	2	93	9,892	1	0	2	100	9,954	1	0	2	101					
			LCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
			RCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
	700 mA	131 W	T1S	14,694	2	0	2	112	15,779	3	0	3	120	15,877	3	0	3	121	8,952	2	0	2	68
			T2S	15,150	3	0	3	116	16,269	3	0	3	124	16,370	3	0	3	125	9,377	2	0	2	72
			T2M	14,803	2	0	3	113	15,896	3	0	3	121	15,995	3	0	3	122	9,072	2	0	2	69
			T3S	14,785	2	0	2	113	15,877	3	0	3	121	15,976	3	0	3	122	9,273	2	0	2	71
			T3M	14,919	2	0	2	114	16,021	3	0	3	122	16,121	3	0	3	123	9,227	2	0	2	70
			T4M	15,122	2	0	2	115	16,238	3	0	3	124	16,340	3	0	3	125	9,243	2	0	2	71
			TFTM	14,896	2	0	3	114	15,996	2	0	3	122	16,096	2	0	3	123	9,103	2	0	2	69
			TSVS	15,736	3	0	1	120	16,898	4	0	1	129	17,004	4	0	1	130	9,661	3	0	1	74
			T5S	15,852	3	0	1	121	17,022	4	0	1	130	17,129	4	0	1	131	9,544	3	0	1	73
			T5M	15,880	4	0	2	121	17,052	4	0	2	130	17,159	4	0	2	131	9,665	3	0	2	74
			TSW	15,647	4	0	2	119	16,802	4	0	2	128	16,907	4	0	2	129	9,395	4	0	2	72
			BLC	11,728	1	0	2	90	12,594	1	0	2	96	12,672	3	0	3	97					
			LCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
			RCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
	1000 mA	209 W	T1S	20,095	3	0	3	96	21,579	3	0	3	103	21,714	3	0	3	104					
			T2S	20,720	3	0	3	99	22,249	3	0	3	106	22,388	3	0	3	107					
			T2M	20,245	3	0	3	97	21,740	3	0	3	104	21,876	3	0	3	105					
			T3S	20,220	3	0	3	97	21,713	3	0	3	104	21,849	3	0	3	105					
			T3M	20,404	3	0	3	98	21,910	3	0	4	105	22,047	3	0	4	105					
			T4M	20,681	3	0	3	99	22,207	3	0	4	106	22,346	3	0	4	107					
			TFTM	20,372	3	0	3	97	21,876	3	0	4	105	22,013	3	0	4	105					
			TSVS	21,521	4	0	1	103	23,110	4	0	1	111	23,254	4	0	1	111					
			T5S	21,679	4	0	1	104	23,280	4	0	1	111	23,425	4	0	1	112					
			T5M	21,717	4	0	2	104	23,321	5	0	3	112	23,466	5	0	3	112					
			TSW	21,399	4	0	3	102	22,979	5	0	3	110	23,122	5	0	3	111					
			BLC	15,487	2	0	2	74	16,630	2	0	2	80	16,734	2	0	3	80					
			LCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					
			RCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-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 and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft²) for optimized pole wind loading.

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 both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) or optional 3000 K (70 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L99/100,000 hours at

25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

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 to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

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.





D-Series Size 1 LED Area Luminaire

d#series



Specifications

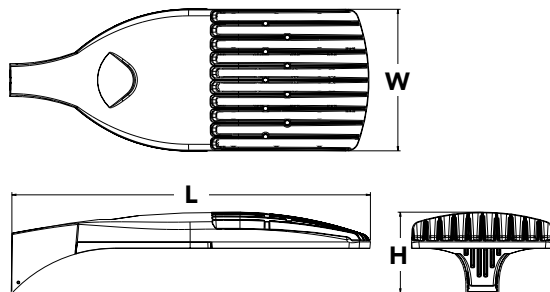
EPA: 1.01 ft²
(0.09 m²)

Length: 33"
(83.8 cm)

Width: 13"
(33.0 cm)

Height: 7-1/2"
(19.0 cm)

Weight (max): 27 lbs
(12.2 kg)



Catalog Number **DSX1 LED 60C 700 50K (1-T3M/1-T4M) MVOLT SPA PIRH**

Notes
Windsor School

Type
P2

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED							
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	
DSX1 LED	Forward optics	530 530 mA	30K 3000 K	T1S Type I short	T5S Type V short	MVOLT ⁵	Shipped included
	30C 30 LEDs (one engine)	700 700 mA	40K 4000 K	T2S Type II short	T5M Type V medium	120 ⁵	SPA Square pole mounting
	40C 40 LEDs (two engines)	1000 1000 mA	50K 5000 K	T2M Type II medium	T5W Type V wide	208 ⁵	RPA Round pole mounting
	60C 60 LEDs (two engines)	(1 A) ²	AMBPC Amber phosphor converted ³	T3S Type III short	BLC Backlight control ^{2,4}	240 ⁵	WBA Wall bracket
	Rotated optics ¹			T3M Type III medium	LCCO Left corner cutoff ^{2,4}	277 ⁵	SPUMBA Square pole universal mounting adaptor ⁷
	60C 60 LEDs (two engines)			T4M Type IV medium	RCCO Right corner cutoff ^{2,4}	347 ⁶	RPUMBA Round pole universal mounting adaptor ⁷
				TFTM Forward throw medium		480 ⁶	Shipped separately
				T5VS Type V very short			KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸

Control options	Other options	Finish (required)
Shipped installed	Shipped installed	DDBXD Dark bronze
PER NEMA twist-lock receptacle only (no controls) ⁹	HS House-side shield ¹⁹	DBLXD Black
PER5 Five-wire receptacle only (no controls) ^{9,10}	WTB Utility terminal block ²⁰	DNAXD Natural aluminum
PER7 Seven-wire receptacle only (no controls) ^{9,10}	SF Single fuse (120, 277, 347V) ²¹	DWHXD White
DMG 0-10V dimming driver (no controls) ¹¹	DF Double fuse (208, 240, 480V) ²¹	DDBTXD Textured dark bronze
DCR Dimmable and controllable via ROAM [®] (no controls) ¹²	L90 Left rotated optics ²²	DBLBXD Textured black
DS Dual switching ^{13,14}	R90 Right rotated optics ²²	DNATXD Textured natural aluminum
PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ¹⁵	BS Bird spikes	DWHGXD Textured white
PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ¹⁵		
PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ¹⁵		
PIR1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ¹⁵		

Accessories	Controls & Shields	NOTES	
Ordered and shipped separately.	DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V) ²³	1 Rotated optics available with 60C only.	13 Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH.
	DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V) ²³	2 Not available AMBPC.	14 Requires an additional switched circuit.
	DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V) ²³	3 Only available with 530mA or 700mA.	15 PIR and PIR1FC3V specify the SensorSwitch SBGR-10-ODP control; PIRH and PIRH1FC3V specify the SensorSwitch SBGR-6-ODP control; see Outdoor Control Technical Guide for details. Dimming driver standard. Not available with PER5 or PER7. Ambient sensor disabled when ordered with DCR. Separate on/off required.
	DSHORT SBK U Shorting cap ²³	4 Not available with HS.	16 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options. Not available with PIR1FC3V or PIRH1FC3V.
	DSX1HS 30C U House-side shield for 30 LED unit ¹⁹	5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options).	17 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50. Not available with PIR1FC3V or PIRH1FC3V. Separate on/off required.
	DSX1HS 40C U House-side shield for 40 LED unit ¹⁹	6 Not available with single board, 530mA product (30C 530 or 60C 530 DS). Not available with BL30, BL50 or PNMT options.	18 Dimming driver standard. Not available with PER5, PER7, DMG, DCR, DS, BL30, BL50 or PNMT, PIR, PIRH, PIR1FC3V or PIRH1FC3V.
	DSX1HS 60C U House-side shield for 60 LED unit ¹⁹	7 Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.	19 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
	PUMBA DDBXD U* Square and round pole universal mounting bracket (specify finish) ²⁴	8 Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).	20 WTB not available with DS.
	KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸	9 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.	21 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
		10 If ROAM [®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming.	22 Available with 60 LEDs (60C option) only.
		11 DMG option for 347V or 480V requires 1000mA.	23 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.
		12 Specifies a ROAM [®] enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM [®] deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with PIR options, DS, PER5, PER7, BL30, BL50 or PNMT options. Node without integral dimming.	24 For retrofit use only.

For more control options, visit [DTL](#) and [ROAM](#) online.

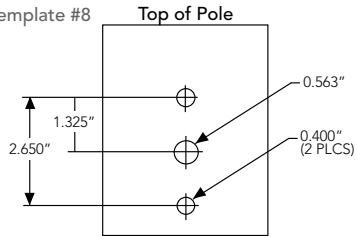


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Drilling

Template #8



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90°*
DM28AS	2 at 180°	DM39AS	3 at 90°*
DM49AS	4 at 90°*	DM32AS	3 at 120°**

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

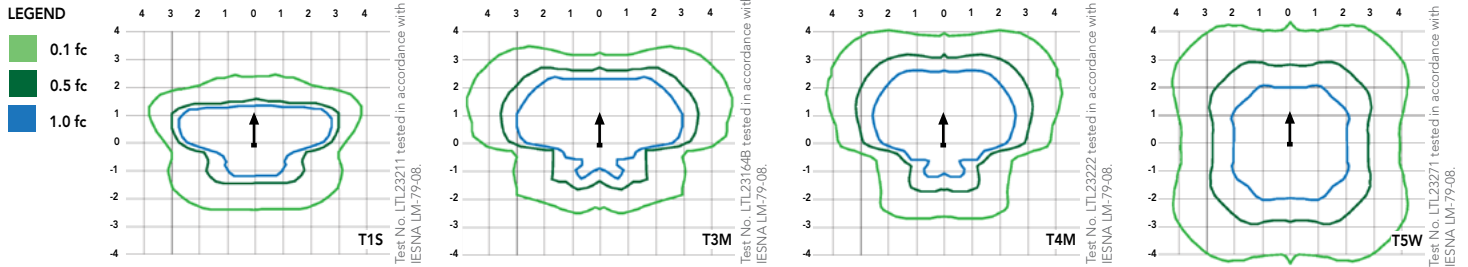
Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit [Lithonia Lighting's D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



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	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	--	--
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted 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	DSX1 LED 60C 1000			
	1.0	0.98	0.96	0.91
	DSX1 LED 60C 700			
	1.0	0.99	0.99	0.99

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	530 mA	52 W	T1S	5,948	1	0	1	114	6,387	1	0	1	123	6,427	1	0	1	124	3,640	1	0	1	70
			T2S	6,132	1	0	1	118	6,585	2	0	2	127	6,626	2	0	2	127	3,813	1	0	1	73
			T2M	5,992	1	0	2	115	6,434	1	0	2	124	6,475	1	0	2	125	3,689	1	0	1	71
			T3S	5,985	1	0	1	115	6,427	1	0	2	124	6,467	1	0	2	124	3,770	1	0	1	73
			T3M	6,039	1	0	2	116	6,485	1	0	2	125	6,525	1	0	2	125	3,752	1	0	1	72
			T4M	6,121	1	0	2	118	6,573	1	0	2	126	6,614	1	0	2	127	3,758	1	0	1	72
			TFTM	6,030	1	0	2	116	6,475	1	0	2	125	6,515	1	0	2	125	3,701	1	0	1	71
			TSVS	6,370	2	0	0	123	6,840	2	0	0	132	6,883	2	0	0	132	3,928	2	0	0	76
			T5S	6,417	2	0	0	123	6,890	2	0	0	133	6,933	2	0	0	133	3,881	2	0	0	75
			T5M	6,428	3	0	1	124	6,902	3	0	1	133	6,945	3	0	1	134	3,930	2	0	1	76
			TSW	6,334	3	0	1	122	6,801	3	0	1	131	6,844	3	0	1	132	3,820	3	0	1	73
			BLC	4,735	1	0	1	91	5,085	1	0	2	98	5,116	1	0	1	98					
			LCCO	4,600	1	0	2	88	4,940	1	0	2	95	4,971	1	0	2	96					
			RCCO	4,600	1	0	2	88	4,940	1	0	2	95	4,971	1	0	2	96					
	700 mA	68 W	T1S	7,554	1	0	1	111	8,112	2	0	2	119	8,163	2	0	2	120	4,561	1	0	1	67
			T2S	7,789	2	0	2	115	8,364	2	0	2	123	8,416	2	0	2	124	4,777	1	0	1	70
			T2M	7,610	1	0	2	112	8,172	2	0	2	120	8,223	2	0	2	121	4,622	1	0	2	68
			T3S	7,601	1	0	2	112	8,162	2	0	2	120	8,213	2	0	2	121	4,724	1	0	1	69
			T3M	7,670	1	0	2	113	8,236	2	0	2	121	8,288	2	0	2	122	4,701	1	0	2	69
			T4M	7,774	1	0	2	114	8,348	2	0	2	123	8,400	2	0	2	124	4,709	1	0	2	69
			TFTM	7,658	1	0	2	113	8,223	1	0	2	121	8,275	1	0	2	122	4,638	1	0	2	68
			TSVS	8,090	2	0	0	119	8,687	3	0	1	128	8,742	3	0	1	129	4,922	2	0	0	72
			T5S	8,150	2	0	0	120	8,751	3	0	0	129	8,806	3	0	0	130	4,863	2	0	0	72
			T5M	8,164	3	0	1	120	8,767	3	0	2	129	8,821	3	0	2	130	4,924	3	0	1	72
			TSW	8,044	3	0	1	118	8,638	3	0	2	127	8,692	3	0	2	128	4,787	3	0	1	70
			BLC	6,028	1	0	2	89	6,473	1	0	2	95	6,514	1	0	2	96					
			LCCO	5,856	1	0	2	86	6,289	1	0	2	92	6,328	1	0	2	93					
			RCCO	5,856	1	0	2	86	6,289	1	0	2	92	6,328	1	0	2	93					
	1000 mA	105 W	T1S	10,331	2	0	2	98	11,094	2	0	2	106	11,163	2	0	2	106					
			T2S	10,652	2	0	2	101	11,438	2	0	2	109	11,510	2	0	2	110					
			T2M	10,408	2	0	2	99	11,176	2	0	3	106	11,246	2	0	3	107					
			T3S	10,395	2	0	2	99	11,163	2	0	2	106	11,233	2	0	2	107					
			T3M	10,490	2	0	2	100	11,264	2	0	2	107	11,335	2	0	2	108					
			T4M	10,632	2	0	2	101	11,417	2	0	2	109	11,488	2	0	2	109					
			TFTM	10,473	2	0	2	100	11,247	2	0	3	107	11,317	2	0	3	108					
			TSVS	11,064	3	0	1	105	11,881	3	0	1	113	11,955	3	0	1	114					
			T5S	11,145	3	0	1	106	11,968	3	0	1	114	12,043	3	0	1	115					
			T5M	11,165	3	0	2	106	11,989	4	0	2	114	12,064	4	0	2	115					
			TSW	11,001	3	0	2	105	11,813	4	0	2	113	11,887	4	0	2	113					
			BLC	7,960	1	0	2	76	8,548	1	0	2	81	8,601	1	0	2	82					
			LCCO	7,734	1	0	2	74	8,305	1	0	2	79	8,357	1	0	2	80					
			RCCO	7,734	1	0	2	74	8,305	1	0	2	79	8,357	1	0	2	80					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40C (40 LEDs)	530 mA	68 W	T1S	7,861	1	0	1	116	8,441	2	0	2	124	8,494	2	0	2	125	4,794	1	0	1	71
			T2S	8,105	2	0	2	119	8,704	2	0	2	128	8,758	2	0	2	129	5,021	1	0	1	74
			T2M	7,920	2	0	2	116	8,504	2	0	2	125	8,557	2	0	2	126	4,858	1	0	2	71
			T3S	7,910	1	0	2	116	8,494	2	0	2	125	8,547	2	0	2	126	4,966	1	0	1	73
			T3M	7,982	2	0	2	117	8,571	2	0	2	126	8,625	2	0	2	127	4,941	1	0	2	73
			T4M	8,090	1	0	2	119	8,687	2	0	2	128	8,741	2	0	2	129	4,950	1	0	2	73
			TFTM	7,969	1	0	2	117	8,558	2	0	2	126	8,611	2	0	2	127	4,875	1	0	2	72
			TSVS	8,419	2	0	0	124	9,040	3	0	1	133	9,097	3	0	1	134	5,174	2	0	0	76
			T5S	8,481	2	0	0	125	9,107	3	0	1	134	9,164	3	0	1	135	5,111	2	0	0	75
			T5M	8,496	3	0	1	125	9,123	3	0	2	134	9,180	3	0	2	135	5,175	3	0	1	76
			TSW	8,371	3	0	2	123	8,989	3	0	2	132	9,045	3	0	2	133	5,031	3	0	1	74
			BLC	6,255	1	0	2	92	6,717	1	0	2	99	6,759	1	0	2	99					
			LCCO	6,077	1	0	2	89	6,526	1	0	2	96	6,566	1	0	2	97					
			RCCO	6,077	1	0	2	89	6,526	1	0	2	96	6,566	1	0	2	97					
	700 mA	91 W	T1S	9,984	2	0	2	112	10,721	2	0	2	120	10,788	2	0	2	121	6,014	1	0	1	68
			T2S	10,294	2	0	2	116	11,054	2	0	2	124	11,123	2	0	2	125	6,299	2	0	2	71
			T2M	10,059	2	0	2	113	10,801	2	0	3	121	10,869	2	0	3	122	6,094	2	0	2	68
			T3S	10,046	2	0	2	113	10,788	2	0	2	121	10,855	2	0	2	122	6,229	1	0	2	70
			T3M	10,137	2	0	2	114	10,886	2	0	2	122	10,954	2	0	2	123	6,198	2	0	2	70
			T4M	10,275	2	0	2	115	11,033	2	0	2	124	11,102	2	0	2	125	6,209	1	0	2	70
			TFTM	10,122	2	0	2	114	10,869	2	0	2	122	10,937	2	0	2	123	6,115	1	0	2	69
			TSVS	10,693	3	0	1	120	11,482	3	0	1	129	11,554	3	0	1	130	6,490	2	0	0	73
			T5S	10,771	3	0	1	121	11,566	3	0	1	130	11,639	3	0	1	131	6,411	2	0	0	72
			T5M	10,790	3	0	2	121	11,587	4	0	2	130	11,659	4	0	2	131	6,492	3	0	1	73
			TSW	10,632	3	0	2	119	11,417	4	0	2	128	11,488	4	0	2	129	6,311	3	0	2	71
			BLC	7,963	1	0	2	89	8,551	1	0	2	96	8,605	1	0	2	97					
			LCCO	7,736	1	0	2	87	8,308	1	0	2	93	8,359	1	0	2	94					
			RCCO	7,736	1	0	2	87	8,308	1	0	2	93	8,359	1	0	2	94					
	1000 mA	138 W	T1S	13,655	2	0	2	99	14,663	3	0	3	106	14,754	3	0	3	107					
			T2S	14,079	2	0	2	102	15,118	3	0	3	110	15,212	3	0	3	110					
			T2M	13,756	2	0	3	100	14,772	3	0	3	107	14,864	3	0	3	108					
			T3S	13,739	2	0	2	100	14,754	2	0	2	107	14,846	3	0	3	108					
			T3M	13,864	2	0	2	100	14,888	3	0	3	108	14,981	3	0	3	109					
			T4M	14,052	2	0	2	102	15,090	3	0	3	109	15,184	3	0	3	110					
			TFTM	13,842	2	0	3	100	14,864	2	0	3	108	14,957	2	0	3	108					
			TSVS	14,623	3	0	1	106	15,703	4	0	1	114	15,801	4	0	1	115					
			T5S	14,731	3	0	1	107	15,818	3	0	1	115	15,917	3	0	1	115					
			T5M	14,757	4	0	2	107	15,846	4	0	2	115	15,945	4	0	2	116					
			TSW	14,540	4	0	2	105	15,614	4	0	2	113	15,711	4	0	2	114					
			BLC	10,516	1	0	2	76	11,292	1	0	2	82	11,363	1	0	2	82					
			LCCO	10,216	2	0	3	74	10,971	2	0	3	80	11,039	2	0	3	80					
			RCCO	10,216	2	0	3	74	10,971	2	0	3	80	11,039	2	0	3	80					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60C (60 LEDs)	530 mA	99 W	T1S	11,569	2	0	2	117	12,423	2	0	2	125	12,501	2	0	2	126	7,167	2	0	2	72
			T2S	11,928	2	0	2	120	12,809	3	0	3	129	12,889	3	0	3	130	7,507	2	0	2	76
			T2M	11,655	2	0	2	118	12,516	2	0	3	126	12,594	2	0	3	127	7,263	2	0	2	73
			T3S	11,641	2	0	2	118	12,500	2	0	2	126	12,579	2	0	2	127	7,424	2	0	2	75
			T3M	11,747	2	0	2	119	12,614	2	0	2	127	12,693	2	0	2	128	7,387	2	0	2	75
			T4M	11,906	2	0	2	120	12,785	2	0	2	129	12,865	2	0	2	130	7,400	2	0	2	75
			TFTM	11,728	2	0	2	118	12,594	2	0	3	127	12,673	2	0	3	128	7,288	1	0	2	74
			TSVS	12,390	3	0	1	125	13,305	3	0	1	134	13,388	3	0	1	135	7,734	3	0	1	78
			T5S	12,481	3	0	1	126	13,402	3	0	1	135	13,486	3	0	1	136	7,641	3	0	0	77
			T5M	12,503	3	0	2	126	13,426	4	0	2	136	13,510	4	0	2	136	7,737	3	0	2	78
			TSW	12,320	4	0	2	124	13,229	4	0	2	134	13,312	4	0	2	134	7,522	3	0	2	76
			BLC	9,212	1	0	2	93	9,892	1	0	2	100	9,954	1	0	2	101					
			LCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
			RCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
	700 mA	131 W	T1S	14,694	2	0	2	112	15,779	3	0	3	120	15,877	3	0	3	121	8,952	2	0	2	68
			T2S	15,150	3	0	3	116	16,269	3	0	3	124	16,370	3	0	3	125	9,377	2	0	2	72
			T2M	14,803	2	0	3	113	15,896	3	0	3	121	15,995	3	0	3	122	9,072	2	0	2	69
			T3S	14,785	2	0	2	113	15,877	3	0	3	121	15,976	3	0	3	122	9,273	2	0	2	71
			T3M	14,919	2	0	2	114	16,021	3	0	3	122	16,121	3	0	3	123	9,227	2	0	2	70
			T4M	15,122	2	0	2	115	16,238	3	0	3	124	16,340	3	0	3	125	9,243	2	0	2	71
			TFTM	14,896	2	0	3	114	15,996	2	0	3	122	16,096	2	0	3	123	9,103	2	0	2	69
			TSVS	15,736	3	0	1	120	16,898	4	0	1	129	17,004	4	0	1	130	9,661	3	0	1	74
			T5S	15,852	3	0	1	121	17,022	4	0	1	130	17,129	4	0	1	131	9,544	3	0	1	73
			T5M	15,880	4	0	2	121	17,052	4	0	2	130	17,159	4	0	2	131	9,665	3	0	2	74
			TSW	15,647	4	0	2	119	16,802	4	0	2	128	16,907	4	0	2	129	9,395	4	0	2	72
			BLC	11,728	1	0	2	90	12,594	1	0	2	96	12,672	3	0	3	97					
			LCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
			RCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
	1000 mA	209 W	T1S	20,095	3	0	3	96	21,579	3	0	3	103	21,714	3	0	3	104					
			T2S	20,720	3	0	3	99	22,249	3	0	3	106	22,388	3	0	3	107					
			T2M	20,245	3	0	3	97	21,740	3	0	3	104	21,876	3	0	3	105					
			T3S	20,220	3	0	3	97	21,713	3	0	3	104	21,849	3	0	3	105					
			T3M	20,404	3	0	3	98	21,910	3	0	4	105	22,047	3	0	4	105					
			T4M	20,681	3	0	3	99	22,207	3	0	4	106	22,346	3	0	4	107					
			TFTM	20,372	3	0	3	97	21,876	3	0	4	105	22,013	3	0	4	105					
			TSVS	21,521	4	0	1	103	23,110	4	0	1	111	23,254	4	0	1	111					
			T5S	21,679	4	0	1	104	23,280	4	0	1	111	23,425	4	0	1	112					
			T5M	21,717	4	0	2	104	23,321	5	0	3	112	23,466	5	0	3	112					
			TSW	21,399	4	0	3	102	22,979	5	0	3	110	23,122	5	0	3	111					
			BLC	15,487	2	0	2	74	16,630	2	0	2	80	16,734	2	0	3	80					
			LCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					
			RCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60C (60 LEDs)	530 mA	99 W	T1S	11,569	2	0	2	117	12,423	2	0	2	125	12,501	2	0	2	126	7,167	2	0	2	72
			T2S	11,928	2	0	2	120	12,809	3	0	3	129	12,889	3	0	3	130	7,507	2	0	2	76
			T2M	11,655	2	0	2	118	12,516	2	0	3	126	12,594	2	0	3	127	7,263	2	0	2	73
			T3S	11,641	2	0	2	118	12,500	2	0	2	126	12,579	2	0	2	127	7,424	2	0	2	75
			T3M	11,747	2	0	2	119	12,614	2	0	2	127	12,693	2	0	2	128	7,387	2	0	2	75
			T4M	11,906	2	0	2	120	12,785	2	0	2	129	12,865	2	0	2	130	7,400	2	0	2	75
			TFTM	11,728	2	0	2	118	12,594	2	0	3	127	12,673	2	0	3	128	7,288	1	0	2	74
			TSVS	12,390	3	0	1	125	13,305	3	0	1	134	13,388	3	0	1	135	7,734	3	0	1	78
			T5S	12,481	3	0	1	126	13,402	3	0	1	135	13,486	3	0	1	136	7,641	3	0	0	77
			T5M	12,503	3	0	2	126	13,426	4	0	2	136	13,510	4	0	2	136	7,737	3	0	2	78
			TSW	12,320	4	0	2	124	13,229	4	0	2	134	13,312	4	0	2	134	7,522	3	0	2	76
			BLC	9,212	1	0	2	93	9,892	1	0	2	100	9,954	1	0	2	101					
			LCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
			RCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
	700 mA	131 W	T1S	14,694	2	0	2	112	15,779	3	0	3	120	15,877	3	0	3	121	8,952	2	0	2	68
			T2S	15,150	3	0	3	116	16,269	3	0	3	124	16,370	3	0	3	125	9,377	2	0	2	72
			T2M	14,803	2	0	3	113	15,896	3	0	3	121	15,995	3	0	3	122	9,072	2	0	2	69
			T3S	14,785	2	0	2	113	15,877	3	0	3	121	15,976	3	0	3	122	9,273	2	0	2	71
			T3M	14,919	2	0	2	114	16,021	3	0	3	122	16,121	3	0	3	123	9,227	2	0	2	70
			T4M	15,122	2	0	2	115	16,238	3	0	3	124	16,340	3	0	3	125	9,243	2	0	2	71
			TFTM	14,896	2	0	3	114	15,996	2	0	3	122	16,096	2	0	3	123	9,103	2	0	2	69
			TSVS	15,736	3	0	1	120	16,898	4	0	1	129	17,004	4	0	1	130	9,661	3	0	1	74
			T5S	15,852	3	0	1	121	17,022	4	0	1	130	17,129	4	0	1	131	9,544	3	0	1	73
			T5M	15,880	4	0	2	121	17,052	4	0	2	130	17,159	4	0	2	131	9,665	3	0	2	74
			TSW	15,647	4	0	2	119	16,802	4	0	2	128	16,907	4	0	2	129	9,395	4	0	2	72
			BLC	11,728	1	0	2	90	12,594	1	0	2	96	12,672	3	0	3	97					
			LCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
			RCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
	1000 mA	209 W	T1S	20,095	3	0	3	96	21,579	3	0	3	103	21,714	3	0	3	104					
			T2S	20,720	3	0	3	99	22,249	3	0	3	106	22,388	3	0	3	107					
			T2M	20,245	3	0	3	97	21,740	3	0	3	104	21,876	3	0	3	105					
			T3S	20,220	3	0	3	97	21,713	3	0	3	104	21,849	3	0	3	105					
			T3M	20,404	3	0	3	98	21,910	3	0	4	105	22,047	3	0	4	105					
			T4M	20,681	3	0	3	99	22,207	3	0	4	106	22,346	3	0	4	107					
			TFTM	20,372	3	0	3	97	21,876	3	0	4	105	22,013	3	0	4	105					
			TSVS	21,521	4	0	1	103	23,110	4	0	1	111	23,254	4	0	1	111					
			T5S	21,679	4	0	1	104	23,280	4	0	1	111	23,425	4	0	1	112					
			T5M	21,717	4	0	2	104	23,321	5	0	3	112	23,466	5	0	3	112					
			TSW	21,399	4	0	3	102	22,979	5	0	3	110	23,122	5	0	3	111					
			BLC	15,487	2	0	2	74	16,630	2	0	2	80	16,734	2	0	3	80					
			LCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					
			RCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-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 and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft²) for optimized pole wind loading.

