



Memorandum

To: Charles Perkins-Witherington, Director of Planning and Community Development
From: Sam Hubbard, Development Planner
Date: 1/10/2018
Re: PC #17-012: St. James Parish

On December 13, 2017, the Plan Commission held a public hearing to consider application PC#17-012, which involved certain site modifications at the St. James Parish site located at 831 N. Arlington Heights Road. The public hearing resulted in a motion to recommend approval of the application subject to several conditions and issues being resolved prior to Village Board consideration as outlined below:

Plan Commission Conditions Prior to Village Board Consideration:

1. The petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.

Status: Staff has continued to work with the petitioner over the last several weeks to address this item in order to schedule an appearance before the Village Board for consideration of this application. The main concern is access onto Arlington Heights Road and the impact of exiting traffic on the neighborhood to the east.

On December 20, 2017, the petitioner provided a formal response to staffs request to analyze the feasibility of aligning their ingress/egress to Arlington Heights Road with the existing traffic signal that serves the St. James Parish school on the west campus. Two alternatives were provided that showed an ingress/egress drive aligning with the existing traffic, as well as an accompanying analysis of the cost and pro's and con's of these alternatives. The two alternatives provided by the petitioner do not represent all possible options, for example, an exit only option has not yet been explored.

On December 29, 2017, the Village provided a response to these alternatives and requested that the petitioner coordinate a meeting with IDOT and the Village to discuss the feasibility of the driveway alignment with the existing traffic signal.

On January 4, 2018, the petitioner informed the Village that IDOT had denied their request to meet.

On January 8, the Engineering Department. reached out to IDOT to request a meeting to discuss the aforementioned driveway alignment. IDOT saw no reason to meet with the Village or petitioner without a proposed plan and associated traffic study for the aligned driveway connection to the existing traffic signal. However, Engineering staff were able to discuss with IDOT the merits of an offset intersection that would align with the existing signal, and IDOT confirmed that they were not supportive of an offset layout. IDOT indicated that they are not familiar with the original St. James Master Plan and all they have seen is a traffic study for the development showing a right-in/right-out at the southern end of the site. Staff acknowledges that the driveway alignment issue has not yet been fully vetted, however, in an effort to continue moving this application forward, staff recommends the following condition of approval:

- Prior to Final Plat of Subdivision approval, the petitioner and the Village will continue to explore the feasibility of an aligned driveway intersection with the existing traffic signal along Arlington Heights Road in conjunction with IDOT's review of the Final Plat, and the right-in/right-out curb cut permit application.
2. The petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site.
 3. The petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24' wide drive aisles as indicated in **Exhibit II**.
 4. The petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village.
 5. The petitioner shall provide a new fire truck turning radius exhibit, for review and approval by the Village.

Status: On December 20, 2017, the petitioner submitted revised plans that address conditions #2 - #5. These revisions are reflected in the plans included within the packet to the Village Board.

6. The Village and the petitioner should have further discussions regarding who shall bear the cost (of operating and maintaining the traffic signal adjacent to the subject property on Arlington Heights Road) and whether or not there should be a cost share arrangement.

Status: As part of the Staff Development Committee report it was outlined that the existing traffic signal is a private benefit signal only. The Staff Development Committee recommended that the costs to operate and maintain this private benefit signal be borne by St. James Parish, however, the Plan Commission requested further discussion on this matter as cost estimates for maintenance and operation of the signal were not available. On January 9, 2018, staff provided the petitioner with an estimated cost of the quarterly operational and maintenance costs for the traffic signal along Arlington Heights Road (approximately \$675 for typical maintenance and operation per quarter). Additionally, staff has verified that the Village pays operational and maintenance costs for 49 traffic signals throughout the Village. Of these 49 signals, the Village individually bills eight separate entities for the cost to operate and maintain eight of the signals as they are private benefit signals. Staff has provided this information to the petitioner as well. Staff continues to believe that

this signal is a “private benefit” signal in that it exists solely to serve St. James Parish and the private driveway to the St. James school. As such, the Staff Development Committee recommends reincorporating the following condition, which was originally included as part of the Staff Development Committee report:

- Any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal along Arlington Heights Road at the exit to the west campus will be borne by St. James Catholic Church.

Recommendation: Based upon the above, it is recommended that the following modifications to the Plan Commission recommendation be considered:

~~Red Strikethrough~~ text is to be deleted

Green Bold text is to be added

- ~~1. The petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.~~

Prior to Final Plat of Subdivision approval, the petitioner and the Village will continue to explore the feasibility of an aligned driveway intersection with the existing traffic signal along Arlington Heights Road in conjunction with IDOT’s review of the Final Plat, and the right-in/right-out curb cut permit application.

