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~~February 3, 2017~~ **Revised February 10, 2017 (in red)**

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 2 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 Round 2 Comments for the Plan Commission application for the proposed addition to Windsor Elementary School in Arlington Heights School District 25 are as follows:

Building Services:

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

Noted.

Fire Safety Division:

1. Revised plans appear to show that the 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 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.

   The playground pavement at the west side of the building will be Heavy-Duty (Fire Lane) Asphalt Pavement as shown on Sheet C4.1, Grading and Paving Plan. This pavement area is hatched with this pavement type – see legend on the same sheet.

   The turning radius for a Village of Arlington Heights Fire Truck is graphically shown at this pavement area on Sheet CX1.1, Autoturn Exhibit – Fire Truck.

Public Works:

1. VAHPW feels that mesh is an "un-maintainable filtering device that will become easily clogged with debris. Unless a more maintainable device (such as an inside grate) is installed, VAH will not be responsible for the maintenance of this structure or basin. It is much easier to remove debris from inside the structure grate than pull minute material and restore the porosity of a mesh device. VAHPW bases this position upon many years of maintenance experience in the field.

   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 and constructed during 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.

   Arlington Heights School District 25 has submitted an Onsite Utility Maintenance Agreement to maintain the restrictor.

Engineering Department:

26. The responses made by the petitioner to comments #11, 12, 14, 15, 17, 19 , 21 & 24 are acceptable.

    Noted.

27. The response made by the petitioner to comment #13 is noted. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval.

    Arlington Heights School District 25 has submitted an Onsite Utility Maintenance Agreement to maintain the detention facility.

28. The response made by the petitioner to comment #16 is noted. Per Village requirements, the sewer connection is to be retired at the sewer main.

    The plans have been updated to reflect this change. See C1.1, Site Demolition Plan.

29. The response made by the petitioner to comment #18 is noted. The Village's review process is always looking for a surface overflow in the event the inlets and basins get covered with debris, ice, leaves, etc. This spillway is the only way out along the east side, other than through the building door. Provide an exhibit showing the tributary area, which appears to be much larger than 0.06 ac.

    A new exhibit was prepared to illustrate the existing and proposed overland flow routes assuming that all structures are clogged. This new exhibit is provided on Sheet CX3.3. The total tributary area does exceed the initial assumption of 0.06 acres. However, in examining the existing site grading it has been determined that several existing building entries would become inundated prior to the spilling offsite via existing overland flow routes. Under the existing site conditions if all the structures were clogged the surface runoff would not be conveyed overland until it reached elevation 675.25. Under the proposed conditions if all the drainage structures became clogged the surface runoff would begin to be conveyed at elevation 673.2 along the south

edge of the new hard surface playground and at elevation 673.30 near the existing building along Windsor Drive.

30. The response made by the petitioner to comment #20 is acknowledged with the following understanding: The site photometric data shows the intensity at several locations exceeds suggested spillover onto adjacent zoning uses, or may create glare issues. The Village reserves the right upon final inspection to require additional side shielding on the parking lot fixtures to minimize impact to adjacent single family homes.

    Arlington Heights School District 25 will work with the Village to address lighting issues including providing additional side shielding on parking lot fixtures.

31. The responses made by the petitioner to comments #22 & #23 are noted. It is suggested that the northernmost drive aisle be reconfigured to allow westbound only traffic. The number of parking spaces should not change, and the parking lot circulation can remain on private property instead of having to exit to Miner Street to re-enter the parking lot.

    Parking has been reconfigured from angled parking to 90 degree parking. See Sheet C2.1, Site Geometry Plan.

32. The responses made by the petitioner to comment #25 is not acceptable. There is no review, direct analysis, or recommendation offered for properly addressing the current trip generation, and traffic operations to and from this site. The proposed access to the site and information in Figure #4 incorrectly shows the N.B. traffic on Windsor Drive north of Campbell Street. The 38 vehicles shown in the morning rush hour are just dropped and not reassigned in any fashion. Citing the operation of the Ivy School site is not particularly helpful, since this location has severe problems at the intersection of Burke Drive and Ivy Lane that require continual village involvement and restrictive signage. Please provide recommendations for addressing the current traffic flow issues.