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 both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) or optional 3000 K (70 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L99/100,000 hours at

25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

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 to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

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.





D-Series Size 1 LED Area Luminaire

d#series



Specifications

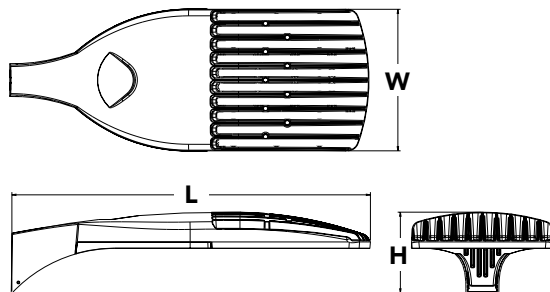
EPA: 1.01 ft²
(0.09 m²)

Length: 33"
(83.8 cm)

Width: 13"
(33.0 cm)

Height: 7-1/2"
(19.0 cm)

Weight (max): 27 lbs
(12.2 kg)



Catalog Number	DSX1 LED 60C 1000 50K T3M MVOLT SPA PIRH
Notes	Windsor School
Type	P3

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

DSX1LED						
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics 30C 30 LEDs (one engine) 40C 40 LEDs (two engines) 60C 60 LEDs (two engines) Rotated optics ¹ 60C 60 LEDs (two engines)	530 530 mA 700 700 mA 1000 1000 mA (1 A) ²	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted ³	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium TSVS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control ^{2,4} LCCO Left corner cutoff ^{2,4} RCCO Right corner cutoff ^{2,4}	MVOLT ⁵ 120 ⁵ 208 ⁵ 240 ⁵ 277 ⁵ 347 ⁶ 480 ⁶	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁷ RPUMBA Round pole universal mounting adaptor ⁷ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸

Control options	Other options	Finish (required)
Shipped installed PER NEMA twist-lock receptacle only (no controls) ⁹ PER5 Five-wire receptacle only (no controls) ^{9,10} PER7 Seven-wire receptacle only (no controls) ^{9,10} DMG 0-10V dimming driver (no controls) ¹¹ DCR Dimmable and controllable via ROAM [®] (no controls) ¹² DS Dual switching ^{13,14} PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ¹⁵ PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ¹⁵ PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ¹⁵	Shipped installed HS House-side shield ¹⁹ WTB Utility terminal block ²⁰ SF Single fuse (120, 277, 347V) ²¹ DF Double fuse (208, 240, 480V) ²¹ L90 Left rotated optics ²² R90 Right rotated optics ²² BS Bird spikes	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Accessories	Controls & Shields	NOTES	
Ordered and shipped separately.	DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V) ²³ DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V) ²³ DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V) ²³ DSHORT SBK U Shorting cap ²³ DSX1HS 30C U House-side shield for 30 LED unit ¹⁹ DSX1HS 40C U House-side shield for 40 LED unit ¹⁹ DSX1HS 60C U House-side shield for 60 LED unit ¹⁹ PUMBA DDBXD U* Square and round pole universal mounting bracket (specify finish) ²⁴ KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸	1 Rotated optics available with 60C only. 2 Not available AMBPC. 3 Only available with 530mA or 700mA. 4 Not available with HS. 5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options). 6 Not available with single board, 530mA product (30C 530 or 60C 530 DS). Not available with BL30, BL50 or PNMT options. 7 Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31. 8 Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included). 9 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. 10 If ROAM [®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. 11 DMG option for 347V or 480V requires 1000mA. 12 Specifies a ROAM [®] enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM [®] deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with PIR options, DS, PER5, PER7, BL30, BL50 or PNMT options. Node without integral dimming.	13 Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH. 14 Requires an additional switched circuit. 15 PIR and PIR1FC3V specify the SensorSwitch SBGR-10-ODP control; PIRH and PIRH1FC3V specify the SensorSwitch SBGR-6-ODP control; see Outdoor Control Technical Guide for details. Dimming driver standard. Not available with PER5 or PER7. Ambient sensor disabled when ordered with DCR. Separate on/off required. 16 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options. Not available with PIR1FC3V or PIRH1FC3V. 17 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50. Not available with PIR1FC3V or PIRH1FC3V. Separate on/off required. 18 Dimming driver standard. Not available with PER5, PER7, DMG, DCR, DS, BL30, BL50 or PNMT, PIR, PIRH, PIR1FC3V or PIRH1FC3V. 19 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information. 20 WTB not available with DS. 21 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V. 22 Available with 60 LEDs (60C option) only. 23 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls. 24 For retrofit use only.

For more control options, visit [DTL](#) and [ROAM](#) online.

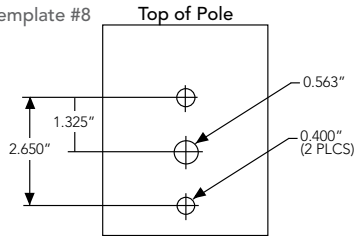


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Drilling

Template #8



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90°*
DM28AS	2 at 180°	DM39AS	3 at 90°*
DM49AS	4 at 90°*	DM32AS	3 at 120°**

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [POLES CENTRAL](#) to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only.

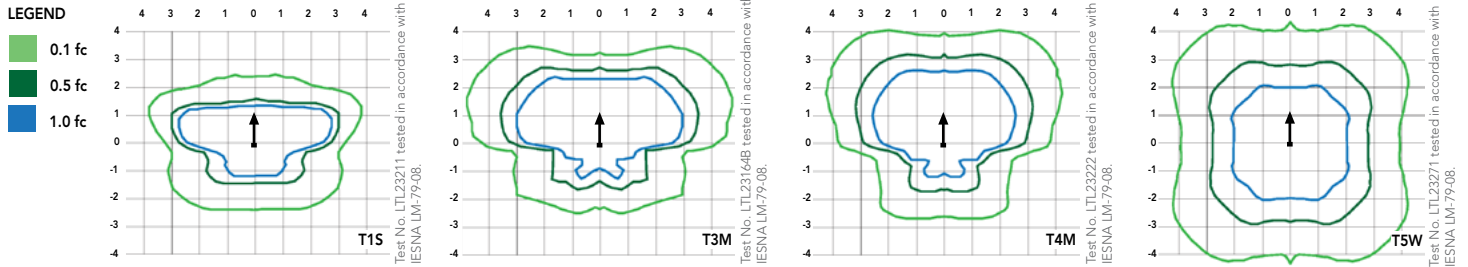
Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit [Lithonia Lighting's D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (20').



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	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
30	530	52	0.52	0.30	0.26	0.23	--	--
	700	68	0.68	0.39	0.34	0.30	0.24	0.17
	1000	105	1.03	0.59	0.51	0.45	0.36	0.26
40	530	68	0.67	0.39	0.34	0.29	0.23	0.17
	700	89	0.89	0.51	0.44	0.38	0.31	0.22
	1000	138	1.35	0.78	0.67	0.58	0.47	0.34
60	530	99	0.97	0.56	0.48	0.42	0.34	0.24
	700	131	1.29	0.74	0.65	0.56	0.45	0.32
	1000	209	1.98	1.14	0.99	0.86	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted 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	DSX1 LED 60C 1000			
	1.0	0.98	0.96	0.91
	DSX1 LED 60C 700			
	1.0	0.99	0.99	0.99