- ~~2. The petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site.~~
- ~~3. The petitioner shall revise the site plan to change the two 22 foot wide drive aisles to 24’ wide drive aisles as indicated in Exhibit II.~~
- ~~4. The petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village.~~
- ~~5. The petitioner shall provide a new fire truck turning radius exhibit, for review and approval by the Village.~~
- ~~6. The Village and the petitioner should have further discussions regarding who shall bear the cost (of operating and maintaining the traffic signal adjacent to the subject property on Arlington Heights Road) and whether or not there should be a cost share arrangement.~~

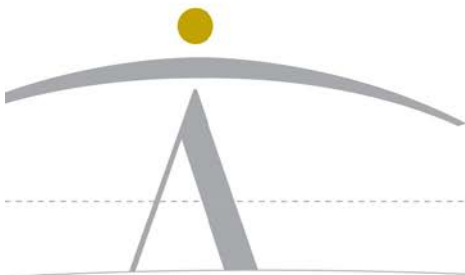
Any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal along Arlington Heights Road at the exit to the west campus will be borne by St. James Catholic Church. The electrical energy and maintenance costs that are currently paid by the Village will be billed by the Village to the church.

7. Final Plat of Subdivision approval shall be required.

8. The allowance for Sunday parking along both the east and west sides of Arlington Heights Road adjacent to St. James Parish shall be eliminated.
9. The Parish will continually encourage parishioners to utilize both the east and west parking lots prior to parking along the street for typical Sunday and Saturday services.
10. The Village and St. James Parish shall continue to monitor parking to determine if parking overflow onto neighboring residential streets is problematic. If parking overflow is determined to be problematic, the Parish shall develop and implement a plan, for Village review and approval, that would provide additional parking either on the subject property or at alternative off-site location(s).
11. If parishioner parking during the course of construction overflows and becomes a problem in the surrounding residential neighborhood, St. James Parish shall provide, to the satisfaction of the Village, a plan for satellite parking at other agreeable locations.
12. IDOT review and approval of the proposed curb cut onto Arlington Heights Road and the Final Plat of Subdivision shall be required.
13. Compliance with the Design Commission motion from October 24, 2017, shall be required.
14. The Parish shall install timers on all site lighting within the east campus so that they automatically turn off no later than 12:00am, with the exception of Christmas Eve and Christmas services
15. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

Attachments: St. James Parish Dec. 20th response to Engineering Comments (Attachment #1)
Engineering Response to Dec. 20th petitioner letter (Attachment #2)
St. James January 5th email (Attachment #3)

Cc: Randy Recklaus, Village Manager
Jim Massarelli, Director of Engineering
Scott Shirley, Director of Public Works



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December 20, 2017

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499

Attention:

Mr. Sam Hubbard, Development Planner
Department of Planning and Community Development

Re: **St. James Parish – Plan Commission Conditions of Approval**
Demolition of Existing School Building and Addition / Renovation at Existing Church
831 North Arlington Heights Road

Mr. Hubbard:

Thanks again to you and your staff for your time, effort, and support of the above referenced project.

This letter is in response to your email dated December 14 noting the “Conditions of Approval” that must be met prior to be scheduled with Village Board. The conditions are noted individually below in *italic* and are followed by our responses in **bold**.

1. *The petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.*

Signal Exhibit Option 1 and Signal Exhibit Option 2 were previously submitted, and are included here for convenience. Also, the Transportation and Parking Consultants, KLOA, Inc. authored a letter dated December 8 regarding this issue; it is enclosed. Finally, this condition was also responded to via an email dated December 14, which memorializes the general comments from Plan Commissioners, as well as our position about a possible meeting with IDOT. For convenience, it is copied below.

Creation of a new ingress/egress driveway at the east side of the traffic signal (Item #1 Prior to Village Board)

I believe you might agree, and based on Plan Commissioner comments last evening, the idea of creating an eastern driveway off the existing traffic signal is simply not functional with the proposed development. The notes and graphics illustrating the disadvantages seem quite apparent, with negative safety, financial, and neighborhood impacts. We certainly appreciate that you and your team had limited time to review our exhibits showing the disadvantages, but we are hopeful that you would concur with our findings after some additional consideration. (We believe many, if not all of the Plan Commissioners understood how this proposed condition simply doesn't work very well.)

Furthermore, while we would happy to attend and participate in a meeting with IDOT and the Village to further discuss this issue, we are not sure if IDOT would be willing to attend. At the Village's request, IDOT representatives were contacted by the Parish multiple times about this issue, as well as the proposed right-in / right-out. We also understand that the Village also contacted IDOT directly about this issue. In the last conversation between IDOT and the Parish, the IDOT representative expressed dissatisfaction with the continued questioning of their documented preliminary findings. Again, we would be happy to participate if the Village can successfully arrange a timely meeting with IDOT. But, without knowing their willingness to meet, it seems unreasonable for this to be a condition that must be met prior to Village Board consideration.