    The traffic study has been updated per the above comments and details the overall improvement plan to account for the growth in school population. Recommendations for traffic and parking improvements are provided in the summary of the traffic study. Traffic volumes were adjusted to reflect the northbound travel restriction on Windsor Drive.

33. The Village and Windsor School have had numerous discussions on congestion issues associated with the student drop-offs along Miner Street and Windsor Drive, specifically the issue of parents ignoring the school's drop-off procedures and creating an unsafe motoring and pedestrian environment within the public right-of-way. The Traffic and Parking Study must offer specific recommendations to address this item.

    The traffic study has been updated per the above comments with recommendations listed in the Summary.

Arlington Heights Fire Department:

No new comments at this time.

Noted.

Community Services Bureau:

1. Character of use: The character of use should not be problematic.

   Noted.

2. Are lighting requirements adequate? Lighting should be up to the Village of Arlington Heights code. There does not appear to be adequate lighting to 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 regard to alcohol consumption, trespassing and vandalism at this location.

   Exterior lighting is being provided at all walls of the new additions. Additionally there are existing light fixtures being replaced. The south side of the new rear classroom wing has three wall mounted light fixtures. The east side of the new rear classroom wing has an exterior light fixture at the doors. The playground at the west side will receive illumination from a new wall mounted fixture on the new rear addition and a replacement fixture at the doors. Exterior lighting fixture locations are shown on the Site Plan – Electrical, Sheet ES1.0, previously submitted. Illumination levels are shown on the Site Plan – Photometric Calculation, Sheet PH1.0, previously submitted.

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.

   One of the recommendations in the Summary of the updated traffic study, dated January 31, 2017, is to allow additional students, approximately 225 students, to use the parking lot for drop-off and pick-up.

4. Traffic accidents at particular location? This is not a problem are in relation to traffic accidents.

   Noted.

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.

   Total Traffic Volumes at peak hours are mapped on Figure 3 of the traffic study, updated January 31, 2017.

6. General Comments:
   - During times where snow is piled up on the parkways, children have to climb over snow banks to access school property – creating a hazard.

   The School District will take care with snow piling from snow removal.

- There needs to be access control measures 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.

The School District is willing to work with the Police Department to restrict access to the enclosed courtyard. There will be no new downspouts or ladders on the exterior of the new additions. There is new piping on an exterior wall and it will be within the chiller enclosure.

Health Services:

1. No comments at this time.

Noted.

Planning & Community Development:

General:

30. The responses to comments #7-#13, #15-#26, and #29 are acceptable.

Noted.

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 gym addition will be located from the north and west property lines.

Distances from the addition to the property line are added to sheet C2.1

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 occur "over a period of several years." However, during the Design Commission hearing on 1/10/17, Superintendent Lori Bein stated that the 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 of 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 the area to provide sufficient parking for the expected growth within Windsor School.

The traffic study has been updated per the above comments and details the overall improvement plan to account for the growth in school population. It includes an analysis of the auxiliary parking area between Windsor School and Miner 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 degree 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.

    The parking stalls have been revised to 90 degree parking and designed in compliance with overhang requirements. See Sheet C2.1, Site Geometry Plan.

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.
    Parking has been reconfigured from angled parking to 90 degree parking. See Sheet C2.1, Site Geometry Plan.

35. The application fee of $2,150 has not yet been received. Please provide this fee as soon as possible.

    The fee has now been provided.

Please contact me at 312-242-4168 or don@strpartners.com with any questions.

Sincerely,

Don Hansen, AIA, LEED AP
Senior Project Manager

cc: Ryan Schulz, Arlington Heights School District 25