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	530 mA	52 W	T1S	5,948	1	0	1	114	6,387	1	0	1	123	6,427	1	0	1	124	3,640	1	0	1	70
			T2S	6,132	1	0	1	118	6,585	2	0	2	127	6,626	2	0	2	127	3,813	1	0	1	73
			T2M	5,992	1	0	2	115	6,434	1	0	2	124	6,475	1	0	2	125	3,689	1	0	1	71
			T3S	5,985	1	0	1	115	6,427	1	0	2	124	6,467	1	0	2	124	3,770	1	0	1	73
			T3M	6,039	1	0	2	116	6,485	1	0	2	125	6,525	1	0	2	125	3,752	1	0	1	72
			T4M	6,121	1	0	2	118	6,573	1	0	2	126	6,614	1	0	2	127	3,758	1	0	1	72
			TFTM	6,030	1	0	2	116	6,475	1	0	2	125	6,515	1	0	2	125	3,701	1	0	1	71
			TSVS	6,370	2	0	0	123	6,840	2	0	0	132	6,883	2	0	0	132	3,928	2	0	0	76
			T5S	6,417	2	0	0	123	6,890	2	0	0	133	6,933	2	0	0	133	3,881	2	0	0	75
			T5M	6,428	3	0	1	124	6,902	3	0	1	133	6,945	3	0	1	134	3,930	2	0	1	76
			TSW	6,334	3	0	1	122	6,801	3	0	1	131	6,844	3	0	1	132	3,820	3	0	1	73
			BLC	4,735	1	0	1	91	5,085	1	0	2	98	5,116	1	0	1	98					
			LCCO	4,600	1	0	2	88	4,940	1	0	2	95	4,971	1	0	2	96					
			RCCO	4,600	1	0	2	88	4,940	1	0	2	95	4,971	1	0	2	96					
	700 mA	68 W	T1S	7,554	1	0	1	111	8,112	2	0	2	119	8,163	2	0	2	120	4,561	1	0	1	67
			T2S	7,789	2	0	2	115	8,364	2	0	2	123	8,416	2	0	2	124	4,777	1	0	1	70
			T2M	7,610	1	0	2	112	8,172	2	0	2	120	8,223	2	0	2	121	4,622	1	0	2	68
			T3S	7,601	1	0	2	112	8,162	2	0	2	120	8,213	2	0	2	121	4,724	1	0	1	69
			T3M	7,670	1	0	2	113	8,236	2	0	2	121	8,288	2	0	2	122	4,701	1	0	2	69
			T4M	7,774	1	0	2	114	8,348	2	0	2	123	8,400	2	0	2	124	4,709	1	0	2	69
			TFTM	7,658	1	0	2	113	8,223	1	0	2	121	8,275	1	0	2	122	4,638	1	0	2	68
			TSVS	8,090	2	0	0	119	8,687	3	0	1	128	8,742	3	0	1	129	4,922	2	0	0	72
			T5S	8,150	2	0	0	120	8,751	3	0	0	129	8,806	3	0	0	130	4,863	2	0	0	72
			T5M	8,164	3	0	1	120	8,767	3	0	2	129	8,821	3	0	2	130	4,924	3	0	1	72
			TSW	8,044	3	0	1	118	8,638	3	0	2	127	8,692	3	0	2	128	4,787	3	0	1	70
			BLC	6,028	1	0	2	89	6,473	1	0	2	95	6,514	1	0	2	96					
			LCCO	5,856	1	0	2	86	6,289	1	0	2	92	6,328	1	0	2	93					
			RCCO	5,856	1	0	2	86	6,289	1	0	2	92	6,328	1	0	2	93					
	1000 mA	105 W	T1S	10,331	2	0	2	98	11,094	2	0	2	106	11,163	2	0	2	106					
			T2S	10,652	2	0	2	101	11,438	2	0	2	109	11,510	2	0	2	110					
			T2M	10,408	2	0	2	99	11,176	2	0	3	106	11,246	2	0	3	107					
			T3S	10,395	2	0	2	99	11,163	2	0	2	106	11,233	2	0	2	107					
			T3M	10,490	2	0	2	100	11,264	2	0	2	107	11,335	2	0	2	108					
			T4M	10,632	2	0	2	101	11,417	2	0	2	109	11,488	2	0	2	109					
			TFTM	10,473	2	0	2	100	11,247	2	0	3	107	11,317	2	0	3	108					
			TSVS	11,064	3	0	1	105	11,881	3	0	1	113	11,955	3	0	1	114					
			T5S	11,145	3	0	1	106	11,968	3	0	1	114	12,043	3	0	1	115					
			T5M	11,165	3	0	2	106	11,989	4	0	2	114	12,064	4	0	2	115					
			TSW	11,001	3	0	2	105	11,813	4	0	2	113	11,887	4	0	2	113					
			BLC	7,960	1	0	2	76	8,548	1	0	2	81	8,601	1	0	2	82					
			LCCO	7,734	1	0	2	74	8,305	1	0	2	79	8,357	1	0	2	80					
			RCCO	7,734	1	0	2	74	8,305	1	0	2	79	8,357	1	0	2	80					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40C (40 LEDs)	530 mA	68 W	T1S	7,861	1	0	1	116	8,441	2	0	2	124	8,494	2	0	2	125	4,794	1	0	1	71
			T2S	8,105	2	0	2	119	8,704	2	0	2	128	8,758	2	0	2	129	5,021	1	0	1	74
			T2M	7,920	2	0	2	116	8,504	2	0	2	125	8,557	2	0	2	126	4,858	1	0	2	71
			T3S	7,910	1	0	2	116	8,494	2	0	2	125	8,547	2	0	2	126	4,966	1	0	1	73
			T3M	7,982	2	0	2	117	8,571	2	0	2	126	8,625	2	0	2	127	4,941	1	0	2	73
			T4M	8,090	1	0	2	119	8,687	2	0	2	128	8,741	2	0	2	129	4,950	1	0	2	73
			TFTM	7,969	1	0	2	117	8,558	2	0	2	126	8,611	2	0	2	127	4,875	1	0	2	72
			TSVS	8,419	2	0	0	124	9,040	3	0	1	133	9,097	3	0	1	134	5,174	2	0	0	76
			T5S	8,481	2	0	0	125	9,107	3	0	1	134	9,164	3	0	1	135	5,111	2	0	0	75
			T5M	8,496	3	0	1	125	9,123	3	0	2	134	9,180	3	0	2	135	5,175	3	0	1	76
			TSW	8,371	3	0	2	123	8,989	3	0	2	132	9,045	3	0	2	133	5,031	3	0	1	74
			BLC	6,255	1	0	2	92	6,717	1	0	2	99	6,759	1	0	2	99					
			LCCO	6,077	1	0	2	89	6,526	1	0	2	96	6,566	1	0	2	97					
			RCCO	6,077	1	0	2	89	6,526	1	0	2	96	6,566	1	0	2	97					
	700 mA	91 W	T1S	9,984	2	0	2	112	10,721	2	0	2	120	10,788	2	0	2	121	6,014	1	0	1	68
			T2S	10,294	2	0	2	116	11,054	2	0	2	124	11,123	2	0	2	125	6,299	2	0	2	71
			T2M	10,059	2	0	2	113	10,801	2	0	3	121	10,869	2	0	3	122	6,094	2	0	2	68
			T3S	10,046	2	0	2	113	10,788	2	0	2	121	10,855	2	0	2	122	6,229	1	0	2	70
			T3M	10,137	2	0	2	114	10,886	2	0	2	122	10,954	2	0	2	123	6,198	2	0	2	70
			T4M	10,275	2	0	2	115	11,033	2	0	2	124	11,102	2	0	2	125	6,209	1	0	2	70
			TFTM	10,122	2	0	2	114	10,869	2	0	2	122	10,937	2	0	2	123	6,115	1	0	2	69
			TSVS	10,693	3	0	1	120	11,482	3	0	1	129	11,554	3	0	1	130	6,490	2	0	0	73
			T5S	10,771	3	0	1	121	11,566	3	0	1	130	11,639	3	0	1	131	6,411	2	0	0	72
			T5M	10,790	3	0	2	121	11,587	4	0	2	130	11,659	4	0	2	131	6,492	3	0	1	73
			TSW	10,632	3	0	2	119	11,417	4	0	2	128	11,488	4	0	2	129	6,311	3	0	2	71
			BLC	7,963	1	0	2	89	8,551	1	0	2	96	8,605	1	0	2	97					
			LCCO	7,736	1	0	2	87	8,308	1	0	2	93	8,359	1	0	2	94					
			RCCO	7,736	1	0	2	87	8,308	1	0	2	93	8,359	1	0	2	94					
	1000 mA	138 W	T1S	13,655	2	0	2	99	14,663	3	0	3	106	14,754	3	0	3	107					
			T2S	14,079	2	0	2	102	15,118	3	0	3	110	15,212	3	0	3	110					
			T2M	13,756	2	0	3	100	14,772	3	0	3	107	14,864	3	0	3	108					
			T3S	13,739	2	0	2	100	14,754	2	0	2	107	14,846	3	0	3	108					
			T3M	13,864	2	0	2	100	14,888	3	0	3	108	14,981	3	0	3	109					
			T4M	14,052	2	0	2	102	15,090	3	0	3	109	15,184	3	0	3	110					
			TFTM	13,842	2	0	3	100	14,864	2	0	3	108	14,957	2	0	3	108					
			TSVS	14,623	3	0	1	106	15,703	4	0	1	114	15,801	4	0	1	115					
			T5S	14,731	3	0	1	107	15,818	3	0	1	115	15,917	3	0	1	115					
			T5M	14,757	4	0	2	107	15,846	4	0	2	115	15,945	4	0	2	116					
			TSW	14,540	4	0	2	105	15,614	4	0	2	113	15,711	4	0	2	114					
			BLC	10,516	1	0	2	76	11,292	1	0	2	82	11,363	1	0	2	82					
			LCCO	10,216	2	0	3	74	10,971	2	0	3	80	11,039	2	0	3	80					
			RCCO	10,216	2	0	3	74	10,971	2	0	3	80	11,039	2	0	3	80					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60C (60 LEDs)	530 mA	99 W	T1S	11,569	2	0	2	117	12,423	2	0	2	125	12,501	2	0	2	126	7,167	2	0	2	72
			T2S	11,928	2	0	2	120	12,809	3	0	3	129	12,889	3	0	3	130	7,507	2	0	2	76
			T2M	11,655	2	0	2	118	12,516	2	0	3	126	12,594	2	0	3	127	7,263	2	0	2	73
			T3S	11,641	2	0	2	118	12,500	2	0	2	126	12,579	2	0	2	127	7,424	2	0	2	75
			T3M	11,747	2	0	2	119	12,614	2	0	2	127	12,693	2	0	2	128	7,387	2	0	2	75
			T4M	11,906	2	0	2	120	12,785	2	0	2	129	12,865	2	0	2	130	7,400	2	0	2	75
			TFTM	11,728	2	0	2	118	12,594	2	0	3	127	12,673	2	0	3	128	7,288	1	0	2	74
			TSVS	12,390	3	0	1	125	13,305	3	0	1	134	13,388	3	0	1	135	7,734	3	0	1	78
			T5S	12,481	3	0	1	126	13,402	3	0	1	135	13,486	3	0	1	136	7,641	3	0	0	77
			T5M	12,503	3	0	2	126	13,426	4	0	2	136	13,510	4	0	2	136	7,737	3	0	2	78
			TSW	12,320	4	0	2	124	13,229	4	0	2	134	13,312	4	0	2	134	7,522	3	0	2	76
			BLC	9,212	1	0	2	93	9,892	1	0	2	100	9,954	1	0	2	101					
			LCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
			RCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
	700 mA	131 W	T1S	14,694	2	0	2	112	15,779	3	0	3	120	15,877	3	0	3	121	8,952	2	0	2	68
			T2S	15,150	3	0	3	116	16,269	3	0	3	124	16,370	3	0	3	125	9,377	2	0	2	72
			T2M	14,803	2	0	3	113	15,896	3	0	3	121	15,995	3	0	3	122	9,072	2	0	2	69
			T3S	14,785	2	0	2	113	15,877	3	0	3	121	15,976	3	0	3	122	9,273	2	0	2	71
			T3M	14,919	2	0	2	114	16,021	3	0	3	122	16,121	3	0	3	123	9,227	2	0	2	70
			T4M	15,122	2	0	2	115	16,238	3	0	3	124	16,340	3	0	3	125	9,243	2	0	2	71
			TFTM	14,896	2	0	3	114	15,996	2	0	3	122	16,096	2	0	3	123	9,103	2	0	2	69
			TSVS	15,736	3	0	1	120	16,898	4	0	1	129	17,004	4	0	1	130	9,661	3	0	1	74
			T5S	15,852	3	0	1	121	17,022	4	0	1	130	17,129	4	0	1	131	9,544	3	0	1	73
			T5M	15,880	4	0	2	121	17,052	4	0	2	130	17,159	4	0	2	131	9,665	3	0	2	74
			TSW	15,647	4	0	2	119	16,802	4	0	2	128	16,907	4	0	2	129	9,395	4	0	2	72
			BLC	11,728	1	0	2	90	12,594	1	0	2	96	12,672	3	0	3	97					
			LCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
			RCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
	1000 mA	209 W	T1S	20,095	3	0	3	96	21,579	3	0	3	103	21,714	3	0	3	104					
			T2S	20,720	3	0	3	99	22,249	3	0	3	106	22,388	3	0	3	107					
			T2M	20,245	3	0	3	97	21,740	3	0	3	104	21,876	3	0	3	105					
			T3S	20,220	3	0	3	97	21,713	3	0	3	104	21,849	3	0	3	105					
			T3M	20,404	3	0	3	98	21,910	3	0	4	105	22,047	3	0	4	105					
			T4M	20,681	3	0	3	99	22,207	3	0	4	106	22,346	3	0	4	107					
			TFTM	20,372	3	0	3	97	21,876	3	0	4	105	22,013	3	0	4	105					
			TSVS	21,521	4	0	1	103	23,110	4	0	1	111	23,254	4	0	1	111					
			T5S	21,679	4	0	1	104	23,280	4	0	1	111	23,425	4	0	1	112					
			T5M	21,717	4	0	2	104	23,321	5	0	3	112	23,466	5	0	3	112					
			TSW	21,399	4	0	3	102	22,979	5	0	3	110	23,122	5	0	3	111					
			BLC	15,487	2	0	2	74	16,630	2	0	2	80	16,734	2	0	3	80					
			LCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					
			RCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60C (60 LEDs)	530 mA	99 W	T1S	11,569	2	0	2	117	12,423	2	0	2	125	12,501	2	0	2	126	7,167	2	0	2	72
			T2S	11,928	2	0	2	120	12,809	3	0	3	129	12,889	3	0	3	130	7,507	2	0	2	76
			T2M	11,655	2	0	2	118	12,516	2	0	3	126	12,594	2	0	3	127	7,263	2	0	2	73
			T3S	11,641	2	0	2	118	12,500	2	0	2	126	12,579	2	0	2	127	7,424	2	0	2	75
			T3M	11,747	2	0	2	119	12,614	2	0	2	127	12,693	2	0	2	128	7,387	2	0	2	75
			T4M	11,906	2	0	2	120	12,785	2	0	2	129	12,865	2	0	2	130	7,400	2	0	2	75
			TFTM	11,728	2	0	2	118	12,594	2	0	3	127	12,673	2	0	3	128	7,288	1	0	2	74
			TSVS	12,390	3	0	1	125	13,305	3	0	1	134	13,388	3	0	1	135	7,734	3	0	1	78
			T5S	12,481	3	0	1	126	13,402	3	0	1	135	13,486	3	0	1	136	7,641	3	0	0	77
			T5M	12,503	3	0	2	126	13,426	4	0	2	136	13,510	4	0	2	136	7,737	3	0	2	78
			TSW	12,320	4	0	2	124	13,229	4	0	2	134	13,312	4	0	2	134	7,522	3	0	2	76
			BLC	9,212	1	0	2	93	9,892	1	0	2	100	9,954	1	0	2	101					
			LCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
			RCCO	8,950	1	0	2	90	9,611	2	0	2	97	9,671	2	0	2	98					
	700 mA	131 W	T1S	14,694	2	0	2	112	15,779	3	0	3	120	15,877	3	0	3	121	8,952	2	0	2	68
			T2S	15,150	3	0	3	116	16,269	3	0	3	124	16,370	3	0	3	125	9,377	2	0	2	72
			T2M	14,803	2	0	3	113	15,896	3	0	3	121	15,995	3	0	3	122	9,072	2	0	2	69
			T3S	14,785	2	0	2	113	15,877	3	0	3	121	15,976	3	0	3	122	9,273	2	0	2	71
			T3M	14,919	2	0	2	114	16,021	3	0	3	122	16,121	3	0	3	123	9,227	2	0	2	70
			T4M	15,122	2	0	2	115	16,238	3	0	3	124	16,340	3	0	3	125	9,243	2	0	2	71
			TFTM	14,896	2	0	3	114	15,996	2	0	3	122	16,096	2	0	3	123	9,103	2	0	2	69
			TSVS	15,736	3	0	1	120	16,898	4	0	1	129	17,004	4	0	1	130	9,661	3	0	1	74
			T5S	15,852	3	0	1	121	17,022	4	0	1	130	17,129	4	0	1	131	9,544	3	0	1	73
			T5M	15,880	4	0	2	121	17,052	4	0	2	130	17,159	4	0	2	131	9,665	3	0	2	74
			TSW	15,647	4	0	2	119	16,802	4	0	2	128	16,907	4	0	2	129	9,395	4	0	2	72
			BLC	11,728	1	0	2	90	12,594	1	0	2	96	12,672	3	0	3	97					
			LCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
			RCCO	11,394	2	0	3	87	12,235	2	0	3	93	12,311	2	0	3	94					
	1000 mA	209 W	T1S	20,095	3	0	3	96	21,579	3	0	3	103	21,714	3	0	3	104					
			T2S	20,720	3	0	3	99	22,249	3	0	3	106	22,388	3	0	3	107					
			T2M	20,245	3	0	3	97	21,740	3	0	3	104	21,876	3	0	3	105					
			T3S	20,220	3	0	3	97	21,713	3	0	3	104	21,849	3	0	3	105					
			T3M	20,404	3	0	3	98	21,910	3	0	4	105	22,047	3	0	4	105					
			T4M	20,681	3	0	3	99	22,207	3	0	4	106	22,346	3	0	4	107					
			TFTM	20,372	3	0	3	97	21,876	3	0	4	105	22,013	3	0	4	105					
			TSVS	21,521	4	0	1	103	23,110	4	0	1	111	23,254	4	0	1	111					
			T5S	21,679	4	0	1	104	23,280	4	0	1	111	23,425	4	0	1	112					
			T5M	21,717	4	0	2	104	23,321	5	0	3	112	23,466	5	0	3	112					
			TSW	21,399	4	0	3	102	22,979	5	0	3	110	23,122	5	0	3	111					
			BLC	15,487	2	0	2	74	16,630	2	0	2	80	16,734	2	0	3	80					
			LCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					
			RCCO	15,046	2	0	3	72	16,157	2	0	3	77	16,258	2	0	3	78					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-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 and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft²) for optimized pole wind loading.

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 both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) or optional 3000 K (70 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 30, 40 or 60 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L99/100,000 hours at

25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

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 to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

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.



FEATURES & SPECIFICATIONS

INTENDED USE — Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION — **Pole Shaft:** The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, .1196"), or 50 KSI (7-gauge, .1793"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: A top cap is provided for all poles that will receive drilling patterns for side-mount luminaire arm assemblies or when ordered with PT option.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/ Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, (55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Standard powder-coat finishes include Dark Bronze, White, Black, Medium Bronze and Natural Aluminum colors. Classic finishes include Sandstone, Charcoal Gray, Tennis Green, Bright Red and Steel Blue colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Hot-dipped Galvanized, Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes. Factory-applied primer paint finish is available for customer field-paint applications.

WARRANTY — 1-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

NOTE: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

Catalog Number	SSS 16 DM19AS DXDDB
Notes	Windsor School
Type	Pole For Fixture Types P1, P1-BC, P2, & P3



Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

ORDERING INFORMATION

Lead times will vary depending on options selected. Consult with your sales representative.

Example: SSS 20 5C DM19 DDB

SSS						
Series	Nominal fixture mounting height	Nominal shaft base size/wall thickness ¹	Mounting ²		Options	Finish ¹⁰
SSS	(See technical information table.)	(See technical information table.)	Tenon mounting PT Open top (includes top cap) T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS) T35 4" O.D. (3-1/2" NPS) KAC/KAD/KSE/KSF/KVR/KVF Drill mounting³ DM19 1 at 90° DM28 2 at 180° DM28 PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° CSX/DSX/AERIS™/OMERO™ Drill mounting³ DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90°	AERIS™ Suspend drill mounting^{3,4} DM19AST_ 1 at 90° DM28AST_ 2 at 180° DM29AST_ 2 at 90° DM39AST_ 3 at 90° DM49AST_ 4 at 90° OMERO™ Suspend drill mounting^{3,4} DM19MRT_ 1 at 90° DM28MRT_ 2 at 180° DM29MRT_ 2 at 90° DM39MRT_ 3 at 90° DM49MRT_ 4 at 90°	Shipped installed L/AB Less anchor bolts VD Vibration damper TP Tamper resistant handhole cover fasteners HAXy Horizontal arm bracket (1 fixture)^{5,6} FDLxy Festoon outlet less electrical⁵ CPL12/xy 1/2" coupling⁵ CPL34/xy 3/4" coupling⁵ CPL1/xy 1" coupling⁵ NPL12/xy 1/2" threaded nipple⁵ NPL34/xy 3/4" threaded nipple⁵ NPL1/xy 1" threaded nipple⁵ EHXy Extra handhole^{5,7} MAEX Match existing⁸ USPOM United States point of manufacture⁹ IC Interior coating¹⁰	Standard colors DDB Dark bronze DWH White DBL Black DMB Medium bronze DNA Natural aluminum Classic colors DSS Sandstone DGC Charcoal gray DTG Tennis green DBR Bright red DSB Steel blue Architectural Colors and Special Finishes¹¹ Galvanized, Paint over Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes available.

See footnotes next page.

SSS Square Straight Steel Poles

NOTES:

1. Wall thickness will be signified with a "C" (7 Gauge) or a "G" (11-gauge) in nomenclature. "C" - 0.1196" "G" - 0.1793.
2. PT open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, follow this example: DM28/T20. The combination includes a required extra handhole.
3. The drilling template pattern to be used for a particular luminaire depends on the luminaire that is used. Refer to the Technical Data Section of the Outdoor Binder for Drilling Templates.
Matrix with Generic Template Link at <http://www.acuitybrands.com/-/media/Files/Acuity/Resources/Tools-and-Documents/Pole%20Resources/Pole%20Anchorage/Matrix%20Document/AnchorBoltMatrix.pdf?la=en>

4. Insert "1" or "2" to designate fixture size; e.g. DM19AST2.
5. Specify location and orientation when ordering option.
For "x": Specify the height above the base of pole in feet or feet and inches; separate feet and inches with a "-".
Example: 5ft = 5 and 20ft, 3 in = 20-3
For "y": Specify orientation from handhole (A,B,C,D)
Refer to the Handhole Orientation diagram below.
Example: 1/2" coupling at 5' 8", orientation C:
SSS 20 5C DM19 CPL12/5-8BC DDB
6. Horizontal arm is 18" x 2-3/8" O.D. tenon standard, with radius curve providing 12" rise and 2-3/8" O.D..
7. Combination of tenon-top and drill mount includes extra handhole.

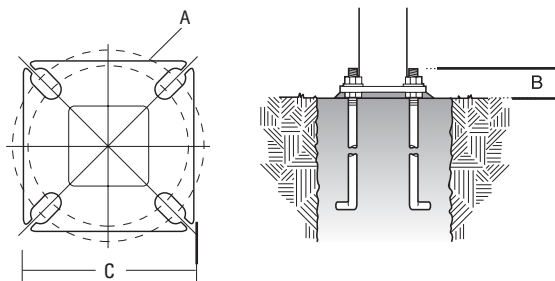
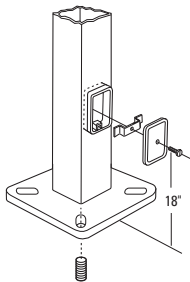
8. Must add original order number of existing pole(s).
9. Use when mill certifications are required.
10. Provides enhanced corrosion resistance.
11. Additional colors available; see www.lithonia.com/archcolors or Architectural Colors brochure (Form No. 794.3). Available by formal quote only, consult factory for details.

TECHNICAL INFORMATION — EPA (ft²) WITH 3-SECOND GUST PER AASHTO 2013

Series	Mounting Height (ft)	Shaft Base Size	90 MPH	Max. weight	100 MPH	Max. weight	110 MPH	Max. weight	120 MPH	Max. weight	130 MPH	Max. weight	140 MPH	Max. weight	150 MPH	Max. weight
SSS	10	4C	20	500	16	400	13	325	10.5	263	8.5	213	7	175	6	150
SSS	12	4C	16	400	13	325	10	250	8	200	6.5	163	5	125	4	100
SSS	14	4C	13.5	338	10	250	7.5	188	6	150	4.5	113	3.5	88	2.5	63
SSS	16	4C	10.5	263	7.5	188	5.5	138	4	100	3	75	1.5	38	1	25
SSS	18	4C	8	200	5.5	138	4	100	2.5	63	1.5	38	0.5	13	-	-
SSS	20	4C	6	150	4	100	2.5	63	1	25	-	-	-	-	-	-
SSS	20	5C	10	250	7	175	4.5	113	2.5	63	1	25	-	-	-	-
SSS	20	5G	14	350	10	250	7	175	5	125	3	75	1.5	38	0.5	13
SSS	25	4C	2	50	0.5	13	-	-	-	-	-	-	-	-	-	-
SSS	25	4G	5.5	138	3	75	1.5	38	-	-	-	-	-	-	-	-
SSS	25	5C	4.5	113	2	50	-	-	-	-	-	-	-	-	-	-
SSS	25	5G	7.5	188	4.5	113	2	50	0.5	13	-	-	-	-	-	-
SSS	30	4G	1.5	38	-	-	-	-	-	-	-	-	-	-	-	-
SSS	30	5C	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SSS	30	5G	2.5	63	-	-	-	-	-	-	-	-	-	-	-	-
SSS	30	6G	11	275	6	150	2.5	63	-	-	-	-	-	-	-	-
SSS	35	5G	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SSS	35	6G	4	100	-	-	-	-	-	-	-	-	-	-	-	-
SSS	39	6G	-	-	-	-	-	-	-	-	-	-	-	-	-	-

AASHTO 2013 criteria is the most conservative existing EPA calculation. For poles not showing EPA values under AASHTO 2013, EPA values may exist under commercial criteria. Consult Outdoor Tech support to obtain these values.

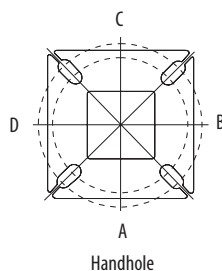
BASE DETAIL



POLE DATA

Shaft base size	Bolt circle A	Bolt projection B	Base square C	Template description	Anchor bolt description	Anchor bolt and template number
4"C	8" - 9"	2-3/4"-4"	8"	ABTEMPLATE PJ50004	AB18-0	ABSSS-4C
4"G	8" - 9"	2-3/4"-4"	8"	ABTEMPLATE PJ50004	AB30-0	ABSSS-4G
5"	10" - 12"	3-3/8"-4"	11"	ABTEMPLATE PJ50010	AB36-0	ABSSS-5
6"	11" - 13"	3-3/8"-4"	12-1/2"	ABTEMPLATE PJ50011	AB36-0	N/A

HANDHOLE ORIENTATION



IMPORTANT INSTALLATION NOTES:

- Do not erect poles without having fixtures installed.
- Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage.
- Lithonia Lighting is not responsible for the foundation design.

IMPORTANT:

• These specifications are intended for general purposes only. Lithonia reserves the right to change material or design, without prior notice, in a continuing effort to upgrade its products.



D-Series Size 1 LED Wall Luminaire



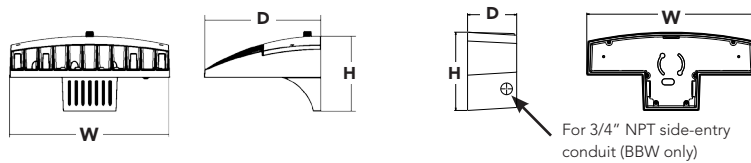
d#series

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, ELCW)

Width:	13-3/4" (34.9 cm)	BBW Weight:	5 lbs (2.3 kg)
Depth:	4" (10.2 cm)	ELCW Weight:	10 lbs (4.5 kg)
Height:	6-3/8" (16.2 cm)		



Catalog Number	DSXW1 LED 20C 350 50K T4M MVOLT PIR DDBXD
Notes	Windsor School
Type	W1

Hit the Tab key or mouse over the page to see all interactive elements.