In short, we hope Staff can agree the east connection to the existing traffic signal is not a viable option.

We hope the compilation of this information satisfies the requirements of Condition #1.

2. *The petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site. (to meet this condition, a revised set of plans must be submitted)*

The Site Plan has been revised in accordance with the condition above; updated drawings are enclosed.

3. *The petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24' wide drive aisles as indicated in Exhibit II. (to meet this condition, a revised set of plans must be submitted)*

The Site Plan has been revised in accordance with the condition above; updated drawings are enclosed.

4. *The petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village. (to meet this condition, a new landscape plan must be provided).*

The Landscape Plan has been revised in accordance with the condition above; updated drawing is enclosed.

5. *The petitioner shall provide a new fire truck turning radius exhibit, for review and approval by the Village. (I believe this condition has already been met).*

This exhibit was previously submitted, but is included here for convenience.

6. *The petitioner and staff shall have ongoing discussions relative to the maintenance and operational costs of the traffic signal (this condition has been paraphrased).*

This condition was previously responded to in a separate email, with questions for Staff relative to this issue. For convenience, our previous response is included below.

“Ownership” of the existing traffic signal (Item #11 General Conditions)

From our perspective, we still feel this Staff condition is quite unusual, and we believe many of the Plan Commissioners agree. The description of this traffic signal as a “private benefit” signal feels like an imposed hardship on the Parish. While we agree that the signal does allow for the safe movement of vehicular traffic from the West Campus, as well as parishioner access from one side of the campus to the other, there are clearly neighborhood and Village benefits as well. The signal provides a safe pedestrian crossing for the entire neighborhood (not just parishioners) and the signal allows for vehicles to safely egress from a site, which is a benefit for the entire community and public utilizing Arlington Heights Road. The belief that this signal ONLY serves parishioners of St. James Parish seems a bit unreasonable.

In your General Condition #11, you use the following terminology; “Any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal along Arlington Heights Road...will be borne by St. James Catholic Church.” That’s quite exhaustive, especially for a not-for-profit entity...and an entity that does not have the staff or surplus finances to support such an endeavor. As noted last evening, it would be a first in the Archdiocese.

This leads to a couple of questions for you and your team:

1. You said there are examples of this condition happening elsewhere in the Village. Could you provide a list of those locations and property owners? Also, are any of the owners not-for profit entities?
2. While the list of responsibilities stated your Item #11 seem to constitute “ownership” of the traffic signal, we would be interested in knowing the expected yearly “operation” costs (ONLY) for a traffic signal similar to this. This information would be helpful for Archdiocese / Parish consideration.

We await Staff’s response to the two questions above.

Once again, thank you for your time and consideration. We look forward to finalizing these issues, so we can be on the next Village Board agenda for approval.

Sincerely,



Matthew E. Hichens, A.I.A.
Principal



MEMORANDUM TO: Debra Bolash
St. James Parish

FROM: Brendan May
Consultant

Luay R. Aboona, PE
Principal

DATE: December 8, 2017

SUBJECT: Traffic Signal Modification Considerations
St. James Church and Parish Center
Arlington Heights, Illinois

This memorandum, prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.), summarizes the reasons and concerns regarding modification of the existing traffic signal serving the St. James Parish center in order to provide an east leg allowing for inbound and outbound movements to/from the expanded church and parking lot. The following is a summary of the concerns.

- The cost associated with upgrading the signal equipment to provide a fourth leg to the intersection, with the appropriate pedestrian accommodations and provision of a temporary signal during construction would be between \$150,000 to \$200,000 when taking into consideration contingency and engineering. The preliminary estimate of cost in upgrading the signal is enclosed.
- The provision of an east leg would be located along the south frontage of the proposed church building. Providing the driveway at this location would not be ideal based on the following:
 - All of the handicap accessible parking spaces would be relocated to the south side of the drive aisle.
 - The drive aisle along the main entrance to the church building would become a major drive aisle.
 - The majority of parishioners would be required to cross the major access point to access the main entrance of the proposed building.
 - The amount of outdoor congregation area for parishioners egressing the building would be significantly diminished.
 - The number of vehicles traversing the main entrance of the church would be increased.

- The east leg of the signal would only be beneficial for parishioners on Sunday when the volume of traffic along Arlington Heights Road is approximately 25 percent less than during the weekday morning and weekday evening peak hours.
- Providing a connection to the traffic signal would create a more attractive cut through point for residents of the adjacent neighborhood who may utilize the traffic signal to turn left onto Arlington Heights road during the weekday morning and evening peak periods.
- The provision of a right-in/right-out access drive on Arlington Heights Road serving the St. James site will provide a similar benefit by reducing the number of vehicles traversing the neighborhood streets including Frederick Street to turn onto Arlington Heights Road.

PRELIMINARY ESTIMATE OF COST - TRAFFIC SIGNALS

LOCATION: Arlington Heights Rd at St. James Parish; Arlington Heights, IL

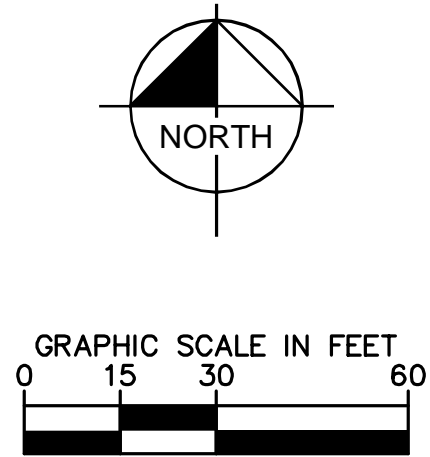
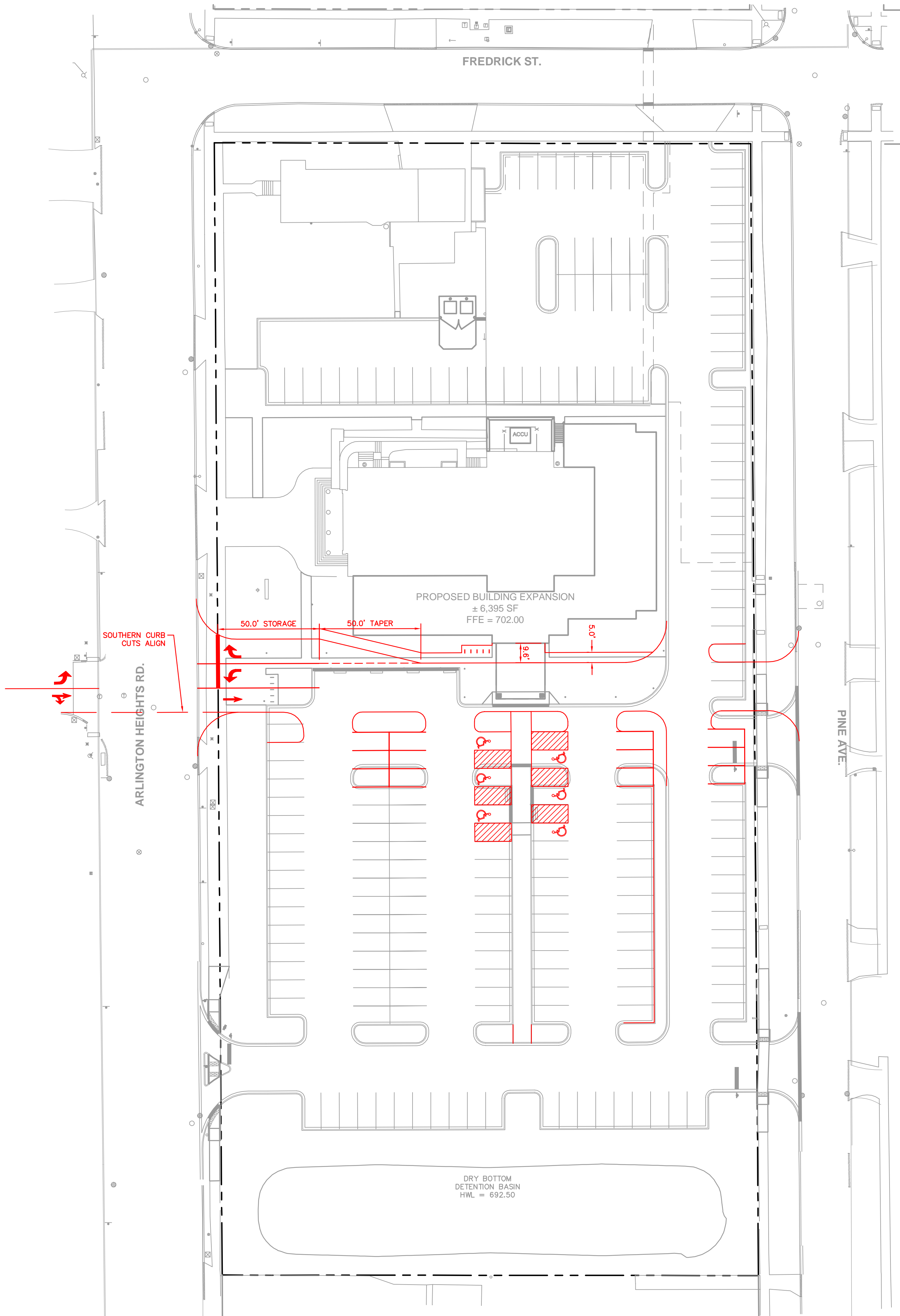
<u>ITEM NO.</u>	<u>CODE NO.</u>	<u>QUAN.</u>	<u>UNIT</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>COST</u>
1	70102635	1	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	\$ 10,000.00	\$ 10,000.00
2	81028220	75	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	\$ 24.00	\$ 1,800.00
3	81028240	110	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	\$ 30.00	\$ 3,300.00
4	85000200	1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	\$ 1,000.00	\$ 1,000.00
5	87300925	1200	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	\$ 1.30	\$ 1,560.00
6	87301215	300	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	\$ 1.30	\$ 390.00
7	87301225	500	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	\$ 1.40	\$ 700.00
8	87301245	1000	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	\$ 1.60	\$ 1,600.00
9	87700170	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	\$ 5,500.00	\$ 11,000.00
10	87700210	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	\$ 6,500.00	\$ 6,500.00
11	87800400	45	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	\$ 300.00	\$ 13,500.00
12	87900200	5	EACH	DRILL EXISTING HANDHOLE	\$ 250.00	\$ 1,250.00
13	88030020	6	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	\$ 990.00	\$ 5,940.00
14	88030050	4	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	\$ 950.00	\$ 3,800.00
15	88102717	6	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	\$ 850.00	\$ 5,100.00
16	88200410	6	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	\$ 150.00	\$ 900.00
17	88700200	1	EACH	LIGHT DETECTOR	\$ 1,100.00	\$ 1,100.00
18	88800100	6	EACH	PEDESTRIAN PUSH-BUTTON	\$ 225.00	\$ 1,350.00
19	89000100	1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION	\$ 50,000.00	\$ 50,000.00
20	89502200	1	EACH	MODIFY EXISTING CONTROLLER	\$ 1,650.00	\$ 1,650.00