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

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines)	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A)	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 ASYDF Asymmetric diffuse	MVOLT ¹ 120 ¹ 208 ¹ 240 ¹ 277 ¹ 347 ² 480 ²	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ⁵ PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶

Other Options

Finish (required)

Shipped installed

SF	Single fuse (120, 277 or 347V) ⁷
DF	Double fuse (208, 240 or 480V) ⁷
HS	House-side shield ⁸
SPD	Separate surge protection ⁹

Shipped separately⁸

BSW	Bird-deterrent spikes
WG	Wire guard
VG	Vandal guard
DDL	Diffused drop lens

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White

DSSXD	Sandstone
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum

DWHGXD	Textured white
DSSTXD	Textured sandstone

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR and PIR1FC3V specifies the [Sensor Switch SBGR-10-ODP](#) control; PIRH specifies the [Sensor Switch SBGR-6-ODP](#) control; see [Motion Sensor Guide](#) for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- 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
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
(10 LEDs)	350mA	14W	T2S	1,415	0	0	1	101	1,520	0	0	1	109	1,529	0	0	1	109	894	0	0	1	64
			T2M	1,349	0	0	1	96	1,449	0	0	1	104	1,458	0	0	1	104	852	0	0	1	61
			T3S	1,400	0	0	1	100	1,503	0	0	1	107	1,512	0	0	1	108	884	0	0	1	63
			T3M	1,386	0	0	1	99	1,488	0	0	1	106	1,497	0	0	1	107	876	0	0	1	63
			T4M	1,358	0	0	1	97	1,458	0	0	1	104	1,467	0	0	1	105	858	0	0	1	61
			TFTM	1,411	0	0	1	101	1,515	0	0	1	108	1,525	0	0	1	109	892	0	0	1	64
			ASYDF	1,262	0	0	1	90	1,355	1	0	1	97	1,363	1	0	1	97	797	0	0	1	57
	530 mA	20W	T2S	2,054	1	0	1	103	2,205	1	0	1	110	2,219	1	0	1	111	1,264	0	0	1	63
			T2M	1,957	1	0	1	98	2,102	1	0	1	105	2,115	1	0	1	106	1,205	0	0	1	60
			T3S	2,031	0	0	1	102	2,181	0	0	1	109	2,195	0	0	1	110	1,250	0	0	1	63
			T3M	2,010	1	0	1	101	2,159	1	0	1	108	2,172	1	0	1	109	1,237	0	0	1	62
			T4M	1,970	1	0	1	99	2,115	1	0	1	106	2,128	0	0	1	106	1,212	0	0	1	61
			TFTM	2,047	0	0	1	102	2,198	0	0	1	110	2,212	0	0	1	111	1,260	0	0	1	63
			ASYDF	1,830	1	0	1	92	1,966	1	0	1	98	1,978	1	0	1	99	1,127	0	0	1	56
	700 mA	27W	T2S	2,623	1	0	1	97	2,816	1	0	1	104	2,834	1	0	1	105	1,544	0	0	1	57
			T2M	2,499	1	0	1	93	2,684	1	0	1	99	2,701	1	0	1	100	1,472	0	0	1	55
			T3S	2,593	1	0	1	96	2,785	1	0	1	103	2,802	1	0	1	104	1,527	0	0	1	57
			T3M	2,567	1	0	1	95	2,757	1	0	1	102	2,774	1	0	1	103	1,512	0	0	1	56
			T4M	2,515	1	0	1	93	2,701	1	0	1	100	2,718	1	0	1	101	1,481	0	0	1	55
			TFTM	2,614	1	0	1	97	2,807	1	0	1	104	2,825	1	0	1	105	1,539	0	0	1	57
			ASYDF	2,337	1	0	1	87	2,510	1	0	1	93	2,526	1	0	1	94	1,376	0	0	1	51
	1000 mA	40W	T2S	3,685	1	0	1	92	3,957	1	0	1	99	3,982	1	0	1	100	2,235	1	0	1	58
			T2M	3,512	1	0	1	88	3,771	1	0	1	94	3,795	1	0	1	95	2,130	1	0	2	55
			T3S	3,644	1	0	1	91	3,913	1	0	1	98	3,938	1	0	1	98	2,210	1	0	2	57
			T3M	3,607	1	0	1	90	3,874	1	0	1	97	3,898	1	0	1	97	2,187	1	0	2	56
			T4M	3,534	1	0	1	88	3,795	1	0	1	95	3,819	1	0	1	95	2,143	1	0	2	55
			TFTM	3,674	1	0	1	92	3,945	1	0	1	99	3,969	1	0	1	99	2,228	1	0	2	57
			ASYDF	3,284	1	0	1	82	3,527	1	0	1	88	3,549	1	0	1	89	1,991	1	0	2	51
(20 LEDs)	350mA	24W	T2S	2,820	1	0	1	118	3,028	1	0	1	126	3,047	1	0	1	127	1,777	1	0	1	74
			T2M	2,688	1	0	1	112	2,886	1	0	1	120	2,904	1	0	1	121	1,693	1	0	1	71
			T3S	2,789	1	0	1	116	2,995	1	0	2	125	3,013	1	0	2	126	1,757	0	0	1	73
			T3M	2,761	1	0	1	115	2,964	1	0	2	124	2,983	1	0	2	124	1,739	1	0	1	72
			T4M	2,705	1	0	1	113	2,904	1	0	2	121	2,922	1	0	2	122	1,704	1	0	1	71
			TFTM	2,811	1	0	1	117	3,019	1	0	2	126	3,038	1	0	2	127	1,771	0	0	1	74
			ASYDF	2,513	1	0	1	105	2,699	1	0	2	112	2,716	1	0	2	113	1,584	1	0	1	66
	530 mA	36W	T2S	4,079	1	0	1	113	4,380	1	0	1	122	4,408	1	0	1	122	2,504	1	0	1	70
			T2M	3,887	1	0	1	108	4,174	1	0	1	116	4,200	1	0	1	117	2,387	1	0	1	66
			T3S	4,034	1	0	1	112	4,332	1	0	1	120	4,359	1	0	1	121	2,477	1	0	1	69
			T3M	3,993	1	0	1	111	4,288	1	0	1	119	4,315	1	0	1	120	2,451	1	0	2	68
			T4M	3,912	1	0	2	109	4,201	1	0	2	117	4,227	1	0	1	117	2,402	1	0	1	67
			TFTM	4,066	1	0	1	113	4,367	1	0	1	121	4,394	1	0	1	122	2,496	1	0	1	69
			ASYDF	3,635	1	0	2	101	3,904	1	0	2	108	3,928	1	0	2	109	2,232	1	0	1	62
	700 mA	47W	T2S	5,188	1	0	1	110	5,571	1	0	1	119	5,606	1	0	1	119	3,065	1	0	1	65
			T2M	4,945	1	0	1	105	5,310	1	0	1	113	5,343	1	0	1	114	2,921	1	0	1	62
			T3S	5,131	1	0	1	109	5,510	1	0	2	117	5,544	1	0	2	118	3,031	1	0	1	64
			T3M	5,079	1	0	2	108	5,454	1	0	2	116	5,488	1	0	2	117	3,000	1	0	1	64
			T4M	4,976	1	0	2	106	5,343	1	0	2	114	5,377	1	0	2	114	2,939	1	0	1	63
			TFTM	5,172	1	0	2	110	5,554	1	0	2	118	5,589	1	0	2	119	3,055	1	0	1	65
			ASYDF	4,624	1	0	2	98	4,966	1	0	2	106	4,997	1	0	2	106	2,732	1	0	1	58
	1000 mA	74W	T2S	7,205	1	0	1	97	7,736	1	0	1	105	7,785	1	0	1	105	4,429	1	0	1	61
			T2M	6,866	1	0	2	93	7,373	1	0	2	100	7,419	1	0	2	100	4,221	1	0	2	58
			T3S	7,124	1	0	2	96	7,650	1	0	2	103	7,698	1	0	2	104	4,380	1	0	2	60
			T3M	7,052	1	0	2	95	7,736	1	0	2	105	7,620	1	0	2	103	4,335	1	0	2	59
			T4M	6,910	1	0	2	93	7,420	1	0	2	100	7,466	1	0	2	101	4,248	1	0	2	58
			TFTM	7,182	1	0	2	97	7,712	1	0	2	104	7,760	1	0	2	105	4,415	1	0	2	60
			ASYDF	6,421	1	0	2	87	6,895	2	0	2	93	6,938	2	0	2	94	3,947	1	0	2	54

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

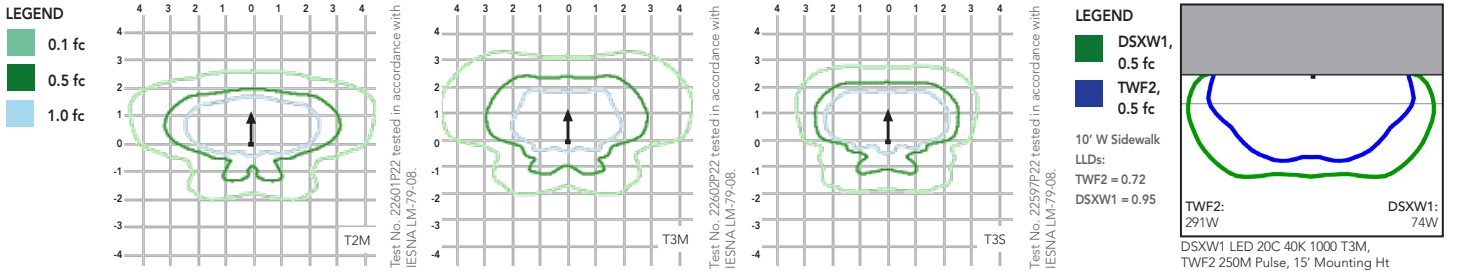
Electrical Load

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

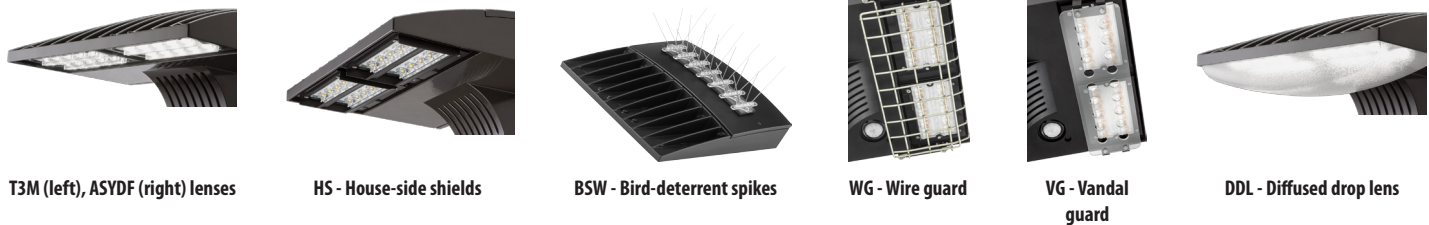
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isfootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



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 to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

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.





D-Series Size 1 LED Wall Luminaire



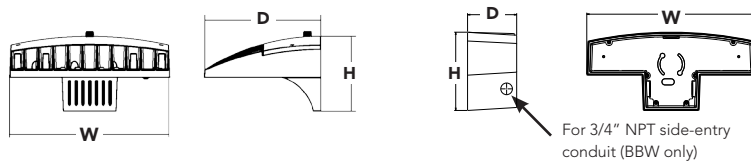
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Specifications Luminaire

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, ELCW)

Width:	13-3/4" (34.9 cm)	BBW Weight:	5 lbs (2.3 kg)
Depth:	4" (10.2 cm)	ELCW Weight:	10 lbs (4.5 kg)
Height:	6-3/8" (16.2 cm)		



Catalog Number **DSXW1 LED 20C 700 50K T4M MVOLT PIRH DDBXD**

Notes
Windsor School

Type
W2

Hit the Tab key or mouse over the page to see all interactive elements.

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

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines)	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A)	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 ASYDF Asymmetric diffuse	MVOLT ¹ 120 ¹ 208 ¹ 240 ¹ 277 ¹ 347 ² 480 ²	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ⁵ PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶

Other Options

Finish (required)

Shipped installed

SF	Single fuse (120, 277 or 347V) ⁷
DF	Double fuse (208, 240 or 480V) ⁷
HS	House-side shield ⁸
SPD	Separate surge protection ⁹

Shipped separately⁸

BSW	Bird-deterrent spikes
WG	Wire guard
VG	Vandal guard
DDL	Diffused drop lens

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White

DSSXD	Sandstone
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum

DWHGXD	Textured white
DSSTXD	Textured sandstone

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR and PIR1FC3V specifies the [Sensor Switch SBGR-10-ODP](#) control; PIRH specifies the [Sensor Switch SBGR-6-ODP](#) control; see [Motion Sensor Guide](#) for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- 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](#)
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
(10 LEDs)	350mA	14W	T2S	1,415	0	0	1	101	1,520	0	0	1	109	1,529	0	0	1	109	894	0	0	1	64
			T2M	1,349	0	0	1	96	1,449	0	0	1	104	1,458	0	0	1	104	852	0	0	1	61
			T3S	1,400	0	0	1	100	1,503	0	0	1	107	1,512	0	0	1	108	884	0	0	1	63
			T3M	1,386	0	0	1	99	1,488	0	0	1	106	1,497	0	0	1	107	876	0	0	1	63
			T4M	1,358	0	0	1	97	1,458	0	0	1	104	1,467	0	0	1	105	858	0	0	1	61
			TFTM	1,411	0	0	1	101	1,515	0	0	1	108	1,525	0	0	1	109	892	0	0	1	64
			ASYDF	1,262	0	0	1	90	1,355	1	0	1	97	1,363	1	0	1	97	797	0	0	1	57
	530 mA	20W	T2S	2,054	1	0	1	103	2,205	1	0	1	110	2,219	1	0	1	111	1,264	0	0	1	63
			T2M	1,957	1	0	1	98	2,102	1	0	1	105	2,115	1	0	1	106	1,205	0	0	1	60
			T3S	2,031	0	0	1	102	2,181	0	0	1	109	2,195	0	0	1	110	1,250	0	0	1	63
			T3M	2,010	1	0	1	101	2,159	1	0	1	108	2,172	1	0	1	109	1,237	0	0	1	62
			T4M	1,970	1	0	1	99	2,115	1	0	1	106	2,128	0	0	1	106	1,212	0	0	1	61
			TFTM	2,047	0	0	1	102	2,198	0	0	1	110	2,212	0	0	1	111	1,260	0	0	1	63
			ASYDF	1,830	1	0	1	92	1,966	1	0	1	98	1,978	1	0	1	99	1,127	0	0	1	56
	700 mA	27W	T2S	2,623	1	0	1	97	2,816	1	0	1	104	2,834	1	0	1	105	1,544	0	0	1	57
			T2M	2,499	1	0	1	93	2,684	1	0	1	99	2,701	1	0	1	100	1,472	0	0	1	55
			T3S	2,593	1	0	1	96	2,785	1	0	1	103	2,802	1	0	1	104	1,527	0	0	1	57
			T3M	2,567	1	0	1	95	2,757	1	0	1	102	2,774	1	0	1	103	1,512	0	0	1	56
			T4M	2,515	1	0	1	93	2,701	1	0	1	100	2,718	1	0	1	101	1,481	0	0	1	55
			TFTM	2,614	1	0	1	97	2,807	1	0	1	104	2,825	1	0	1	105	1,539	0	0	1	57
			ASYDF	2,337	1	0	1	87	2,510	1	0	1	93	2,526	1	0	1	94	1,376	0	0	1	51
	1000 mA	40W	T2S	3,685	1	0	1	92	3,957	1	0	1	99	3,982	1	0	1	100	2,235	1	0	1	58
			T2M	3,512	1	0	1	88	3,771	1	0	1	94	3,795	1	0	1	95	2,130	1	0	2	55
			T3S	3,644	1	0	1	91	3,913	1	0	1	98	3,938	1	0	1	98	2,210	1	0	2	57
			T3M	3,607	1	0	1	90	3,874	1	0	1	97	3,898	1	0	1	97	2,187	1	0	2	56
			T4M	3,534	1	0	1	88	3,795	1	0	1	95	3,819	1	0	1	95	2,143	1	0	2	55
			TFTM	3,674	1	0	1	92	3,945	1	0	1	99	3,969	1	0	1	99	2,228	1	0	2	57
			ASYDF	3,284	1	0	1	82	3,527	1	0	1	88	3,549	1	0	1	89	1,991	1	0	2	51
(20 LEDs)	350mA	24W	T2S	2,820	1	0	1	118	3,028	1	0	1	126	3,047	1	0	1	127	1,777	1	0	1	74
			T2M	2,688	1	0	1	112	2,886	1	0	1	120	2,904	1	0	1	121	1,693	1	0	1	71
			T3S	2,789	1	0	1	116	2,995	1	0	2	125	3,013	1	0	2	126	1,757	0	0	1	73
			T3M	2,761	1	0	1	115	2,964	1	0	2	124	2,983	1	0	2	124	1,739	1	0	1	72
			T4M	2,705	1	0	1	113	2,904	1	0	2	121	2,922	1	0	2	122	1,704	1	0	1	71
			TFTM	2,811	1	0	1	117	3,019	1	0	2	126	3,038	1	0	2	127	1,771	0	0	1	74
			ASYDF	2,513	1	0	1	105	2,699	1	0	2	112	2,716	1	0	2	113	1,584	1	0	1	66
	530 mA	36W	T2S	4,079	1	0	1	113	4,380	1	0	1	122	4,408	1	0	1	122	2,504	1	0	1	70
			T2M	3,887	1	0	1	108	4,174	1	0	1	116	4,200	1	0	1	117	2,387	1	0	1	66
			T3S	4,034	1	0	1	112	4,332	1	0	1	120	4,359	1	0	1	121	2,477	1	0	1	69
			T3M	3,993	1	0	1	111	4,288	1	0	1	119	4,315	1	0	1	120	2,451	1	0	2	68
			T4M	3,912	1	0	2	109	4,201	1	0	2	117	4,227	1	0	1	117	2,402	1	0	1	67
			TFTM	4,066	1	0	1	113	4,367	1	0	1	121	4,394	1	0	1	122	2,496	1	0	1	69
			ASYDF	3,635	1	0	2	101	3,904	1	0	2	108	3,928	1	0	2	109	2,232	1	0	1	62
	700 mA	47W	T2S	5,188	1	0	1	110	5,571	1	0	1	119	5,606	1	0	1	119	3,065	1	0	1	65
			T2M	4,945	1	0	1	105	5,310	1	0	1	113	5,343	1	0	1	114	2,921	1	0	1	62
			T3S	5,131	1	0	1	109	5,510	1	0	2	117	5,544	1	0	2	118	3,031	1	0	1	64
			T3M	5,079	1	0	2	108	5,454	1	0	2	116	5,488	1	0	2	117	3,000	1	0	1	64
			T4M	4,976	1	0	2	106	5,343	1	0	2	114	5,377	1	0	2	114	2,939	1	0	1	63
			TFTM	5,172	1	0	2	110	5,554	1	0	2	118	5,589	1	0	2	119	3,055	1	0	1	65
			ASYDF	4,624	1	0	2	98	4,966	1	0	2	106	4,997	1	0	2	106	2,732	1	0	1	58
	1000 mA	74W	T2S	7,205	1	0	1	97	7,736	1	0	1	105	7,785	1	0	1	105	4,429	1	0	1	61
			T2M	6,866	1	0	2	93	7,373	1	0	2	100	7,419	1	0	2	100	4,221	1	0	2	58
			T3S	7,124	1	0	2	96	7,650	1	0	2	103	7,698	1	0	2	104	4,380	1	0	2	60
			T3M	7,052	1	0	2	95	7,736	1	0	2	105	7,620	1	0	2	103	4,335	1	0	2	59
			T4M	6,910	1	0	2	93	7,420	1	0	2	100	7,466	1	0	2	101	4,248	1	0	2	58
			TFTM	7,182	1	0	2	97	7,712	1	0	2	104	7,760	1	0	2	105	4,415	1	0	2	60
			ASYDF	6,421	1	0	2	87	6,895	2	0	2	93	6,938	2	0	2	94	3,947	1	0	2	54

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

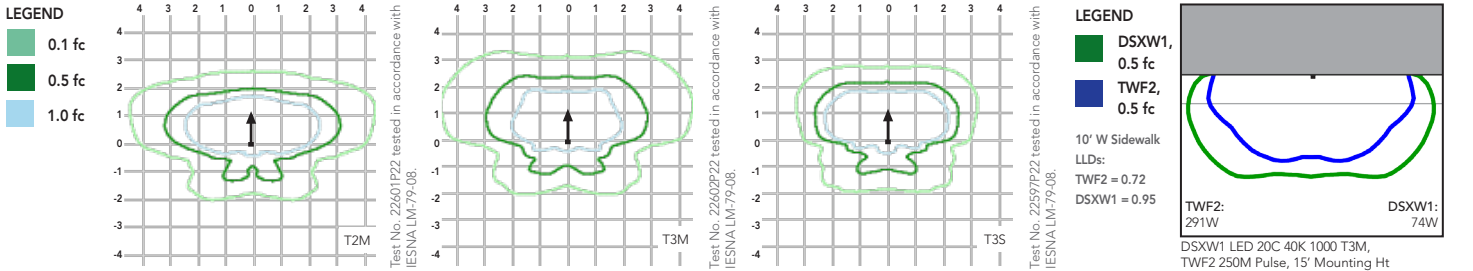
Electrical Load

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

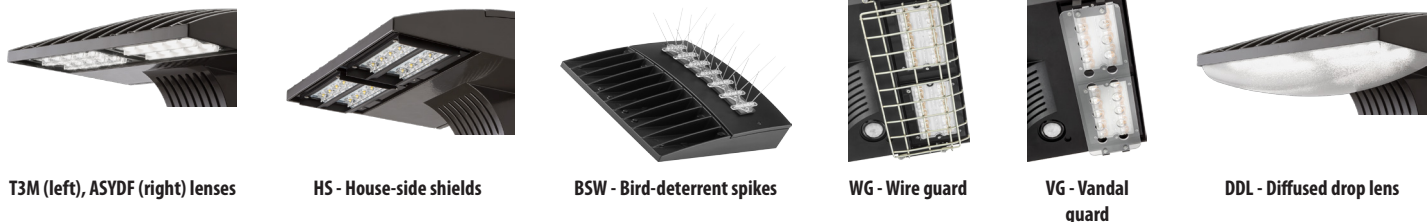
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isfootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



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 to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

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.





d-series

D-Series Size 2 LED Flood Luminaire



Catalog Number **DSXF2 LED P2 50K MVOLT IS DDBXD FRWB DDBXD**

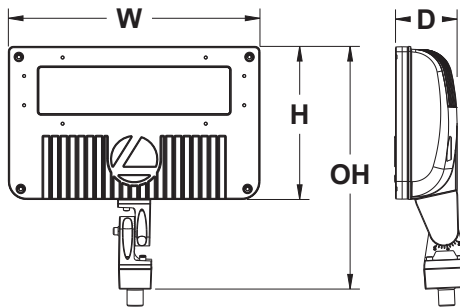
Notes **Windsor School**

Type **W3**

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.8 ft ² (0.05 m ²)
Depth:	3-1/8" (8.0 cm)
Width:	12-7/8" (32.6 cm)
Height:	7-3/4" (19.8 cm)
Overall Height	12" (30.5 cm)
Weight:	10.5 lbs (4.8 kg)



Introduction

The D-Series Size 2 Flood features precision optics to beautifully illuminate a variety of applications as its sleek, compact styling blends seamlessly with its environment.

The D-Series Flood reflector systems and cutting-edge chip-on-board LED technology produce excellent uniformity combined with precision beam patterns for minimal spill light and incredible photometric performance. It's the ideal long-life replacement for 150 - 250W metal halide floods, with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSXF2 LED P1 40K MSP MVOLT THK DDBXD

DSXF2 LED							
Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting	Options	Finish (required)
DSXF2 LED	P1 P2 P3 ^{1,2,3}	30K 3000K 40K 4000K 50K 5000K	NSP Narrow spot MSP Medium spot MFL Medium flood FL Flood WFL Wide flood WFR Wide flood, rectangular HMF Horizontal flood	MVOLT ⁴ 120 ⁴ 208 ⁴ 240 ⁴ 277 ⁴ 347 480 ⁵ HVOLT	Shipped included THK Knuckle with 1/2" NPS threaded pipe YKC62 Yoke with 16-3 SO cord IS Integral slipfitter (fits 2-3/8" O.D. tenon) Shipped separately⁶ DSXF1/2TS Tenon slipfitter (2-3/8" O.D. THK required) FTS CG6 Tenon slipfitter (2-7/8" O.D. YKC62 required)	Shipped installed PE Photocontrol, button style ^{7,8} PEX Photocontrol external threaded adjustable ⁸ DMG 0-10V dimming driver (no controls) SF Single fuse (120, 277, 347V) ⁹ DF Double fuse (208, 240, 480V) ¹⁰ SPD10KV Separate surge protection ¹¹ Shipped separately⁶ UBV Upper/bottom visor (universal) FV Full visor VG Vandal guard	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White

Accessories

Ordered and shipped separately.

DSXF1/2TS DDBXD U	Slipfitter for 1-1/4" to 2-3/8" OD tenons; mates with 1/2" threaded knuckle (specify finish)
FTS CG6 DDBXD U	Slipfitter for 2-3/8" to 2-7/8" OD tenons; mates with yoke mount (specify finish)
FRWB DDBXD U	Radius wall bracket, 2-3/8" OD tenon (specify finish)
FSPB DDBXD U	Steel square pole bracket, 2-3/8" OD tenon (specify finish)
DSXF2UBV DDBXD U	Upper/bottom visor accessory (specify finish)
DSXF2FV DDBXD U	Full visor accessory (specify finish)
DSXF2VG U	Vandal guard accessory

For more mounting options, visit our [Floodlighting Accessories](#) pages.