PRELIMINARY ESTIMATE OF COST - TRAFFIC SIGNALS

LOCATION: Arlington Heights Rd at St. James Parish; Arlington Heights, IL

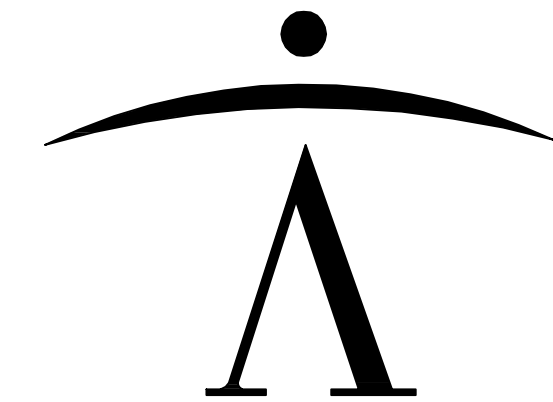
<u>ITEM NO.</u>	<u>CODE NO.</u>	<u>QUAN.</u>	<u>UNIT</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>COST</u>
21	89502300	2500	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT	\$ 0.50	\$ 1,250.00
22	89502375	1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	\$ 2,000.00	\$ 2,000.00
23	89502385	3	EACH	REMOVE EXISTING CONCRETE FOUNDATION	\$ 300.00	\$ 900.00
24	X0324085	100	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	\$ 2.00	\$ 200.00
25	X8710024	1200	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	\$ 4.00	\$ 4,800.00
26	Z0033046	1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	\$ 5,000.00	\$ 5,000.00
27	Z0073510	1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING	\$ 4,000.00	\$ 4,000.00
28		1	EACH	RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	\$ 10,000.00	\$ 10,000.00
				TOTAL		\$ 150,590.00

25% contingency	\$ 37,647.50
Subtotal	\$ 188,237.50
Engineering	\$ 25,000.00
GRAND TOTAL	\$ 213,237.50



PARKING SUMMARY	
STANDARD PARKING SPACES PROVIDED	= 184 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 6 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 6 SPACES
TOTAL PARKING SPACES PROVIDED	= 190 SPACES

- DISADVANTAGES
1. THE PARISH WOULD INCUR SIGNIFICANT COSTS TO IMPROVE / UPGRADE THE EXISTING TRAFFIC SIGNAL.
 2. THE NORTHERN EDGE OF THE MAIN DRIVE AISLE IS VERY CLOSE TO THE NEW ADDITION, ESPECIALLY ADJACENT TO THE NEW MAIN ENTRY; SAFETY CONCERN.
 3. THERE WOULD BE NO EXTERIOR GATHERING SPACE AFTER MASS; NO LEGITIMATE OVERHANG FOR PARISHIONERS.
 4. ALL OF THE HANDICAPPED PARKING SPACES WOULD BE SOUTH OF THE NORTH DRIVE.
 5. THIS ARRANGEMENT COULD BECOME A 'CUT-THRU' FROM ARLINGTON HEIGHTS ROAD TO THE NEIGHBORHOOD, OR VICE VERSA.
 6. WITH MORE VEHICLES BEING BROUGHT TO THE NORTH (ADJACENT TO ADDITION), PARISHIONERS WOULD HAVE TO CROSS A BUSIER DRIVEWAY TO GET TO BUILDING; SAFETY CONCERN.