Stock configurations are offered for shorter lead times:

Standard Part Number	Stock Part Number
DSXF2 LED P1 50K WFL MVOLT THK DDBXD	DSXF2 LED P1 50K
DSXF2 LED P2 50K WFL MVOLT THK DDBXD	DSXF2 LED P2 50K

NOTES

- Performance package P3 rated 35C maximum ambient.
- Not available with PE (use PEX).
- Rated 25C maximum ambient with SPD10KV.
- MVOLT driver operates on line voltage from 120-277V. Specify specific voltage when ordering with fusing (SF, DF) or photocontrol (PE, PEX).
- Not available with PE and PEX.
- Also available as accessories; see accessories information at left.
- Rated 25C maximum ambient for performance package P2. Not available in performance package P3. Specify PEX for higher ambient temperatures.
- Photocontrol (PE, PEX) requires 120, 208, 240, 277 or 347 voltage option.
- Must specify 120, 277 or 347 voltage option.
- Must specify 208, 240 or 480 voltage option.
- Cannot exceed 25°C maximum ambient when used with P3 performance package.



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	Field Angle		Beam Angle		30K (3000K, 70 CRI)			40K (4000K, 70 CRI)			50K (5000K, 70 CRI)		
			°H	°V	°H	°V	Max Cd	Lumens	LPW	Max Cd	Lumens	LPW	Max Cd	Lumens	LPW
P1	54W	NSP	39	39	19	18	43,427	7,338	136	45,662	7,715	143	45,662	7,715	143
		MSP	52	51	28	28	26,563	7,010	130	27,930	7,371	137	27,930	7,371	137
		MFL	59	59	45	46	11,831	7,058	131	12,440	7,421	137	12,440	7,421	137
		FL	87	87	62	68	6,258	7,309	135	6,581	7,686	142	6,581	7,686	142
		WFL	114	101	87	83	3,991	7,413	137	4,197	7,794	144	4,197	7,794	144
		WFR	107	92	81	71	4,827	7,429	138	5,076	7,811	145	5,076	7,811	145
		HMF	123	64	89	50	6,580	6,765	125	6,919	7,113	132	6,919	7,113	132
P2	78W	NSP	39	39	19	18	59,506	10,054	129	62,568	10,572	136	62,568	10,572	136
		MSP	52	51	28	28	36,397	9,606	123	38,271	10,100	129	38,271	10,100	129
		MFL	59	59	45	46	16,211	9,671	124	17,046	10,169	130	17,046	10,169	130
		FL	87	87	62	68	8,575	10,017	128	9,017	10,532	135	9,017	10,532	135
		WFL	114	101	87	83	5,469	10,157	130	5,751	10,680	137	5,751	10,680	137
		WFR	107	92	81	71	6,615	10,179	131	6,955	10,703	137	6,955	10,701	137
		HMF	123	64	89	50	9,017	9,269	119	9,481	9,746	125	9,481	9,746	125
P3	102W	NSP	39	39	19	18	70,481	11,909	117	74,109	12,522	123	74,109	12,522	123
		MSP	52	51	28	28	43,111	11,377	112	45,330	11,963	117	45,330	11,963	117
		MFL	59	59	45	46	19,011	11,342	111	20,190	12,045	118	20,190	12,049	118
		FL	87	87	62	68	10,157	11,864	116	10,680	12,474	122	10,680	12,475	122
		WFL	114	101	87	83	6,198	11,510	113	6,811	12,650	124	6,811	12,650	124
		WFR	107	92	81	71	7,835	12,056	118	8,238	12,677	124	8,238	12,677	124
		HMF	123	64	89	50	10,680	10,979	108	11,230	11,544	113	11,230	11,544	113

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	
0°C	32°F
10°C	50°F
20°C	68°F
25°C	77°F
30°C	86°F
40°C	104°F

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the DSXF LED P3 platform noted 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	0.95	0.95

Electrical Load

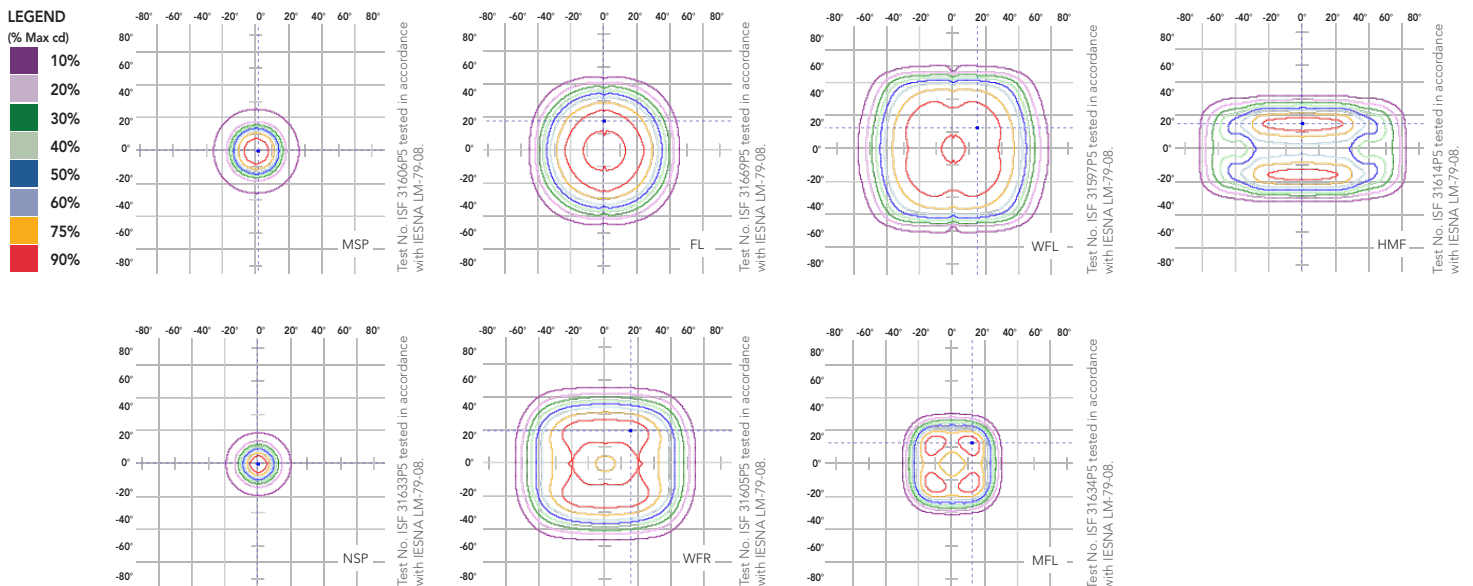
Light Engines	System Watts*	Current (A)					
		120	208	240	277	347	480
P1	54W	0.45	0.26	0.23	0.2	0.16	0.13
P2	78W	0.65	0.37	0.33	0.29	0.23	0.18
P3	102W	0.88	0.49	0.43	0.39	0.31	0.23

* Systems Watts for 347-480V; P1: 56W, P2: 80W, P3:103W.

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Flood Size 2 homepage](#).

Isocandela plots for the DSXF2 LED P2 40K.



Mounting, Options and Accessories



**THK - Knuckle with
1/2" NPS threaded pipe**



YKC62 - Yoke with 50 cord
W= 4-3/4" (12.0 cm)
H= 4-1/4" (10.7 cm)
D= 2-1/4" (5.7 cm)



IS - Integral slipfitter
H= 2-1/2" (6.3 cm)
ID= 2-3/8" (6.0 cm)
OD= 3-1/2" (8.8 cm)



UBV - Upper/bottom visor
W= 10" (25.4 cm)
H= 2-1/2" (6.3 cm)
D= 3" (7.6 cm)



FV - Full visor
W= 10" (25.4 cm)
H= 2-1/2" (6.3 cm)
D= 3" (7.6 cm)



VG - Vandal guard
W= 10-1/2" (26.6 cm)
H= 4" (10.1 cm)

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 2 Flood reflects the embedded high performance LED technology. It is ideal for larger signage, facade and flagpole lighting in many commercial and residential applications.

CONSTRUCTION

Die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants using a tempered glass lens (IP66). Low EPA (0.8 ft²) for optimized wind loading.

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.

OPTICS

A variety of precision-molded vacuum-metallized specular reflectors are engineered for superior target illumination, uniformity and spacing. Light engines are available in 3000K (70 CRI min.), 4000K (70 CRI min.) or 5000K (70 CRI min.) configurations. Optional visors offer additional versatility.

ELECTRICAL

Light engine(s) consist of chip-on-board (COB) LEDs directly coupled to the housing to maximize heat dissipation and promote long life (100,000 hrs, L80). Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Standard 6KV surge protection meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Integral adjustable knuckle with 1/2-14 NPS threaded pipe, tenon slipfitter, or yoke mounting, facilitates quick and easy installation to a variety of mounting accessories. This secure connection enables the D-Series Size 2 to withstand up to a 1.5 G vibration load rating per ANSI C136.31.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP66 rated. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

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.



D-Series Size 1 LED Wall Luminaire



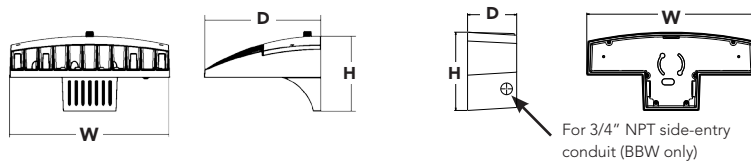
d#series

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, ELCW)

Width:	13-3/4" (34.9 cm)	BBW Weight:	5 lbs (2.3 kg)
Depth:	4" (10.2 cm)	ELCW Weight:	10 lbs (4.5 kg)
Height:	6-3/8" (16.2 cm)		



Catalog Number **DSXW1 LED 10C 350 50K T2S MVOLT PIR DD BXD**

Notes **Windsor School**

Type **W4**

Hit the Tab key or mouse over the page to see all interactive elements.

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)	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A)	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 ASYDF Asymmetric diffuse	MVOLT ¹ 120 ¹ 208 ¹ 240 ¹ 277 ¹ 347 ² 480 ²	Shipped included (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) ³	Shipped installed PE Photoelectric cell, button type ⁴ DMG 0-10V dimming driver (no controls) PIR 180° motion/ambient light sensor, <15' mtg ht ⁵ PIRH 180° motion/ambient light sensor, 15-30' mtg ht ⁵ PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ⁵ PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ⁵ ELCW Emergency battery backup (includes external component enclosure) ⁶

Other Options

Finish (required)

Shipped installed

SF	Single fuse (120, 277 or 347V) ⁷
DF	Double fuse (208, 240 or 480V) ⁷
HS	House-side shield ⁸
SPD	Separate surge protection ⁹

Shipped separately⁸

BSW	Bird-deterrent spikes
WG	Wire guard
VG	Vandal guard
DDL	Diffused drop lens

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White

DSSXD	Sandstone
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum

DWHGXD	Textured white
DSSTXD	Textured sandstone

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1WG U	Wire guard accessory
DSXW1VG U	Vandal guard accessory

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
- Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- PIR and PIR1FC3V specifies the [Sensor Switch SBGR-10-ODP](#) control; PIRH specifies the [Sensor Switch SBGR-6-ODP](#) control; see [Motion Sensor Guide](#) for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with 20 LED/1000 mA configuration (DSXW1 LED 20C 1000).
- 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
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option. Not available with ELCW.
- Also available as a separate accessory; see Accessories information.
- See the electrical section on page 3 for more details.



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K					AMBER				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
(10 LEDs)	350mA	14W	T2S	1,415	0	0	1	101	1,520	0	0	1	109	1,529	0	0	1	109	894	0	0	1	64
			T2M	1,349	0	0	1	96	1,449	0	0	1	104	1,458	0	0	1	104	852	0	0	1	61
			T3S	1,400	0	0	1	100	1,503	0	0	1	107	1,512	0	0	1	108	884	0	0	1	63
			T3M	1,386	0	0	1	99	1,488	0	0	1	106	1,497	0	0	1	107	876	0	0	1	63
			T4M	1,358	0	0	1	97	1,458	0	0	1	104	1,467	0	0	1	105	858	0	0	1	61
			TFTM	1,411	0	0	1	101	1,515	0	0	1	108	1,525	0	0	1	109	892	0	0	1	64
			ASYDF	1,262	0	0	1	90	1,355	1	0	1	97	1,363	1	0	1	97	797	0	0	1	57
	530 mA	20W	T2S	2,054	1	0	1	103	2,205	1	0	1	110	2,219	1	0	1	111	1,264	0	0	1	63
			T2M	1,957	1	0	1	98	2,102	1	0	1	105	2,115	1	0	1	106	1,205	0	0	1	60
			T3S	2,031	0	0	1	102	2,181	0	0	1	109	2,195	0	0	1	110	1,250	0	0	1	63
			T3M	2,010	1	0	1	101	2,159	1	0	1	108	2,172	1	0	1	109	1,237	0	0	1	62
			T4M	1,970	1	0	1	99	2,115	1	0	1	106	2,128	0	0	1	106	1,212	0	0	1	61
			TFTM	2,047	0	0	1	102	2,198	0	0	1	110	2,212	0	0	1	111	1,260	0	0	1	63
			ASYDF	1,830	1	0	1	92	1,966	1	0	1	98	1,978	1	0	1	99	1,127	0	0	1	56
	700 mA	27W	T2S	2,623	1	0	1	97	2,816	1	0	1	104	2,834	1	0	1	105	1,544	0	0	1	57
			T2M	2,499	1	0	1	93	2,684	1	0	1	99	2,701	1	0	1	100	1,472	0	0	1	55
			T3S	2,593	1	0	1	96	2,785	1	0	1	103	2,802	1	0	1	104	1,527	0	0	1	57
			T3M	2,567	1	0	1	95	2,757	1	0	1	102	2,774	1	0	1	103	1,512	0	0	1	56
			T4M	2,515	1	0	1	93	2,701	1	0	1	100	2,718	1	0	1	101	1,481	0	0	1	55
			TFTM	2,614	1	0	1	97	2,807	1	0	1	104	2,825	1	0	1	105	1,539	0	0	1	57
			ASYDF	2,337	1	0	1	87	2,510	1	0	1	93	2,526	1	0	1	94	1,376	0	0	1	51
	1000 mA	40W	T2S	3,685	1	0	1	92	3,957	1	0	1	99	3,982	1	0	1	100	2,235	1	0	1	58
			T2M	3,512	1	0	1	88	3,771	1	0	1	94	3,795	1	0	1	95	2,130	1	0	2	55
			T3S	3,644	1	0	1	91	3,913	1	0	1	98	3,938	1	0	1	98	2,210	1	0	2	57
			T3M	3,607	1	0	1	90	3,874	1	0	1	97	3,898	1	0	1	97	2,187	1	0	2	56
			T4M	3,534	1	0	1	88	3,795	1	0	1	95	3,819	1	0	1	95	2,143	1	0	2	55
			TFTM	3,674	1	0	1	92	3,945	1	0	1	99	3,969	1	0	1	99	2,228	1	0	2	57
			ASYDF	3,284	1	0	1	82	3,527	1	0	1	88	3,549	1	0	1	89	1,991	1	0	2	51
(20 LEDs)	350mA	24W	T2S	2,820	1	0	1	118	3,028	1	0	1	126	3,047	1	0	1	127	1,777	1	0	1	74
			T2M	2,688	1	0	1	112	2,886	1	0	1	120	2,904	1	0	1	121	1,693	1	0	1	71
			T3S	2,789	1	0	1	116	2,995	1	0	2	125	3,013	1	0	2	126	1,757	0	0	1	73
			T3M	2,761	1	0	1	115	2,964	1	0	2	124	2,983	1	0	2	124	1,739	1	0	1	72
			T4M	2,705	1	0	1	113	2,904	1	0	2	121	2,922	1	0	2	122	1,704	1	0	1	71
			TFTM	2,811	1	0	1	117	3,019	1	0	2	126	3,038	1	0	2	127	1,771	0	0	1	74
			ASYDF	2,513	1	0	1	105	2,699	1	0	2	112	2,716	1	0	2	113	1,584	1	0	1	66
	530 mA	36W	T2S	4,079	1	0	1	113	4,380	1	0	1	122	4,408	1	0	1	122	2,504	1	0	1	70
			T2M	3,887	1	0	1	108	4,174	1	0	1	116	4,200	1	0	1	117	2,387	1	0	1	66
			T3S	4,034	1	0	1	112	4,332	1	0	1	120	4,359	1	0	1	121	2,477	1	0	1	69
			T3M	3,993	1	0	1	111	4,288	1	0	1	119	4,315	1	0	1	120	2,451	1	0	2	68
			T4M	3,912	1	0	2	109	4,201	1	0	2	117	4,227	1	0	1	117	2,402	1	0	1	67
			TFTM	4,066	1	0	1	113	4,367	1	0	1	121	4,394	1	0	1	122	2,496	1	0	1	69
			ASYDF	3,635	1	0	2	101	3,904	1	0	2	108	3,928	1	0	2	109	2,232	1	0	1	62
	700 mA	47W	T2S	5,188	1	0	1	110	5,571	1	0	1	119	5,606	1	0	1	119	3,065	1	0	1	65
			T2M	4,945	1	0	1	105	5,310	1	0	1	113	5,343	1	0	1	114	2,921	1	0	1	62
			T3S	5,131	1	0	1	109	5,510	1	0	2	117	5,544	1	0	2	118	3,031	1	0	1	64
			T3M	5,079	1	0	2	108	5,454	1	0	2	116	5,488	1	0	2	117	3,000	1	0	1	64
			T4M	4,976	1	0	2	106	5,343	1	0	2	114	5,377	1	0	2	114	2,939	1	0	1	63
			TFTM	5,172	1	0	2	110	5,554	1	0	2	118	5,589	1	0	2	119	3,055	1	0	1	65
			ASYDF	4,624	1	0	2	98	4,966	1	0	2	106	4,997	1	0	2	106	2,732	1	0	1	58
	1000 mA	74W	T2S	7,205	1	0	1	97	7,736	1	0	1	105	7,785	1	0	1	105	4,429	1	0	1	61
			T2M	6,866	1	0	2	93	7,373	1	0	2	100	7,419	1	0	2	100	4,221	1	0	2	58
			T3S	7,124	1	0	2	96	7,650	1	0	2	103	7,698	1	0	2	104	4,380	1	0	2	60
			T3M	7,052	1	0	2	95	7,736	1	0	2	105	7,620	1	0	2	103	4,335	1	0	2	59
			T4M	6,910	1	0	2	93	7,420	1	0	2	100	7,466	1	0	2	101	4,248	1	0	2	58
			TFTM	7,182	1	0	2	97	7,712	1	0	2	104	7,760	1	0	2	105	4,415	1	0	2	60
			ASYDF	6,421	1	0	2	87	6,895	2	0	2	93	6,938	2	0	2	94	3,947	1	0	2	54

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

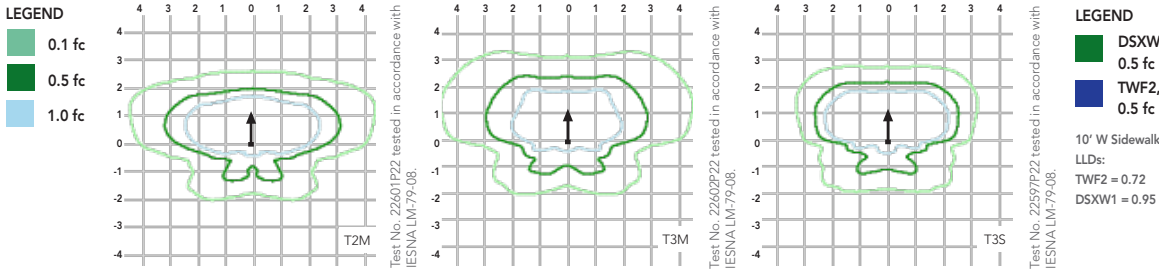
Electrical Load

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

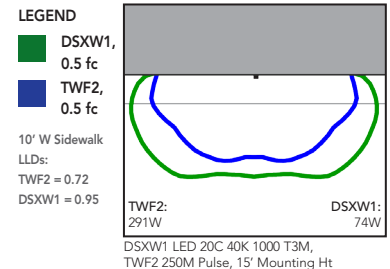
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 1 homepage](#).

Isfootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Distribution overlay comparison to 250W metal halide.



Options and Accessories



T3M (left), ASYDF (right) lenses



HS - House-side shields



BSW - Bird-deterrent spikes



WG - Wire guard



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 to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

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.



SYMBOL	DESCRIPTION
X	EXISTING ELECTRICAL EQUIPMENT OR OUTLET TO REMAIN.
XRR	EXISTING ELECTRICAL EQUIPMENT OR OUTLET TO BE REMOVED, RELOCATED AND JUNCTION BOX REMOVED OR CAPPED AS REQUIRED.
XR	EXISTING ELECTRICAL EQUIPMENT OR OUTLET RELOCATED (NEW LOCATION).
R	EXISTING ELECTRICAL EQUIPMENT OR OUTLET TO BE REMOVED.
XC	EXISTING ELECTRICAL EQUIPMENT OR OUTLET TO BE REMOVED AND JUNCTION BOX CAPPED OR REUSED AS REQUIRED.
XO	NEW ELECTRICAL EQUIPMENT INSTALLED OVER EXISTING OUTLET.
XA	EXISTING ELECTRICAL EQUIPMENT OR OUTLET TO BE ABANDONED.
XM	EXISTING ELECTRICAL EQUIPMENT OR OUTLET TO BE MODIFIED.
XW	EXISTING ELECTRICAL EQUIPMENT TO BE REWired.

CONTRACTOR SHALL INSTALL OCCUPANCY SENSORS, RELAY PANELS, TIMECLOCKS, PHOTOCELLS, ETC., PER MANUFACTURERS' RECOMMENDATIONS. CONTRACTOR SHALL INCLUDE ALL REQUIRED WIRING, RELAYS, POWER PACKS, MOUNTING HARDWARE, AND ANY NECESSARY COMPONENTS AS REQUIRED TO PROVIDE A COMPLETE AND FULLY OPERATIONAL SYSTEM.

CONTRACTOR SHALL INCLUDE ALL EQUIPMENT CALIBRATIONS, SENSITIVITY ADJUSTMENTS, SYSTEM TIME SCHEDULING, SYSTEM ZONING, AND PROGRAMMING AS REQUIRED TO PROVIDE A COMPLETE AND FULLY OPERATIONAL SYSTEM.

ALL NEW LIGHTING AND LIGHTING CONTROL EQUIPMENT SHALL CONFORM TO 2009 INTERNATIONAL ENERGY CODE STANDARDS FOR PERFORMANCE AND REQUIREMENTS.

1. CONTRACTOR SHALL DISCONNECT LUMINAIRES FROM EXISTING CONTROL SYSTEM AS PREVIOUSLY SERVED. PROVIDE NEW MOTION SENSOR/PHOTOCONTROL (INTEGRAL WITH FIXTURE OR REMOTE) AS NECESSARY. INVESTIGATE CONTROL METHOD PRIOR TO FIXTURE ORDERING.
2. ALL EXTERIOR RECESSED SOFFIT OR CANOPY FIXTURES SHALL BE REPLACED OR RETROFITTED WITH A APPROVED LED LUMINAIRE AS NOTED ON PLAN. CONTRACTOR SHALL MODIFY OPENING AND PROVIDE ALL CUTTING, PATCHING, AND PAINTING AS REQUIRED TO COMPLETE THE INSTALLATION.

THE CONTRACTOR SHALL FIELD VERIFY EXIST SITE LIGHTING STANDARDS AND WALL MOUNTED LUMINAIRES, POLE AND POLE BASE LOCATIONS, SIZES, VOLTAGE, FIXTURE COLOR AND LOAD INFORMATION. THE CONTRACTOR SHALL VISIT THE SITE WITH THE LIGHTING FIXTURE MANUFACTURERS REPRESENTATIVE TO VERIFY PROPOSED FIXTURE LUMEN OUTPUTS AND DISTRIBUTION OPTICS. A POINT-BY-POINT LIGHTING CALCULATION WILL BE SUBMITTED FOR REVIEW AND APPROVAL.

REMOVE WALL PACKS, CLEAN WALL OF CAULK OR OTHER DEBRIS. INSTALL NEW WALL MOUNTED LUMINAIRE OVER EXISTING BACKBOX. EXTEND OR MODIFY CIRCUIT AS REQUIRED.

CONTRACTOR SHALL DISCONNECT LUMINAIRES FROM EXISTING CONTROL SYSTEM AS PREVIOUSLY SERVED. PROVIDE NEW MOTION SENSOR/PHOTOCONTROL (INTEGRAL WITH FIXTURE OR REMOTE) AS NECESSARY. INVESTIGATE CONTROL METHOD PRIOR TO FIXTURE ORDERING.

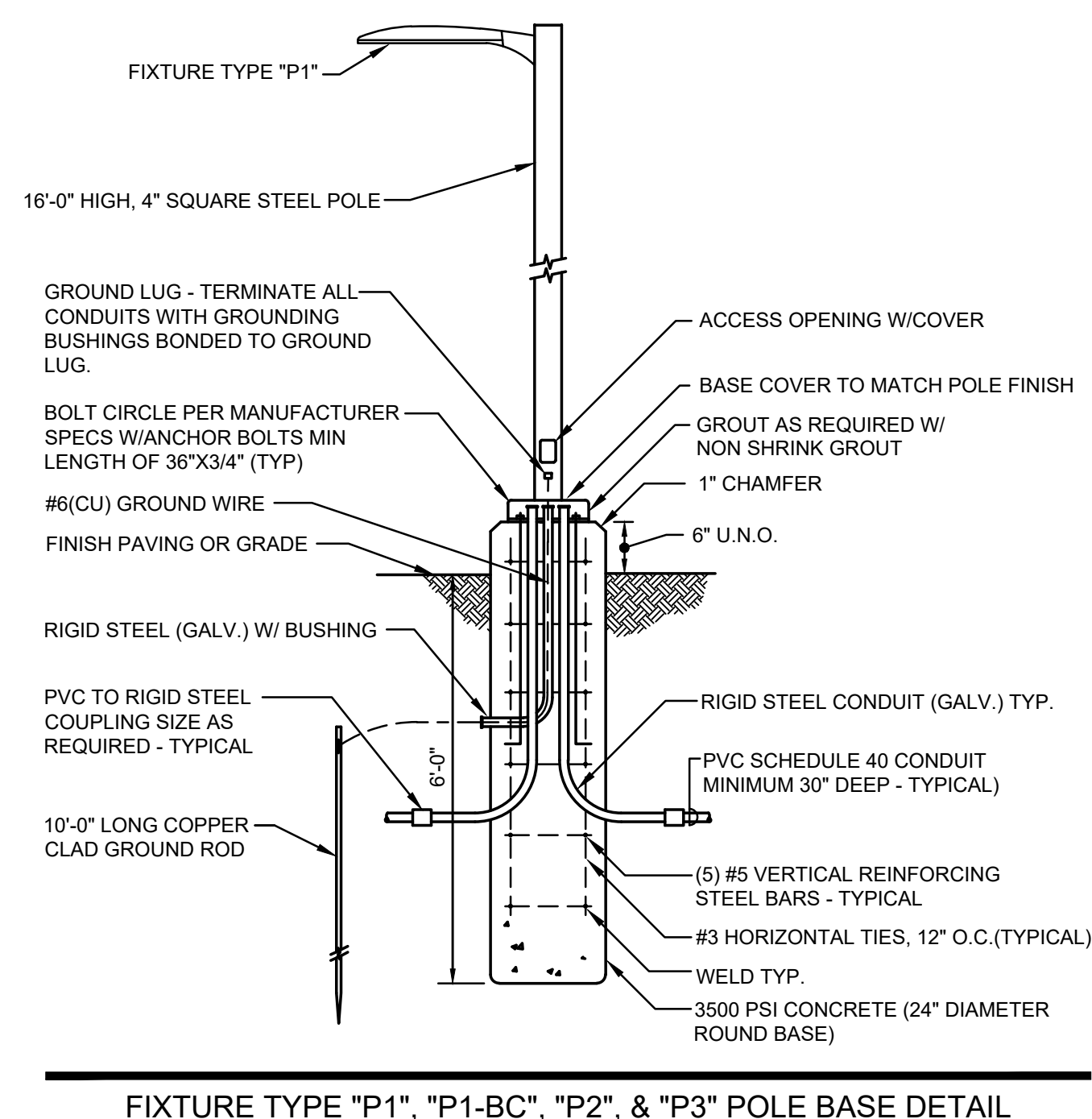
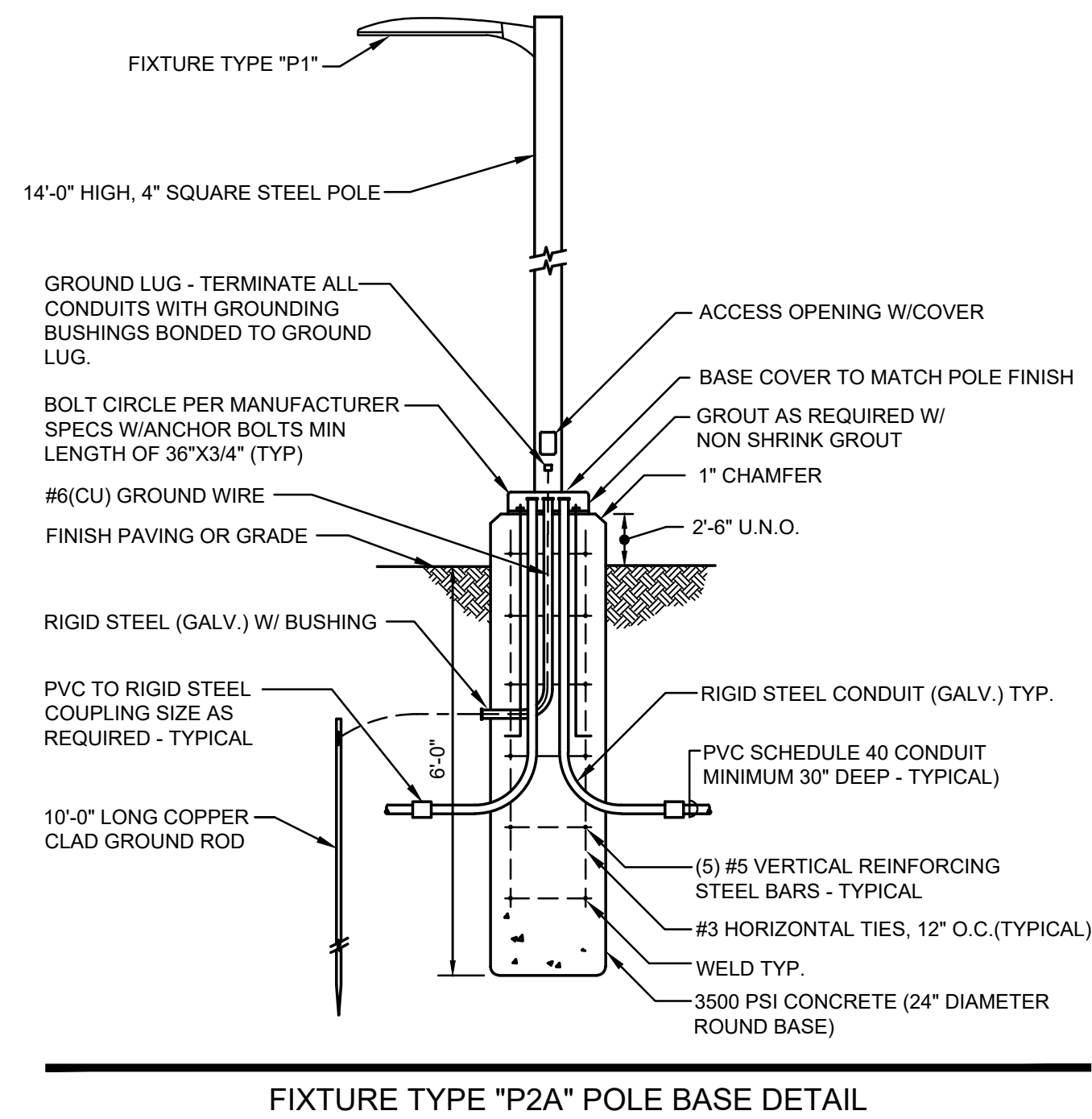
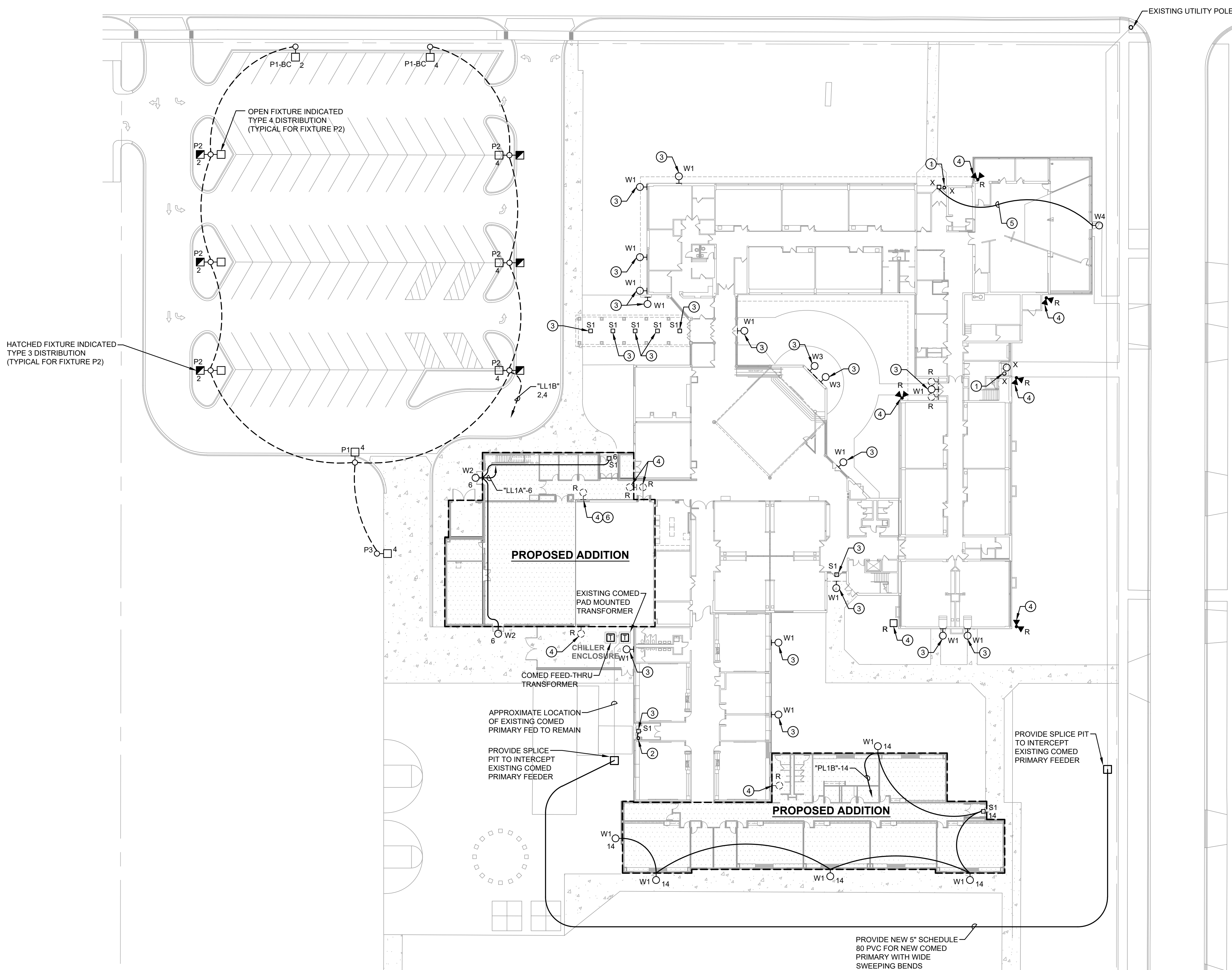
ALL EXTERIOR RECESSED SOFFIT OR CANOPY LIGHTS SHALL BE REPLACED OR RETROFITTED WITH AN APPROVED LED LUMINAIRE. CONTRACTOR SHALL MODIFY OPENING AND PROVIDE ALL CUTTING, PATCHING, AND PAINTING AS REQUIRED TO COMPLETE THE INSTALLATION.

TYPE	DESCRIPTION	MOUNTING	LAMPS	VOLTAGE	MANUFACTURER & CATALOG NUMBER	ACCEPTABLE MANUFACTURER
S1	CANOPY MOUNTED LED LUMINAIRE WITH TYPE V DISTRIBUTION, WHITE FINISH AND POLY METHYL METHACRYLATE (PMMA) UV STABILIZED LENS.	SURFACE	L.E.D. 23 WATT 4700K	120V.	BARRON LIGHTING LED-C-20-VSLG-WW	APPROVED EQUAL
P1	ONE WAY POLE LIGHT, FORWARD THROW DISTRIBUTION, DARK BRONZE FINISH WITH INTEGRAL MOTION SENSOR CONTROLS AND SQUARE STRAIGHT STEEL POLE.	MOUNTED @ 16'-6" A.F.G.	L.E.D. 209 WATT 5000K	120V.	LITHONIA DSX1 LED 60C 1000 50K 1FTM MVOLT SPA PIRH POLE: SSS 16 XX DM19AS DXDOB	APPROVED EQUAL
P1-BC	ONE WAY POLE LIGHT, FORWARD DISTRIBUTION WITH BACK LIGHT DISTRIBUTION, DARK BRONZE FINISH WITH INTEGRAL MOTION SENSOR CONTROL AND SQUARE STRAIGHT STEEL POLE.	MOUNTED @ 16'-6" A.F.G.	L.E.D. 88 WATT 5000K	120V.	DSX1 LED 40C 530 50K BLC MVOLT SPA PIRH POLE: SSS 16 XX DM19AS DXDOB	APPROVED EQUAL
P2	TWO WAY POLE LIGHT, TYPE 3 AND TYPE 4 DISTRIBUTION, DARK BRONZE WITH INTEGRAL MOTION SENSOR CONTROLS AND SQUARE STRAIGHT STEEL POLE.	MOUNTED @ 16'-6" A.F.G.	L.E.D. 209 WATT 5000K	120V.	DSX1 LED 60C 700 50K (1-T3MM/1-TMM) MVOLT SPA PIRH POLE: SSS 16 XX DM19AS DXDOB	APPROVED EQUAL
P3	ONE WAY POLE LIGHT, TYPE 3 DISTRIBUTION, DARK BRONZE FINISH WITH INTEGRAL MOTION SENSOR CONTROLS AND SQUARE STRAIGHT STEEL POLE.	MOUNTED @ 16'-6" A.F.G.	L.E.D. 209 WATT 5000K	120V.	DSX1 LED 60C 1000 50K 1FTM MVOLT SPA PIRH POLE: SSS 16 XX DM19AS DXDOB	APPROVED EQUAL
W1	ARCHITECTURAL EXTERIOR WALL MOUNTED LUMINAIRE WITH TYPE 4 DISTRIBUTION, DARK BRONZE FINISH, AND INTEGRAL MOTION SENSOR CONTROLS	MOUNTED @ 9'-0" A.F.G.	L.E.D. 24 WATT 5000K	120V.	LITHONIA DSXW1 LED 20C 290 50K 14M MVOLT PIR DBXD	APPROVED EQUAL
W2	ARCHITECTURAL EXTERIOR WALL MOUNTED LUMINAIRE WITH TYPE 4 DISTRIBUTION, DARK BRONZE FINISH, AND INTEGRAL MOTION SENSOR CONTROLS	MOUNTED @ 15'-0" A.F.G.	L.E.D. 47 WATT 5000K	120V.	LITHONIA DSXW1 LED 20C 700 50K 14M MVOLT PIRH DBXD	APPROVED EQUAL
W3	ARCHITECTURAL EXTERIOR WALL MOUNTED FLOOD LUMINAIRE (WIDE FLOOD), DARK BRONZE FINISH	MOUNTED @ 20'-0" A.F.G.	L.E.D. 78 WATT 5000K	120V.	DSXF2 LED P2 50K MVOLT IS DBXD8 FRWB DBXD8	APPROVED EQUAL
W4	ARCHITECTURAL EXTERIOR WALL MOUNTED LUMINAIRE WITH TYPE T2S DISTRIBUTION, DARK BRONZE FINISH AND INTEGRAL MOTION SENSOR CONTROLS	MOUNTED @ 9'-0" A.F.G.	L.E.D. 14 WATT 5000K	120V.	LITHONIA DSXW1 LED 10C 350 50K 12S MVOLT PIR DB BD	APPROVED EQUAL

THE MINIMUM WIRE SIZE SHALL BE 6 AWG. THE MINIMUM CONDUIT SIZE FOR EXTERIOR POLE MOUNTED LIGHTING SHALL BE 1 1/4" UNLESS OTHERWISE INDICATED LARGER. ALL LIGHTING BRANCH CIRCUITS SHALL TERMINATE AT 20A. 1-POLE CIRCUIT BREAKERS IN PANELBOARD INDICATED UNLESS OTHERWISE NOTED.

- 1 EXISTING SURFACE MOUNTED MOTION SENSOR/PHOTOCELL CONTROL TO REMAIN.
- 2 NEW SURFACE MOUNTED MOTION SENSOR/PHOTOCELL CONTROL. SENSOR SWITCH #CM 10 PLT. CONNECT TO LIGHT FIXTURE(S) AS SHOWN. NO EXPOSED WIRING WILL BE ALLOWED.
- 3 REMOVE LIGHT FIXTURE. CLEAN WALL OR CEILING OF CAULK OR OTHER DEBRIS. INSTALL NEW WALL/CEILING MOUNTED LUMINAIRE OVER EXISTING BACKBOX. EXTEND OR MOWEY CIRCUIT AS REQUIRED.
- 4 DISCONNECT AND REMOVE EXISTING LIGHT FIXTURE AND REMOVE ALL RELATED CONDUIT, PIPES, BOXES AND CONTROL BACK TO NEXT ACTIVE DEVICE AS REQUIRED. PROVIDE FOR WIRING CONTINUITY. VERIFY REQUIREMENTS IN FIELD.
- 5 CONNECT NEW LIGHT FIXTURE INTO EXISTING LIGHTING CIRCUIT AS RETURNED. VERIFY REQUIREMENTS IN FIELD.
- 6 RETURN EXISTING LIGHT FIXTURE TO OWNER.

ALL UNDERGROUND UTILITIES SHALL BE ROUTED BELOW GRADE AND SHALL BE PROTECTED BY A MINIMUM OF 18" OF CONCRETE OR SHALL BE PROTECTED BY A MINIMUM OF 12" OF POLYETHYLENE SOL (PE) OR SHALL BE PROTECTED BY A MINIMUM OF 12" OF HIGH DENSITY POLYETHYLENE (HDPE) CONDUIT SHALL BE UTILIZED FOR HORIZONTAL BORING APPLICATIONS. ALL CUTTING, PATCHING, TRENCHING, AND RESTORING SHALL BE THE CONTRACTOR'S RESPONSIBILITY, INCLUDING THE REPAIR OF ANY DAMAGE TO EXISTING UTILITIES. CONDUIT SHALL BE INSTALLED AT AN ELEVATION BELOW THE SURFACE. CONTRACTOR SHALL BE RESPONSIBLE FOR EXISTING UNDERGROUND UTILITIES PRIOR TO DIGGING CONTRACT J.U.I.E. AND SCHEDULE A JOINT SURVEY INCLUDING SCHOOL DISTRICT MAINTENANCE DEPARTMENT. ANY REQUIRED CONDUIT, JUNCTION BOXES SHALL BE PLACED IN LANDSCAPE AREAS OR UNDER SIDEWALKS, OR CONCRETE SIDEWALKS. COORDINATE EXIST CONDUIT ROUTING IN FIELD.



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- * INTERIOR DESIGNERS**
- C&S2 DESIGN GROUP, INC.**
837 Oakton Street
Elk Grove Village, IL 60007
(847) 981-1880

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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WINDSOR ELEMENTARY SCHOOL
ADDITION AND RENOVATIONS
 1315 E. Miner Street
 Arlington Heights, IL 60004

1200 South Dunton Avenue
Arlington Heights, IL 60005

CLIENT PROJECT NUMBER

STR PROJECT NUMBER

16060

DRAWING DATES

NUMBER	DATE	COMMENTS
--------	------	----------

[illegible]

DRAWING TITLE

SITE PLAN - ELECTRICAL

SHEET NUMBER

ES1.0



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building Services Department
Subject: Windsor Elementary School, 1315 E. Miner St., Amendment to Ordinance #90-082, Parking Variation, Setback Variation and Impervious Surface Variation
PC #: 16-026 – Round 1
Date: December 8, 2016

Sam:

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

1. Provide construction type of existing building and the proposed additions.
2. Indicate if the existing building has fire suppression and fire alarm systems.
3. Provide a height and area calculation based on Table 503 of the 2009 International Building Code.
4. Provide details on travel distance in the new additions to the nearest exit, along with an occupant load calculation for each exit.

RECEIVED

DEC 08 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL
Department of Building Services

Fire Safety Division



Date: 12/6/2016

P.C. Number: #16-026 Round 1

Project Name: Windsor School Addition

Project Location: 1315 E. Miner St.