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Participating Consultants:

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LISLE, IL 60532
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

PROJECT NAME:
VILLAGE SUBMITTAL
**CHURCH ADDITION
AND RENOVATION**
831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH
AND
THE ARCHDIOCESE OF CHICAGO

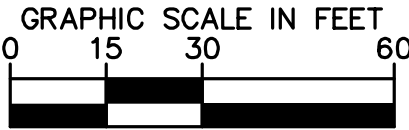
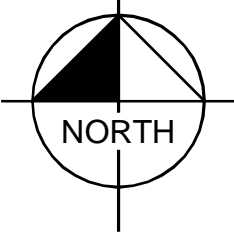
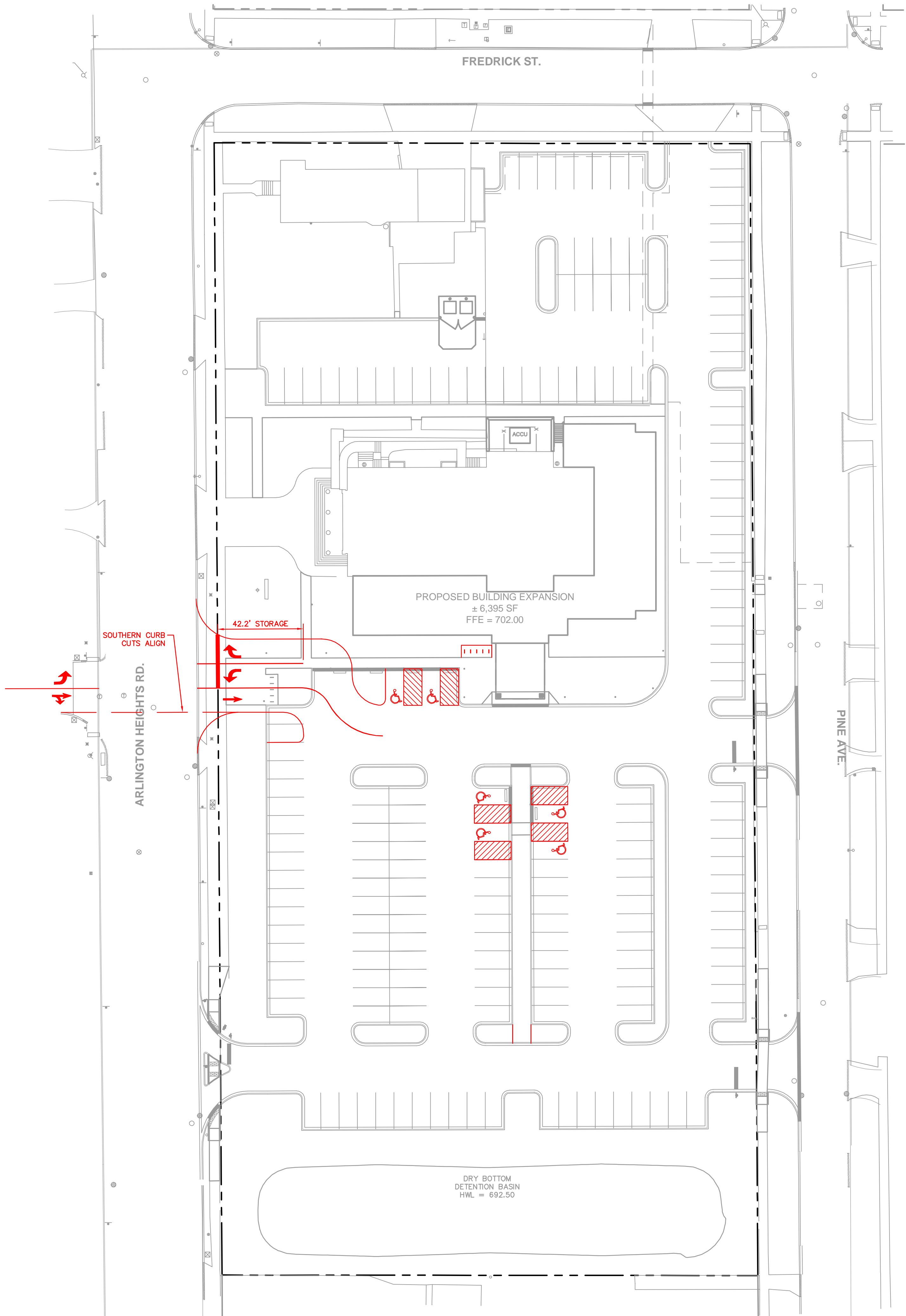
DRAWING TITLE:

**SIGNAL EXHIBIT
(OPTION 1)**

RESUBMITTED 12/20/17

PROJECT NO.: 168144008 DATE: 12/11/17

EX.