Planning Department Contact: Sam Hubbard, Planning and Community Development

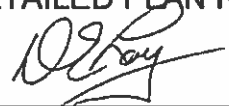
General Comments

1. Village amendment to the Fire Code requires that all new buildings have fire suppression systems installed.
2. Section 503.1.1 of the 2009 International Fire Code states that approved fire apparatus access roads shall be provided for every facility, building or portion of a building and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Please provide information supporting compliance with this requirement to include widths of any access roads and maximum loads.
3. The addition is required to have a complete fire alarm system.
4. A zoning indicator panel and the associated controls, or fire alarm control panel shall be located within the closest proximity to the front main entrance of the building as approved.
5. Provide a factual auto turn diagram with ladder truck specifications obtained from Engineering for any new pavement.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 12-6-16

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Development Planner
From: Cris Papierniak, Assistant Director of Public Works
Date: December 22, 2016
Subject: 1315 E. Miner, P.C. #16-026

With regard to the proposed variances, I have the following comments:

1. Ensure that all sidewalks are returned to satisfactory condition at the completion of construction.
2. The wire mesh screening system on Restrictor Structure A will most likely clog unless maintained/cleaned frequently. The best way to provide screening would be a bar, grate, or vortex type screening structure, not mesh.
3. Explain maintenance of Storm Tray System.
 - Where is debris removed from and how often should it be performed?
4. Will additional lighting be provided at ingress / egress to new parking lot?
5. Show limits of sidewalk replacement along Miner Street. All sidewalks must comply with ADA Standards.
6. Need to provide Limits and Cross Section of utility trench on Miner Street.
7. Provide size of storm manhole on Miner Street that new system is being connected to.

Thank you for the opportunity to comment on this improvement.

tw

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-026
 Petitioner: Don Hansen, STR Partners LLC Architects
350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Owner: Arlington Heights School District 25
1200 South Dunton Avenue
Arlington Heights, IL 60005
 Contact Person: Don Hansen, STR Partners LLC
 Address: 350 W. Ontario Street, Suite 200
Chicago, IL 60654
 Phone #: 312-464-1444 ext. 168
 Fax #: 312-464-0785
 E-Mail: don@strpartners.com

P.I.N.# 03-29-412-042
 Location: 1315 E. Miner St.
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 7.54 acres
 # 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 _____ X _____

Sanitary Sewer _____ X _____

Storm Sewer _____ X _____

b. Surface Improvement

Pavement _____ X _____

Curb & Gutter _____ X _____

Sidewalks _____ X _____

Street Lighting _____ X _____

c. Easements

Utility & Drainage _____ X _____

Access _____ X _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X _____

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

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 DEC 22 2016
 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

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

YES NO COMMENTS

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

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: ERIKSSON ENGINEERING Assoc. Ltd.
 DATE OF PLANS: 11-22-16

James J. Marsavelli EY MP 12/22/16
 Director Date

RECEIVED

DEC 22 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**PLAN COMMISSION PC #16-026
Windsor School Addition
1315 E. Miner Street
Amendment to Ord#90-082; Parking Variation;
Setback Variation; Impervious Surface Variation
Round 1**

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

13. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please use the previous agreements for Ivy Hill School and Olive School as templates.
14. The stormwater calculations were not available at the time of review. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin.
15. The overall site release rate cannot be increased. Determine the release rate under existing conditions, including unrestricted flow, and compare that to the overall site release rate under proposed conditions. Similar to what was done for Ivy Hill School, calculate the overall site release rate and detention volume per Village requirements and show what percentage of this is being provided by the proposed design.
16. It appears from the existing survey that the existing storm sewer connection goes north to Miner Street. Is this being disconnected or remaining in place? Please clarify.

17. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
18. Better define the overflow elevations along the east side of the school. Provide a weir calculation to ensure the proposed swale is adequately sized to convey the overflow volume before reaching the finished floor elevation of 673.65.
19. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
20. The lighting information provided did not include catalog cuts of the proposed fixtures. Also no site lighting photometric plan has been provided showing the footcandle reading for the property.
21. The proposal for two new driveway cuts along Miner Street has not been adequately explained. The orientation of the westerly most driveway looks to be designed for right turn in only, but is substandard, and is not explained in sufficient fashion, since the easterly driveway is shown to be an exit only driveway. This presumes only traffic from the west will be entering this lot.
22. The orientation of the parking lot angled parking stall configuration only permits easterly flow, with no capability to circulate within the parking lot. Motorists getting to the east drive aisle are forced back to Miner Street to circulate, if they turn left, cannot turn back into the lot into the westerly right turn in only driveway. The engineering plans conflict with other architectural and landscaping plans showing a different parking lot orientation and flow.
23. The presumption is that all drives and aisles are intended to be one-way operation, is this correct?
24. How does the flow from the Miner school lot and bus operations at that school affect the use of this lot?
25. The significant difference between observed and projected trip generation values must be discussed. There is no explanation of the current or proposed use of the west parking lot for student drop off and loading, or any recommendations to manage the on-street operation along the west side of Windsor Drive east of the school. What is the expected queue for parents using the west lot for drop off and pick up, and will this have any potential to back up into Miner Street?

 By  12/22/16
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

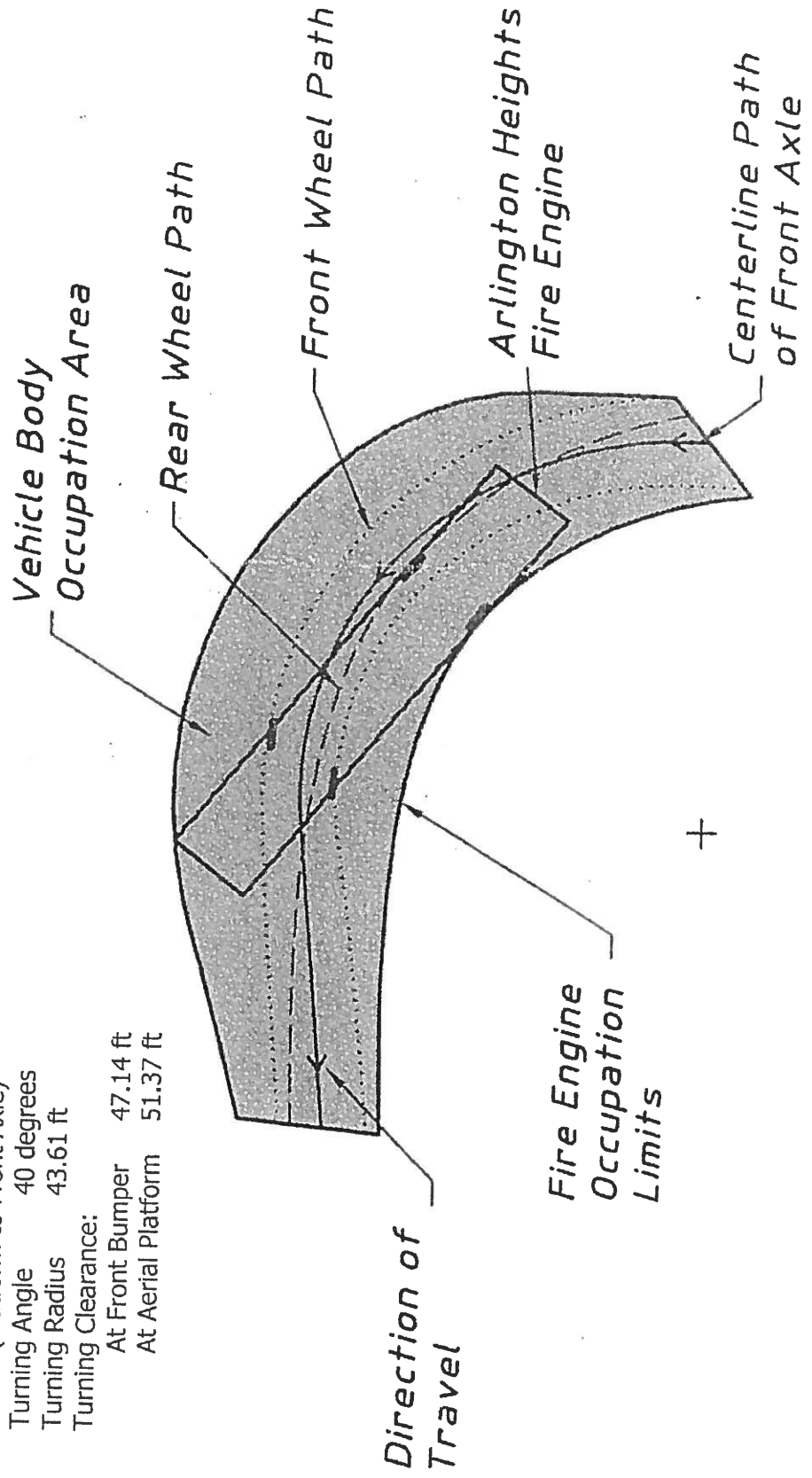
Fire Apparatus Tower 131 Specifications (1 page)

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
(Platform to Front Axle)	
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft





Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-026

Project Name

Windsor School Addition

Project Location

1315 E. Miner Street

Planning Department Contact Sam Hubbard

General Comments

Round 1

Please follow the October 27, 2016 email between Lt. Andrew Larson and Josh Cap regarding Fire Department access. No other comments at this time.

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

Date Dec. 19, 2016

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Windsor School – 1315 E. Miner St.

PC#16-026

Round 1

Round 1 Review Comments

12/16/2016

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to the Village of Arlington Heights code. There are concerns regarding the South and East sides of the building, with lighting being adequate enough to deter criminal activity, especially the areas where there is new construction.

3. Present traffic problems?

Currently there are several reported traffic issues with student drop-off and pick-up on Windsor Dr.. It may be beneficial to create a new area in the Northwest parking lot which appears to be bigger than the previous lot.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

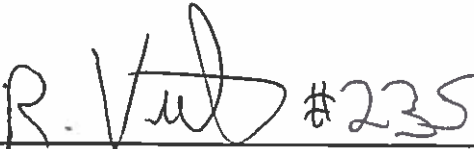
5. Traffic problems that may be created by the development.

Please provide a detailed map regarding bus drop-off and pick-up procedures/times to highlight whether it will create additional traffic problems.

6. General comments:

-The new gym and classroom areas need to be well lit and measures need to be taken to ensure that area is not an area that is susceptible to criminal activity. Although the courtyard is enclosed, there have been issues at other buildings and schools in AH with juveniles accessing these areas via rooftops and ladders.

-Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.


Rick Veenstra, School Resource Officer
Community Services Bureau

Approved by:

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

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

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

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

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

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

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

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>16-026</u>	P.I.N.# <u>03-29-412-042</u>
Petitioner: <u>Don Hansen, STR Partners LLC Architects</u>	Location: <u>1315 E. Miner St.</u>
<u>350 W. Ontario Street, Suite 200</u>	Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>Chicago, IL 60654</u>	Subdivision: <u> </u>
Owner: <u>Arlington Heights School District 25</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>1200 South Dunton Avenue</u>	PUD: <u> </u> For: <u> </u>
<u>Arlington Heights, IL 60005</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u>Don Hansen, STR Partners LLC</u>	Land Use Variation: <u> </u> For: <u> </u>
Address: <u>350 W. Ontario Street, Suite 200</u>	Land Use: <u> </u> Current: <u> </u>
<u>Chicago, IL 60654</u>	Proposed: <u> </u>
Phone #: <u>312-464-1444 ext. 168</u>	Site Gross Area: <u>7.54 acres</u>
Fax #: <u>312-464-0785</u>	# of Units Total: <u> </u>
E-Mail: <u>don@strpartners.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

1. GENERAL COMMENTS:

No comments at this time.

RECEIVED
DEC 09 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Sean Freres, LEHP

12/09/16

Environmental Health Officer

Date

Sean Freres

12/09/16

for

Dirac
Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>16-026</u>	P.I.N.# <u>03-29-412-042</u>
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Fax #: <u>312-464-0785</u>	# of Units Total: _____
E-Mail: <u>don@strpartners.com</u>	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

 12.21.16
Date



Planning & Community Development Dept. Review

December 20, 2016

REVIEW ROUND 1

Project: 1315 E. Miner Street – School District 25
Windsor Elementary School

Case Number: PC 16-026

General:

7. The Plat & Subdivision report requested that the School District work with the Park District to coordinate the removal of the recreational field, which field will be removed to accommodate the reoriented parking lot. Please provide an update on where things stand relative to coordination with the Park District.
8. A courtesy meeting with the neighbors is required prior to appearing before the Plan Commission. Has this meeting been scheduled yet?
9. Please provide a detailed explanation as to why the building expansion is needed given that growth of the student population is expected to be minimal. As part of this explanation, it may be helpful to outline what the current capacity of the school is vs. the current enrollment (i.e. the school was built to accommodate xxx number of students and currently we have xxx number of students enrolled). An explanation of the Special Education program and their associated needs may also be a way to illustrate the need for the building addition. Finally, as the expansion will create additional storage and office areas, it may be useful to outline if a lack of existing storage and/or offices is part of the impetus for the expansion.
10. Please provide a Photometric Plan showing proposed illumination levels.
11. The following Variations have been identified:
 - a. Section 5.1-3.6 to allow an exterior side yard setback of approx. 12.92' where code requires a 40' setback. This setback applies to the existing building.
 - b. Section 5.1-3.8 Maximum Impervious Surface Coverage to allow 50.11% impervious surface coverage where code allows a maximum of 50% impervious surface coverage.
 - c. Section 11.4-4 to allow 90 parking spaces where code requires 218 parking spaces.

Site Plan:

12. The "Existing Site Area" as shown on the Architectural Site Plan is listed at 274,658 sq. ft. However, the Plat of Survey indicates that the property is 536.93' x 610.99', which would result in an area of 328,059 sq. ft. Please clarify the actual area of the subject property. Assuming that the area is 328,059 sq. ft., the corresponding FAR, Building Coverage, and Impervious Surface Coverage calculations must be revised. Additionally, the written justification letter outlining the Variation requests should also be revised to reflect the actual impervious surface Variation requested.
13. The required front yard setback (north side of property) is based on the average of the existing front yard setbacks on the frontage due to the frontage being 100% developed. Since the average setback of both Miner School and Windsor School is greater than 40', a maximum 40' front yard setback is required. Please revise the architectural site plan to show a 40' required front yard setback along Miner Street.

14. Please revise sheet C2.1 of the engineering plans to show the proposed setbacks of the building addition to the property lines.
15. Was the rubber surface play area considered as impervious surface and included within the impervious surface calculation?
16. Section 11.2-12.6 requires curbing along the perimeter of all parking areas. Please add curbing around the edge of both of the two proposed landscape islands at the northwestern corner of the site (where the exiting parking lot connects to the proposed parking lot) so that these landscape islands have curbing around their entire perimeter.
17. The size of the “chiller enclosure” on the architectural site plan does not match the size as shown on the landscape and engineering plans. Additionally, this area on the landscape plan and engineering plans is labeled “dumpster enclosure”. Please revise the plans so that they are consistent.
18. Please confirm the height of the walls on the chiller enclosure. Please confirm the height of the chiller. Will the walls completely screen the chiller?
19. Per Section 6.13-2(f), slatted chain-link fencing is prohibited. Staff recommends substituting the proposed slatted chain-link gate on the chiller enclosure with a wood or metal gate.
20. The engineering and landscape plans show a door on the northern elevation of the gymnasium addition where no door is shown on the architectural plans. Will a door be constructed in this location?
21. Staff recommends the addition of evergreen landscape plantings around the proposed transformer west of the gym addition.
22. Please provide details on the proposed playground equipment that will be added to the rubber play area. Will the same equipment that is currently there be reused? If new equipment will be added, what will the height of this equipment be?
23. The parking lot on the electrical plan does not match the parking lot as shown on the architectural, engineering, and landscape plans. Therefore, staff could not evaluate if the proposed light poles will interfere with the proposed landscaping. Please revise the electrical plan to show the correct orientation of the parking lot and proposed lighting. It may be helpful to show the proposed lights on the landscape plan to ensure that they will not interfere with the landscaping.

Parking and Traffic:

24. In counting the total number of parking spaces as shown on sheet C2.1 of the engineering plans, it appears that only 90 parking spaces have been proposed, however, all documents submitted indicate that 92 parking spaces are proposed. Please clarify the total number of parking spaces proposed. One of the labels which totals the number of parking spaces in a parking row indicates 12 parking spaces and 1 handicap space will be provided, however, the row actually contains 10 parking spaces and 2 handicap spaces. Please revise this sheet to reflect the correct number of parking spaces. Additionally, the Traffic and Parking Study states that 92 spaces will be provided on the site; please revise this study to reflect that only 90 spaces will be added. Finally, please revise the Written Justification for Variation approval to reflect the correct number of parking spaces that will be included on the site.
25. Please revise sheet C2.1 to include “Do Not Enter” signage facing Miner Street at the “exit only” drive aisle where the drive aisle connects to Miner Street.
26. Page 5 of the Traffic and Parking Study needs revisions to the **Windsor Drive at Miner Street** paragraph. It is unclear what the first sentence of this section is trying to say.
27. Further analysis of the adequacy of the parking is needed. The study states that “parking counts were conducted in May after the morning arrival period which found only a few open spots on-site for staff and visitors”. How

many spots were available? It appears that the study is indicating the existing 89 space parking lot is at capacity. If the number of staff is expected to increase by five and the parking lot will only increase by one space, it appears that a parking shortage may exist.

28. The northern parking row is shown at 18.5' in parking space depth, and per Section 11.2-8, parking spaces with 60 degree angled parking must be a minimum of 20' in depth. Please revise the depth of the parking spaces to conform to the code requirement.

29. The parking requirements for the site are shown below:

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Windsor Elementary School	Elementary School	93	32	1 space per classroom plus two spaces per employee	218
Total Parking Required					218
Total Parking Provided					90
Parking Surplus /(Deficit)					128 (59% reduction in required parking)

As outlined above, a parking variation is required.

Prepared by: 

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>16-026</u>	P.I.N.# <u>03-29-412-042</u>
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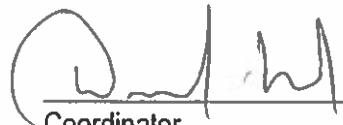
(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	<u>YES</u>	<u>NO</u>
1. Complies with Tree Preservation Ordinance	<u>X</u>	<u> </u>
2. Complies with Landscape Plan Ordinance	<u>X</u>	<u> </u>
3. Parkway Tree Fee Required (See below.)	<u> </u>	<u>X</u>

Comments:

NO COMMENTS

 12/16/16
Coordinator Date



STR PARTNERS LLC
350 WEST ONTARIO STREET
SUITE 200
CHICAGO IL 60654
T 312.464.1444
F 312.464.0785
www.strpartners.com

January 9, 2017

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

Re: **Round 1 Comments: Responses
Plan Commission Application**

Plan Commission 16-026

Windsor Elementary School Addition
1315 E. Miner Street
Arlington Heights, IL 60004

Arlington Heights School District 25

STR Project #16060.A0

Dear Mr. Hubbard:

Responses to comments received to date for the Plan Commission application for the proposed addition to Windsor Elementary School in Arlington Heights School District 25 are included in this letter.

Additionally, enclosed with this letter are the following:

1. Four full sized revised plan sets and four half sized revised plan sets.
 - a. Subject Property Map
 - b. Architectural Site Plan
 - c. Site Plan – Electrical
 - d. Photometric Plan
 - e. Engineering Drawings – 17 sheets (C0.0 Cover Sheet, C0.1 Plat of Topographic Survey, C0.2 Site Work Notes, C1.1 Site Demolition Plan, C2.1 Site Geometry Plan, C3.1 Site Utility Plan, C4.1 Grading and Paving Plan, C4.2 Enlarged Grading and Paving Plan, C5.1 Soil Erosion & Sediment Control Plan, C6.1 Operation and Maintenance Plan, C7.1 Site Work Details, C7.2 Site Work Details, C7.3 Site Work Details, CX1.1 Autoturn Exhibit Fire Truck, CX2.1 Project Disturbance, CX3.1 Drainage Exhibit – Existing Conditions, and CX3.2 Drainage Exhibit – Proposed Conditions)
 - f. First Floor Plan
 - g. Second Floor Plan
 - h. Building Elevations
 - i. Color Rendering

RECEIVED

JAN 09 2017

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

- j. Landscape Plan
- k. Tree Preservation Plan
- 2. Eight copies of exterior light fixture cut sheets.
- 3. Eight copies of the revised traffic study.
- 4. Written justification to variation/special use permit letter.
- 5. CD of above items

Responses to comments are as follows:

Building Services:

- 1. Provide construction type of existing building and the proposed additions.

The construction type is Type 2 Unprotected (2B per 2015 International Building Code). This information has been added to the revised proposed first floor plan sheet.

- 2. Indicate if the building has fire suppression and fire alarm systems.

The existing building and the proposed additions have fire suppression and fire alarm systems. This information has been added to the revised proposed first floor plan sheet.

- 3. Provide a height and area calculation based on Table 503 of the 2009 International Building Code.

Building height and areas are less than the maximum allowed by 2015 International Building Code and would also be less than the maximum allowed by 2019 International Building Code. This calculation has been added to the revised proposed first floor plan sheet.

- 4. Provide details on travel distance in the new additions to the nearest exit, along with the occupant load calculation for each exit.

Travel distances and occupant load calculations have been added to the revised proposed first floor plan and proposed second floor plan sheets.

Fire Safety Division:

- 1. Village amendment to the Fire Code requires that all new buildings have fire suppression systems installed.

The existing building and the proposed additions have fire suppression systems. This information has been added to the revised proposed first floor plan sheet.

- 2. Section 503.1.1 of the 2009 International Fire Code states that approved fire apparatus access roads shall be provided for every facility, building or portion of a building and

shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story as measured by an approved route around the exterior of the building or facility. Please provide information supporting compliance with this requirement to include widths of any access roads and maximum loads.

Please refer to the response of comment #1 received from the Arlington Heights Fire Department below.

3. The addition is required to have a complete fire alarm system.

The existing building and the proposed additions have a complete fire alarm system. This information has been added to the revised proposed first floor plan sheet.

4. A zoning indicator panel and the associated controls, or fire alarm control panel shall be located within the closest proximity to the front main entrance of the building as approved.

The fire alarm annunciator panel/control panel is being relocated to the main entry vestibule. It has been added to the proposed first floor plan sheet.

5. Provide a factual auto turn diagram with ladder truck specifications obtained from Engineering for any new pavement.

An AutoTurn Exhibit demonstrating the turning movements of the Village of Arlington Heights Ladder Truck has been provided.

Public Works:

1. Ensure that all sidewalks are returned to satisfactory condition at the completion of construction.

Please refer to General Note #4 provided on Sheet C2.0.

2. The wire mesh screening system on Restrictor Structure A will most likely clog unless maintained/cleaned frequently. The best way to provide screening would be a bar, grate, or vortex type screening structure, not mesh.

A wire mesh has been called for in order to allow water to flow to the restrictor structure if the bottom of the wire mesh becomes clogged. We feel that the use of a grate would inhibit flow in its entirety if it became clogged. We believe that the use of the wire mesh reduces the potential of the restrictor becoming clogged and failing. This type of trash rack was also called out on the approved design plans for the Improvements at Ivy Hill Elementary School, Olive-Mary Stitt School, and Thomas Middle School of School District 25. The detail initially submitted has not been revised.