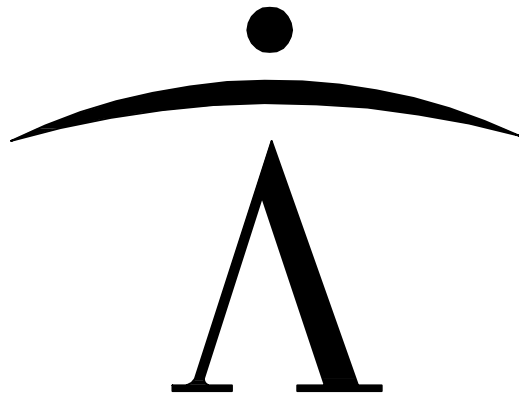


PARKING SUMMARY

STANDARD PARKING SPACES PROVIDED	= 173 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 6 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 6 SPACES
TOTAL PARKING SPACES PROVIDED	= 179 SPACES

DISADVANTAGES

1. THE PARISH WOULD INCUR SIGNIFICANT COSTS TO IMPROVE / UPGRADE THE EXISTING TRAFFIC SIGNAL.
2. THE NORTHERN EDGE OF THE MAIN DRIVE / AISLE IS VERY CLOSE TO THE NEW ADDITION, ESPECIALLY ADJACENT TO THE NEW MAIN ENTRY; SAFETY CONCERN.
3. THERE WOULD BE NO EXTERIOR GATHERING SPACE AFTER MASS; NO LEGITIMATE OVERHANG FOR PARISHIONERS.
4. MAJORITY OF THE HANDICAPPED PARKING SPACES WOULD BE SOUTH OF THE NORTH DRIVE.
5. THIS ARRANGEMENT COULD BECOME A 'CUT-THRU' FROM ARLINGTON HEIGHTS ROAD TO THE NEIGHBORHOOD, OR VICE VERSA.
6. WITH MORE VEHICLES BEING BROUGHT TO THE NORTH (ADJACENT TO ADDITION), PARISHIONERS WOULD HAVE TO CROSS A BUSIER DRIVEWAY TO GET TO BUILDING; SAFETY CONCERN.
7. GEOMETRY OF THIS CONCEPT IS NOT PRACTICAL.



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Participating Consultants:

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PHONE: 630-487-5550
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PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:

SIGNAL EXHIBIT (OPTION 2)

RESUBMITTED 12/20/17

PROJECT NO.: 168144008 DATE: 12/11/17

EX.

PLAN COMMISSION PC #17-012
St. James Parish Subdivision
820 N. Arlington Heights Road
PUD, SU Amnd, Pre/Final Plat of Subdivision, Parking Variation
Round 4

The petitioner provided a summary of responses to the proposed "Conditions of Approval" in their letter dated December 20, 2017, some of which were provided on December 11th, others on December 14th. Although the letter does not include direct responses to all previous engineering comments, the comments below incorporate the responses provided and present a new summary of engineering comments.

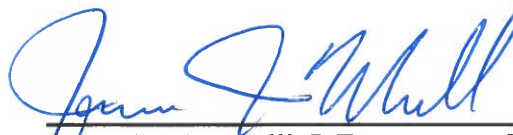
59. The response by the petitioner to comment #58 (Response #5 from 12/20/17 letter) is acceptable.
60. The response provided by the petitioner to Comment #50 (Response #1 from 12/20/17 letter) is noted. The options provided include dedicated right turn lanes, which may not be needed. No capacity analyses were provided. Other option not considered include: an exit only, similar to the west leg; an offset intersection; split phasing of the signal operations. The petitioner's traffic consultant, not a parish representative, should contact IDOT to set up a meeting between representatives from IDOT, the St. James team, and the Village to discuss the pros and cons of various options for an eastern driveway access at the existing traffic signal.
61. Comment #51 was not directly responded to. To reiterate: The response (to Comment #45) states parking along the west side of Arlington Heights Road will be maintained on Sundays. It is our understanding that all parking on Arlington Heights Road will be prohibited.
62. The response provided by the petitioner to Comment #52 (Response #3 from 12/20/17 letter) is noted. The revised plan shows the east drive aisle north and south of the building to be 24' wide. However, the 24' width does not appear to have been carried through to the north driveway onto Frederick Street. The parking spaces and island facing Frederick just west of the driveway must be shifted west to maintain the 24' drive aisle all the way through the driveway.
63. The response provided by the petitioner to Comment #53 (Response #6 from 12/20/17 letter) is noted. The definition of public benefit signal vs. private benefit signal is clear: Does the signal serve a public street or a private driveway? The existing west leg of the signalized location is a private driveway, and as such, the signal is 100% private benefit. A hypothetical east leg would also be private. The signal at Oakton Street, for example, is 100% public benefit, since both legs of Oakton are public streets.
64. Comment #54 was not directly responded to. To reiterate: Sheet C3.0: At the RIRO driveway on Arlington Heights Road, the public sidewalk shall take precedence over the curb and shall be continuous through the driveway with the curbs stopping on either side of the sidewalk. This comment can be addressed at final engineering.

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65. Comment #55 was not directly responded to. To reiterate: Sheet C3.0: All utility open cuts on Village streets will require heavy duty pavement as replacement. This comment can be addressed at final engineering.
66. Comment #56 was not directly responded to. To reiterate: Sheet C3.0: It is suggested additional private driveway and public sidewalk removal and replacement be shown on the north side of Frederick Street to account for the impact associated with the installation of the 5' diameter valve vault. This comment can be addressed at final engineering.
67. Comment #57 was not directly responded to. To reiterate: Sheet C7.0: The pavement thicknesses for the heavy duty pavement section must conform to the following: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. This comment can be addressed at final engineering.

 12/29/17
James J. Massarelli, P.E. Date
Director of Engineering

Additional Items for Final Engineering:

Estimates of Cost
Underground storage HS-25 loading
OUMA
Site lighting
Traffic Signal Agreement

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: December 11, 2017
Subject: 831 N Arlington Heights Road – PC #17-012 Round 3

With regard to the proposed utility installation at 831 N Arlington Heights Road, I have the following comments:

1. The fire hydrant must be an East Jordan 5BR250 and must conform to Village standards. Adjust the hydrant detail on page C7.1.
2. The revised hydrant location must be reflected within the public ROW on page C 6.0. Adjust the location on page C 6.0.
3. A 6" compound water meter will be required for this application.
4. An RPZ will be required for protection of the fire and the domestic service. Sizes will be provided when plumbing plans have been submitted.

C. file

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From: Matthew Hichens <Matt@newmanArchitecture.com>
Sent: Friday, January 05, 2018 2:18 PM
To: Hubbard, Sam; Karen Kristianson
Cc: Debbie Bolash; Luay Aboona
Subject: RE: Meeting With IDOT
Attachments: DOC089.pdf; C3.0 Site Plan.pdf

Sam:

In the interest of time, we offer the following responses to your comments in the document attached above. Let me know if you need something more formal.

59. Understood; thank you.

60. As requested, the Traffic Consultant requested a meeting with IDOT; their request was denied. Knowing that IDOT has already issued a preliminary review letter, with no exceptions to the proposed changes to Arlington Heights Road, we respectfully request Staff's approval on the proposed design, as documented.

61. The Parish is good with the deletion of all parking on Arlington Heights Road.

62. See attached. The site plan has been revised to maintain a 24' drive aisle through the north driveway onto Frederick Street.

63. As noted in my email from Dec. 14, I believe we still need a Village response from our two (2) questions requested after Plan Commission Meeting. They are as follows:

1. You said there are examples of this condition happening elsewhere in the Village. Could you provide a list of those locations and property owners? Also, are any of the owners not-for profit entities?

2. While the list of responsibilities stated your Item #11 seem to constitute "ownership" of the traffic signal, we would be interested in knowing the expected yearly "operation" costs (ONLY) for a traffic signal similar to this. This information would be helpful for Archdiocese / Parish consideration.

64. We will address this comment with final engineering and coordinate the request with IDOT.

65. The final engineering plans will be revised to show heavy duty pavement replacing all utility open cuts in Village streets.

66. We will adjust the limits of removal and replacement at the private drive and public sidewalk north of Frederick with final engineering.

67. The pavement section proposed on the drawings matches the local street requirements listed in section 6.04 of the Manual of Practice. The pavement section proposed is also consistent with section 2.13F "Bituminous Surface With Flexible Base Patching." We believe the pavement section proposed for heavy duty asphalt is adequate. Please advise.

Thanks again for helping us move forward!

Matt

Matthew E. Hichens, AIA
Licensed Architect / Principal
Newman Architecture
630-420-1600 Ext 118