3. Explain maintenance of Storm Trap System.
 - a. Where is debris removed and how often should it be performed.

The following maintenance notes have been added to the revised plan set.

Underground Detention Systems, Including Pipes and Vaults

Activity Schedule:

Underground vaults must be designed so that the vault can have easy access for inspection and maintenance. Vault maintenance procedures must meet OSHA confined space entry requirements, which include clearly marking entrances to confined space areas. This may be accomplished by hanging a removable sign in the access riser(s), just under the access lid.

As needed

- **Removal of sediment and debris from subsurface vault sedimentation chamber when the sediment zone is full as well as from inlet and outlet pipes. Sediments should be tested for toxicants in compliance with applicable disposal requirements if land uses in the catchment include commercial or industrial zones, or if indications of pollution are noticed.**

Quarterly

- **Floating debris should be removed.**

Once per year

- **Inspection of subsurface vault and control structures**

The Storm Trap system can be cleaned with a Vacuum Truck by means of access risers.

4. Will additional lighting be provided at ingress/egress to new parking lot?

Light fixtures will be added to illuminate the parking lot as shown on Sheet ES1.0, Site Plan – Electrical. See PH1.0, Site Plan – Photometric Calculation, for lighting levels at ingress/egress.

5. Show limits of sidewalk replacement along Miner Street. All sidewalks must comply with ADA Standards.

The approximate limits of sidewalk replacement are indicated by the hatch patterns shown on Sheets C1.1 and C 4.1. Additional notes have also been added to help clarify the approximate limits of removal and replacement. All new sidewalks shall comply with ADA Standards.

6. Need to provide Limits and Cross Section of utility trench on Miner Street.

The limits of the utility trench are shown on Sheets C1.1 and C4.1. A note specifying the trench width has been provided on Sheet C1.1. Please refer to the "Standard Sewer And Water Trench Section" Detail provided on Sheet C6.2 for additional information.

7. Provide size of storm manhole on Miner Street that the new system is being connected to.

The new sewer has been proposed to connect to an existing structure by coring a new opening in the existing structure for the proposed 24" RCP sewer. No structure sizing information was provided when the survey information was obtained. We will initiate correspondence with the Village Engineering Department to determine whether or not the size of the existing structure is large enough to accommodate the new sewer connection.

Engineering Department:

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement 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.

I accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East.

The engineering plans have been georeferenced using State Plane Coordinate System – Illinois East.

13. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. The basin requires a 1-foot freeboard with an overflow weir at the 6" line. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please use the previous agreements for Ivy Hill School and Olive School as templates.

The use of an underground detention facility has been proposed for this project.

14. The stormwater calculations were not available at the time of review. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 CFS/acre. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Provide details showing the restrictor catch basin.

Stormwater calculations and a stormwater narrative have been submitted with the revised submittal for review.

15. The overall site release rate cannot be increased. Determine the release rate under existing conditions including unrestricted flow, and compare that to the overall release rate under the proposed conditions. Similar to what was done for Ivy Hill School, calculate the overall site release rate and detention volume per Village requirements and show what percentage of this is being provided by the proposed design.

The overall site release rate will not be increased. The overall site release rate and required detention volume per Village requirements have been determined and provided within the stormwater narrative. The percentage provided with the proposed design has also been noted in the stormwater narrative.

16. It appears from the existing survey that the existing storm sewer connection goes north to Miner Street. Is this being disconnected or remaining in place? Please clarify.

The structure has been called to be removed in its entirety. A note calling to abandon the existing sewer in place has been added to the plans. The sewer shall be

abandoned in conformance with the requirements of the MWRD and the Village of Arlington Heights.

17. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

An AutoTurn exhibit demonstrating the turning path of the Fire Department's responding vehicle has been provided.

18. Better define the overflow elevations along the east side of the school. Provide a weir calculation to ensure the proposed swale is adequately sized to convey the overflow volume before reaching the finished floor elevations of 673.65.

The overflow elevations along the east side of the school have been more clearly defined. A weir calculation has been provided within the stormwater narrative. This overflow is not intended to function as the primary overflow. This overland flow path has been designed to minimize any chance of flooding at the existing door entries during high frequency rainfall events. The primary overflow will be the concrete weir wall within the outlet control structure. If the internal overflow becomes inundated, the catch basin structure located in the curb line near the eastern most exit drive will begin to bubble up. From there it will be able to spill from the property to the public ROW.

19. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

The School currently has bicycle racks provided along the eastern building facing along Windsor Drive. These existing bicycle racks are to be maintained.

20. The lighting information provided did not include catalog cuts of the proposed fixtures. Also no site lighting photometric plan has been provided showing the footcandle reading for the property.

PH1.0 – Photometric Plan and catalog cuts are enclosed.

21. The proposal for the two new driveway cuts along Miner Street has not been adequately explained. The orientation of the westerly most driveway looks to be designed for right turn in only, but is substandard, and is not explained in sufficient fashion, since the easterly driveway is shown to be an exit only driveway. This presumes only traffic from the west will be entering this lot.

The western driveway will allow right- and left-turns to enter the site and the eastern drive will permit right- and left-turns to exit the site. The geometric plans have been corrected.

22. The orientation of the parking lot angled parking stall configuration only permits easterly flow, with no capability to circulate within the parking lot. Motorists getting to the east drive aisle are forced back to Miner Street to circulate, if they turn left, cannot turn back into the lot into the westerly right turn in only driveway. The engineering plans conflict with other architectural and landscaping plans showing a different parking lot orientation and flow.

As indicated in the response for Comment 21, left-turns will be permitted back into the lot from Minor Street.

23. The presumption is that all drives and aisles are intended to be one-way operation, is this correct?

Yes, identical to the parking lot serving Ivy Hill School.

24. How does the flow from the Miner School lot and bus operations at that school affect the use of this lot?

Miner School does not impact this lot. It has a one-way loading area with separate in and out driveways north of their building and west of Windsor School.

25. The significant difference between observed and projected trip generation values must be discussed. There is no explanation of the current or proposed use of the west parking lot for student drop off and loading, or any recommendations to manage on-street operation along the west side of Windsor Drive east of the school. What is the expected queue for parents using the west lot for drop off and pick up, and will this have any potential to back up to Miner Street?

The observed volumes, based on actual traffic counts at Windsor School, were used to estimate the additional traffic from the increase of 9 students and used in the capacity analyses.

The ITE trip generation projections were provided as a comparison per previous staff requests of the other SD 25 traffic studies. The ITE traffic projections were lower and assumed some level of bussing provided. Windsor School does not bus students to this school. They were not used to analyze traffic.

The current west parking lot is used primarily for staff and accessible parking and the loading of special education students before and after school. The existing and proposed lots provide the same travel distance from the entrance to the exit of the lots (approximately 690 feet). The new lot provides two lanes in the same direction which could be used for additional stacking if needed. Observations note a maximum of 10 queued vehicles.

Arlington Heights Fire Department:

1. Please follow the October 27, 2016 email between Lt. Andrew Larson and Josh Cap regarding Fire Department access. No other comments at this time.

The fire access has been designed per the aforementioned correspondence.

Community Services Bureau:

1. Character of use: The character of use should not be problematic.

Noted. The Special Use is consistent with the Village's designation "Schools" on the Village's Comprehensive Plan.

2. Are lighting levels adequate? Lighting should be up to the Village of Arlington Heights code. There are concerns regarding the South and East sides of the buildings, with lighting begin adequate enough to deter criminal activity, especially the areas where there is new construction.

Enclosed is PH1.0 – Photometric Plan showing illumination levels.

3. Present traffic problems? Currently there are several reported traffic issues with student drop-off and pick-up on Windsor Dr. It may be beneficial to create a new area in the Northwest parking lot which appears to be bigger than the previous lot.

The traffic study noted several problems starting with the morning northbound restriction on Windsor being ignored. After the Thanksgiving school break, the school, in coordination with the village, has been placing traffic cones to divert northbound traffic and removing them when the morning arrival is over. The cones have been successful at discouraging northbound traffic.

4. Traffic problems that may be created by the development. Please provided a detailed map regarding bus drop-off and pick-up procedures/times to highlight whether it will create additional traffic problems.

Windsor School does not provide busing for its students.

5. Traffic problems that may be created by the development. Please provided a detailed map regarding bus drop-off and pick-up procedures/times to highlight whether it will create additional traffic problems.

Windsor School does not provide busing for its students.

6. General Comments:
 - The new gym and classroom area need to be well lit and measure need to be taken to ensure that the area is not an area that is susceptible to criminal activity. Although the courtyard is enclosed, there have been issues at other buildings and schools in AH with juveniles accessing these areas via rooftops and ladders.

Enclosed is PH1.0 – Photometric Plan showing illumination levels for all outdoor spaces including the courtyard.

- Agent contact information must be provide to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious activity/criminal activity on the property during all hours.

An Arlington Heights Police Department Emergency Information Card has been completed and is enclosed.

Health Services:

1. No comments at this time.

Noted.

Planning & Community Development:

General:

7. The Plat & Subdivision report requested that the School District work with the Park District to coordinate the removal of the recreational field, which field shall be removed to accommodate the reoriented parking lot. Please provide an update on where thing stand relative to coordination with the Park District.

School District 25 will be meeting with the Park District on January 23 to review the Windsor project.

8. A courtesy meeting with the neighbors is required prior to appearing before the Plan Commission. Has this meeting been scheduled yet?

A community meeting has been scheduled. It will occur on January 18.

9. Please provide a detailed explanation as to why the building expansion is needed given that growth of the student population is expected to be minimal. As part of this explanation, it may be helpful to outline what the current capacity of the school vs. the current enrollment (i.e. the school was built to accommodate xxx number of students and currently we have xxx number of students enrolled.) An explanation of the Special Education program and their associated needs may also be a way to illustrate the need for the building addition. Finally, as the expansion will create additional storage and office areas, it may be useful to outline if a lack of existing storage and/or offices is part of the impetus for the expansion.

The building expansion will add six permanent classrooms. The additional classrooms will replace two classrooms in a mobile unit to be removed, accommodate the needs of two District-wide special education programs, Communications and Foundations as well as an expected population increase of 9 students, from 509 to 518. The increase will allow one Foundations classroom housed at another District facility to be consolidated with the program. Additionally the increase in classrooms will allow adequate space for the lower staff to student ratio of the special education programs.

Storage spaces are needed in the addition to replace existing storage spaces that will be removed to enlarge the Commons. The Commons, built in 1990, is being enlarged to accommodate increased building capacity. Building capacity had increased in 1999 with an addition of five classrooms and two meeting rooms/offices and will increase with the proposed addition.

Office spaces will increase by two as three new office spaces will be added and one will be removed in the existing building for a corridor link to the new classroom wing. Additional office spaces are needed for to meet the increased support needs of the Communications and Foundations programs.

10. Please provide a Photometric Plan showing proposed illumination levels.

PH1.0 – Photometric Plan is enclosed.

11. The following variations have been identified:

- a. Section 5.1-3.6 to allow an exterior side yard setback of approx. 12.92' where code requires a 40' setback. This setback applies to the existing building.
- b. Section 5.1-3.8 Maximum Impervious Surface Coverage to allow 50.11% impervious surface coverage where code allows a maximum of 50% impervious surface coverage.

- c. Section 11.4-4 to allow 90 parking spaces where code requires 218 spaces.

Variations are requested from the exterior side yard setback along Windsor Drive, Maximum Surface Coverage and parking requirement. Written Justification, revised January 9, 2017, is enclosed.

Site Plan:

12. The "Existing Site Area" as shown on the Architectural Site Plan is listed at 274,568 sq. ft. However, the Plat of Survey indicates that the property is 536.93' x 610.99', which would result in an area of 328,059 sq. ft., the corresponding FAR, Building Coverage, and Impervious Surface calculations must be revised. Additionally, the written justification letter outlining the Variation requests should also be revised to reflect the actual impervious surface Variation requested.

The FAR, Building Coverage, and Impervious Surface calculations are revised per the area of 328,059 sq. ft. corresponding with the Plat of Survey and the revised calculations are shown on the updated Architectural Site Plan. The written justification letter is also revised to reflect the actual impervious surface being requested.

13. The required front yard setback (north side of property) is based on the average of the existing front yard setbacks on the frontage due to the frontage being 100% developed. Since the average setback of both Miner School and Windsor School is greater than 40', a maximum 40' front yard setback is required. Please revise the architectural site plan to show a 40' required front yard setback along Miner Street.

The architectural site plan is revised to show a 40' front yard setback.

14. Please revise sheet C2.1 of the engineering plans to show the proposed setbacks of the building addition to the property lines.

The proposed building setbacks have been added to Sheet C2.1.

15. Was the rubber surface play area considered as an impervious surface and included within the impervious surface calculation.

Yes, the rubber surface play area was included within the Impervious surface calculation.

16. Section 11.2-12.6 requires curbing along the perimeter of all parking areas. Please add curbing around the edge of both of the two proposed landscape islands at the northwestern corner of the site (where the existing parking lot connects to the proposed parking lot) so that these landscape islands have curbing around their entire perimeter.

Perimeter curbing has been added around both edges of the proposed landscaped islands being created adjacent to the existing parking lot.

17. The size of the "chiller enclosure" on the architectural site plan does not match the size as shown on the landscape and engineering plans. Additionally, this area on the landscape plan and engineering plans is labeled "dumpster enclosure". Please revise the plans so that they are consistent.

The size of the proposed "chiller enclosure" has been revised to match that which is shown on the architectural site plan.

18. Please confirm the height of the walls on the chiller enclosure. Please confirm the height of the chiller. Will the walls completely screen the chiller?

The chiller will be completely screened. The top of the chiller screen wall is 9'-4". The top of the chiller on steel supports is also 9'-4".

19. Per Section 6.13-2(f), slatted chain link fencing is prohibited. Staff recommends substituting the proposed slatted chain-link gate on the chiller enclosure with a wood or metal gate.

The Building Elevations are revised to change the gate to a metal gate.

20. The engineering and landscape plans show a door on the northern elevation of the gymnasium addition where no door is shown on the architectural plans. Will a door be constructed in this location?

Per the updated architectural site plan, there will be a door in the location shown along the northern elevation of the gymnasium addition.

21. Staff recommends the addition of evergreen landscape plantings around the proposed transformer west of the gym addition.
The transformer has been relocated since the prior issuance. We no longer feel that this comment is applicable to the current site layout. No revisions have been made to the plan set at this time.

23. The parking lot on the electrical plan does not match the parking lot as shown on the architectural, engineering, and landscape plans. Therefore, staff could not evaluate if the proposed light poles will interfere with the proposed landscaping. Please revise the electrical plan to show the correct orientation of the parking lot and proposed lighting. It may be helpful to show the proposed lights on the landscape plan to ensure that they will not interfere with the landscaping.

The proposed lighting has been revised to match the electrical plans. The proposed lights have been shown on the landscaping plan.

Parking and Traffic

24. In counting the total number of parking spaces as shown on sheet C2.1 of the engineering plans, it appears that only 90 parking spaces have been proposed, however, all documents submitted indicated that 92 parking spaces are proposed. Please clarify the total number of parking spaces proposed. One of the labels which total the number of parking spaces in a parking row indicates 12 parking spaces and 1 handicap will be provided, however, the row actually contains 10 parking spaces and 2 handicap spaces. Please revise this sheet to reflect the correct number of parking spaces. Additionally, the Traffic and Parking Study states that 92 spaces will be provided on the site; please revise this study to reflect that only 90 spaces will be added. Finally, please revise the Written Justification for Variation approval to reflect the correct number of parking spaces that will be included on the site.

90 spaces are proposed and the referenced documents have been corrected.

25. Please revise sheet C2.1 to include "Do Not Enter" signage facing Miner Street at the "exit only" drive aisle where the drive aisle connects to Miner Street.

A "Do Not Enter" sign has been included at the location of the proposed "exit only" drive aisle.

26. Page 5 of the Traffic and Parking Study needs revisions to the Windsor Drive at Miner Street paragraph. It is unclear what the first sentence of this section is trying to say.

Report updated to correct typo.

27. Further analysis of the adequacy of the parking is need. The study states that "parking counts were conducted in May after the morning arrival period which found only a few open spots on-site for staff and visitors". How many spots were available? It appears that the study is indicating the existing 89 space parking lot is at capacity. If the number of staff is expected to increase by five and the parking lot will only increase by one space, it appears that a parking shortage may exist.

Study updated with additional information requested.

28. The northern parking row is shown at 18.5' in parking space depth, and per Section 11.2-8, parking spaces with 60 degree angled parking must be a minimum of 20' in depth. Please revise the depth of the parking spaces to conform to the code requirement.

Per Section 3.2-160, a car overhang area of the parking space of no more than one foot six inches in length is not required to be hard surface. When include 1.5' of overhang to the proposed 18.5' length stall a total of 20' is provided. No revisions have been made at this time.

29. The parking requirements for the site are shown below:

SPACE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF CLASSROOMS	PARKING RATIO	PARKING REQUIRED
Windsor Elementary School	Elementary School	93	32	1 space per classroom plus two spaces per employee	218
Total Parking Required					218
Total Parking Provided					90
Parking Surplus/(Deficit)					128 (59% reduction in required parking)
As outlined above, a parking variation is required.					

A parking variation is requested. The request is included in Written Justification, revised January 9, 2017, that is enclosed.

Planning and Community Development – Landscape & Tree Preservation:

1. No comments at this time.



Mr. Sam Hubbard
Project # 16060.A0
January 9, 2017
Page 13 of 13

Noted.

Please contact me at 312-242-4168 or don@strpartners.com with any questions.

Sincerely,

A handwritten signature in blue ink, reading 'Don Hansen'.

Don Hansen, AIA, LEED AP
Senior Project Manager

cc: Ryan Schulz, Arlington Heights School District 25



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building Services Department

Subject: Windsor Elementary School, 1315 E. Miner St., Amendment to Ordinance #90-082, Parking Variation, Setback Variation and Impervious Surface Variation

PC #: 16-026 – Round 2

Date: January 13, 2017

Sam:

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

RECEIVED
JAN 13 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL
Department of Building Services

Fire Safety Division



Date: 1/11/2017

P.C. Number: #16-026 Round 2

Project Name: Windsor School Addition

Project Location: 1315 E. Miner St.

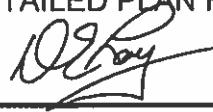
Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments

1. Revised plans appear to show that new pavement will be installed along the west side of the building to provide fire department access. Pavement must meet requirements to accommodate the weight of firefighting apparatus. The pavement must be able to support the weight of the truck through the entire travel distance. Provide a clear drawing showing the measurements and type/pavement strength the entire distance of proposed travel to include an overlay of the A.H.F.D. apparatus.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 1-11-17

Reviewed By: 
Fire Safety Supervisor

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Windsor School – 1315 E. Miner St.

PC#16-026

Round 2

Round 2 Review Comments

01/11/2017

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to the Village of Arlington Heights code. There does not appear to be adequate lighting of the exterior of the building, especially the rear(south and east sides) near. This area 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. Special attention should be given to illuminating the playground and the surrounding area. There have been numerous calls for police service over the years- in regards to alcohol consumption, trespassing and vandalism at this location.

3. Present traffic problems?

Currently there are several reported traffic issues with student drop-off and pick-up on Windsor Dr. It may be beneficial to create a new drop off area in the Northwest parking lot which appears to be bigger than the previous lot. This could potentially reduce congestion on Windsor and provide a safer drop off/pick-up area / procedure for parents and students.

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.

Please provide a detailed map regarding anticipated drop-off and pick-up procedures/times to highlight whether it will create additional traffic problems.

6. General comments:

-During times where snow is piled up on the parkways, children have to climb over snow banks to access the school property- creating a hazard.

-There needs to be access control measure taken to restrict access to enclosed courtyard- there have been issues at this building with juveniles accessing the rooftop and courtyard by climbing downspouts, ladders, pipes.

 #235
Rick Veenstra, School Resource Officer
Community Services Bureau

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JAN 12 2017

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-026

Project Name

Windsor School Addition

Project Location

1315 E. Miner Street

Planning Department Contact Sam Hubbard

General Comments

Round 2

No new comments at this time.

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

Date Jan18, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department



Planning & Community Development Dept. Review

January 18, 2017

REVIEW ROUND 2

Project: 1315 E. Miner Street – School District 25
Windsor Elementary School

Case Number: PC 16-026

General:

30. The responses to comments #7-#13, #15-#26, and #29 are acceptable.
31. The response to comment #14 is noted but does not address the comment. To reiterate, the comment asked to show on sheet C2.1 **the proposed setback of the building addition to the property lines**. The revision to the plans only showed the required building setbacks. In other words, please indicate how far the southern classroom addition will be located from the east and south property lines, and how far the gym addition will be located from the north and west property lines.
32. The response to comment #27 is noted. Relative to parking, please clarify the following: According to the Parking Study, staff has been projected to grow from 88 employees to 93 employees to accommodate the increase in expected enrollment from 509 students to 518 students, which will occur "over a period of several years". However, during the Design Commission hearing on 1/10/17, Superintendent Lori Bein stated that enrollment is expected to increase to a total of 595 students within 5 years. If parking is already close to capacity (Parking Study stated that during the May survey the existing 89 space parking lot was 92% occupied), and if enrollment is actually expected to grow to 595 students within five years, then an increase in the size of the parking lot by only 1 space will not be sufficient to accommodate the future growth in students and the associated growth in staff. Finally, if we assume that the 5-year projection on future enrollment at 595 students is correct, ITE data indicates that an elementary school with 595 students would need a 101 space parking lot during peak demand. Please provide an analysis of the auxiliary parking area between Windsor School and Miner school to show that adequate overflow parking exists in this area to provide sufficient parking for the expected growth within Windsor School.
33. The response to comment #28 stated *"Per Section 3.2-160, a car overhang area of the parking space of no more than one foot size inches in length is not required to be hard surface. When include 1.5' of overhang to the proposed 18.5' length stall a total of 20' is provided. No revisions have been made at this time."* While this section allows for the length of a parking **stall** to be decreased by 1.5' when a 3' overhang is provided, Section 11.2-7 requires the entire parking **row** to be no less than 20' in length when 60° angled one-way parking is provided. Therefore, a Variation would be required. Staff recommends revising the plan to provide for the code required 20' parking row length.
34. Staff has concerns with circulation within the parking lot. Specifically, if a car enters on the parking lot via the "entrance only" western access drive and proceeds south through the parking lot only to find that all four parking rows are occupied, this automobile would then have to leave the site and travel onto Miner Street in order to return to the parking lot to search for open spaces within the parking area between Miner School and Windsor School. The parking lot should be designed to allow circulation through all parking areas without requiring a car to return onto a public street in order to access other areas of the parking lot.
35. The application fee of \$2,150 has not yet been received. Please provide this fee as soon as possible.

Prepared by: