

PLAN COMMISSION

INTER-DEPARTMENTAL REVIEW COMMITTEE REPORT

College Preparatory School of America (CPSA) – 331 W. Madison Street

July 18, 2016

PC 16-15

Petitioner/Property Owner

College Preparatory School of America (CPSA)
c/o Mohammed Majeed
331 West Madison Street
Lombard, IL 60148

Andrew Draus (Counsel)
331 West Madison Street
Lombard, IL 60148

Property Location

331 West Madison Street
Lombard, IL 60148
(Trustee District 6)

Zoning

R2PD Single Family Residence
District, Planned Development

Existing Land Use

Private Educational Institution

Comprehensive Plan

Public and Institutional

Approval Sought

Conditional use for a planned development to provide for a second school building on the premises, along with companion relief.

Prepared By

William J. Heniff, AICP
Director



LOCATION MAP

PROJECT DESCRIPTION

The College Preparatory School of America (CPSA) has been experiencing an increased demand for classroom space. As such, the school is proposing to construct a second building on the subject property. As proposed, the new building would have approximately 14,070 square feet of educational space and located south of the existing building, which would remain. The new building would include a cafeteria, gymnasium, as well as classroom and general office area. To accommodate the increased student population, additional parking would be provided to meet code requirements. A stormwater detention facility will also be constructed per code.

APPROVAL(S) REQUIRED

The College Preparatory School of America (CPSA) requests that the Village approve a conditional use to allow for an expansion of an existing Private Elementary, Middle and High School, in the R2 Single-Family Residence District; and approval of a conditional use for a planned development with a companion variation from Section 155.508 (C)(7), reducing the minimum required open space to 50% where a minimum of 62.5% is required for planned developments.

PROJECT STATS

Proposed Lot & Bulk

Parcel Size: 4.22 acres
183,823 sq. ft.

Lot Coverage: 49.7%

Req'd Setback & Lot Dimensions – (Proposed)

Front (existing school): 30' (84.3')

Side: (east) 6' (53.1')

Side: (west, existing school) 9' (115.6')

Rear: 35' (46')

Lot Width: 444.1 after consolidation

Submittals

1. Petition for Public Hearing
2. Response to all applicable Standards.
3. Boundary and Topographical Survey, prepared by Gentile & Associates, dated January 4, 2007;
4. Zoning Plan, prepared by Dome Structural Engineers, dated April 29, 2016;
5. Construction Staging Plan, prepared by Dome Structural Engineers, dated June 13, 2016;
6. Landscape Plan, prepared by Dome Structural Engineers, dated May 13, 2016;
7. Landscape Plan details, prepared by Dome Structural Engineers, dated January 6, 2016;
8. CPSA building elevation renderings (undated) and floor plans, prepared by Dome Structural Engineers, dated April 5, 2010 and January 21, 2016.

EXISTING CONDITIONS

The subject property is currently improved with a parochial school that provides day care, elementary and secondary school activities. The site has been largely unchanged since they acquired the site in 1993, excepting the acquisition and incorporation of a former residential lot that existed west of the school in 2000.

INTER-DEPARTMENTAL REVIEW

Fire Department: The Fire Department states that the design professional must establish the required fire separation distance between the existing building and the new building. The established fire separation distance will determine the maximum area of exterior wall openings, in both buildings, and/or the degree of opening protection required.

Building Division: The Building Division does not have any comments regarding the public hearing request. Additional comments pertaining to construction activity will be provided as part of the building permit submittal(s).

Private Engineering Services (PES): PES has completed its first review of the following final engineering submittal, which was transmitted on June 15, 2016. Those comments, and any additional that may be still forthcoming on subsequent reviews, consist of the comments that need to be addressed for permitting. For reference purposes, the DuPage County Stormwater and Floodplain Ordinance and Village local amendments would require that the required stormwater detention improvement must be completed and functional prior to approval of any additional parking lot or building improvements are undertaken on the property.

Public Works:

The Department of Public Works notes that the preliminary engineering plan review comments have been provided to the petitioner. One comment of particular concern is the viability of the proposed concrete wall for the storm water detention basin. Structural engineering details and calculations are have not yet been provided to demonstrate that the wall will be stable and watertight.

Planning Services Division:

In 2009, CPSA received approval for a second school on the 20,560 square foot school on the premises. However due to funding constraints they did not proceed with the project and the zoning relief granted for the property lapsed in 2013. CPSA is seeking to move forward with their originally approved plans, albeit with a smaller school building. The additional parking lots, proposed building location and access drives are essentially the same as what was approved in 2009. However, unlike the original concept, the smaller new building will be for high school students only.

1. Surrounding Zoning & Land Use Compatibility

	Zoning District	Existing Land Use
North	R2	Single Family Residences (and Madison Street)
South	R2	Single Family Residences
East	R2	Single Family Residences
West	R2	Single Family Residences

The subject property directly abuts single-family residences on three sides. As such, special attention should be given to the health, safety and welfare of those surrounding properties. Educational institutions are generally considered compatible with single-family residential uses and in Lombard they are almost exclusively located within residential neighborhoods.

CPSA has worked closely with the Village from various times since 2001 to draft the current site plan. Furthermore, the Village has recommended the following to CPSA to help ensure neighborhood compatibility:

1. Keep all new structures (principal and accessory) towards the interior of the site to meet building setback requirements and minimize the effect of the structures on the neighboring properties;
2. Keep the height of the principal new structure at code compliance levels to minimize the visual impact on surrounding properties;
3. Hold neighborhood meetings to assess the concerns of the neighboring property owners in order to address those concerns.

The petitioner held two neighborhood meetings in 2009 and one in May, 2016 to discuss the proposed plans with adjacent property owners. During the meeting, neighbors had the opportunity to comment on the plans and address their concerns with the proposed project. Some of the specific comments made by the neighboring properties included: the impact of more students at CPSA and traffic on Madison Street, the aesthetic view of the front of the property and properties abutting the site (especially with the addition of parking spaces in front of the building) and general concerns about any operational changes with the school.

Staff finds the use to be consistent with the locations and past development approvals of other residentially-located private schools throughout the Village and generally compatible with adjacent properties. The petitioner has worked closely with staff in an attempt to address the bulk regulations set forth within the Zoning Ordinance. As such, the only relief beyond the conditional use approval pertains to planned development open space, which is discussed later.

Setbacks

All setback requirements for the proposed building have been met.

Landscaping

The petitioner submitted a landscape plan as part of the project. Along Madison Street a two foot high berm is proposed with yews and forsythias largely clustered on the north side of the berm, which will be intended to soften the visual impact of the parking lot and vehicle lights. Foundation plantings and requisite parkway trees are also proposed.

The plan also identifies a solid hedgerow of dogwoods interspaced with Amur Maple trees along the eastern property line as well as along the southern property line, along with 6 foot high wood fencing abutting the new school. To provide for increased screening for the school as well as neighboring properties, staff recommends that the proposed dogwoods be replaced with a solid arborvitae hedgerow and that the amur maple tree be interspersed with other types of similar species that are compatible with the existing flora surrounding the subject property and compatible with overhead utility lines. Also the proposed fence should be extended the length of the southern property line.

Lighting

Section 155.602(A)(10)(d) of the Zoning Ordinance states that in no case shall parking lot lighting exceed 0.5 foot-candles at any property line which is shared by a residentially-zoned property. CPSA will be required to submit a photometric plan, for Village review, as part of their permit submittal to ensure that excessive light spillover does not occur onto residential properties.

Stormwater

Currently no stormwater detention improvements exist on the subject property. The petitioner is proposing to add a detention pond on the northwest portion of the subject property at a depth of five (5) feet. The location of the detention pond is proposed in the northwest portion of the subject property as the natural slope in grade slopes from east to west. When the water collects in the western portion of the property it would then be piped into the proposed detention pond. In the event that the detention pond was at capacity, any overflow would then be piped to the Village's storm sewer at the northwest corner of the subject property.

To ensure that the 50% open space requirements as set forth within Section 155.407 (H) are met, as part of the completion of Phase 3 of the project, the petitioner shall be required to remove the interim basketball court and replace it with wet prairie seed mix for native plantings, subject to review and approval by the Village's stormwater administrator.

Deliveries and Refuse Pick-up

An added condition associated with the 2009 approval pertains to waste disposal activities. To ensure neighborhood compatibility, a condition was established to require that trash collection and deliveries shall not occur on the school property prior to 8:00 a.m. This condition is being recommended to be added to this petition as well, which is consistent with a condition of approval that was placed upon St. Johns School (PC 05-06).

The dumpster location will be located directly off of the western drive aisle, adjacent to the detention pond. The location is centralized on the site, which would place it further away from neighboring properties. The Zoning Ordinance requires the dumpster to be fully screened on all four (4) sides.

Surveyor's Gap

There is an existing surveyor's gap strip of land that spans the entire length of the southern portion of the subject property that was created in 1923. The gap ranges from six (6) feet wide at the eastern end of the subject property to ten (10) feet at the western end. However, the surveyor's gap is not considered to be part of this petition.

2. Comprehensive Plan Compatibility

The Comprehensive Plan recommends Public and Institutional uses for the subject property. As the principal use of the property is an educational facility, its use adheres to the recommendation. The petitioner's site modifications are also consistent with the existing institutional nature of the property.

Zoning Ordinance Compatibility

Parochial schools and public schools are permitted in residential districts through the conditional use process but are prohibited in B business districts. Therefore placement of such schools in residential districts is deemed to be appropriate.

Deviation in Open Space

The underlying R2 – Single Family Residence District regulations require a minimum of 50% open space for each property. Section 155.508(C)(7) requires that open space in a planned development must be at least 25% more than is required in the underlying district. When combined with the existing improvements, the proposed improvements would bring the total amount of open space on the subject property to 50.3%, which would meet the base R2 zoning provisions that must be met for all of the abutting properties. However, it must be noted that the open space requirement is a land use regulation and the petitioner will still need to meet all stormwater detention requirements.

As previously noted, 80 parking spaces would be provided where 70 spaces are required. The additional 10 spaces can be considered to be a preferential request offered by the petitioner, which represents roughly 1,620 square feet of impervious surface that could be considered as open space. As such, the petitioner is suggesting that these additional spaces be provided as land-banked parking spaces at the southeast corner of the site and that if there is an increased need for parking, they could install these spaces at a later date.

Planned Development

Establishing a planned development for the CPSA campus is consistent with other private school uses in the Village and consistent with the 2009 Village Board approval. The Village previously established planned developments for Christ the King in 2004, St. John's in 2005 and St. Pius X in 2007. The planned development is specifically required in this case as the petitioner wishes to keep both principal structures on the property physically separate of one another. Per Section 155.208(B) of the Zoning Ordinance, more than one (1) principal structure on one (1) lot-of-record is not permitted in the R2 District, except as part of a planned development. As the subject property is to be used as a master planned campus for a use other than single-family residential, the establishment of a planned development is deemed appropriate.

Conditional Use for School, Private, Full-time: Elementary, Middle and High

A private educational institution is also listed as a conditional use in the R2 Single-Family Residence District. This request is to provide conforming use status for the school expansion. The operations of the school are typical of most private educational institutions (i.e., daytime operations during the fall, winter and spring months; after-school events as planned and commonly held in such schools). While many parochial school have companion religious institutions located on the same premises as the school, CPSA has represented that this is not their intent. Staff finds that CPSA meets the standards for a conditional use.

Compliance with the Subdivision and Development Ordinance

Prior to achieving a full Certificate of Occupancy, the petitioner would be required to submit a final plat of consolidation.

3. Site Plan: Access & Circulation

CPSA is located in an established residential neighborhood and is located in close proximity to Madison Elementary School. The addition of the new building will allow 136 more high school students to attend the school, which would bring the total student population to 533 (i.e., 30 day care, 243 elementary and 260 high school students). This figure is lower than the projected 785 students that were envisioned to be attending the school upon final buildout and occupancy based upon the 2009 approved plan. With the additional students on the subject property, the daily operations of the school will need to adapt to the increased capacity. As the property is currently configured, the main parking lot is in the rear of the existing building and there is additional parking on the eastern portion of the subject property (adjacent to the school). The petitioner is proposing to change the layout to accommodate increased student population. The proposed building would be constructed in the area of where the main parking lot, play area and ball field currently exist. The proposed parking lots would be located in front of the building (along Madison) and along the eastern portion of the subject property (adjacent to the new and existing buildings). The drop off/pick up functions would occur in an area between both buildings (central to the subject property) through the use of a center drive aisle. Staff notes that this aisle should be sized to allow for two-lane maneuvering. The Fire Department requires that all new buildings provide access to three sides of the new structure(s). As such, CPSA would be required to install a drive aisle around the perimeter of the proposed structure, which is depicted on the submitted plans. This fire lane will be blocked off and only be used by the Fire Department.

As proposed, the existing building would not require ADA or Life Safety Code improvements to its interior as part of this petition. The petitioner has indicated that the existing building would remain "as is" in the immediate term.

Parking

Pursuant to the Zoning Ordinance a total of 70 parking spaces are required. The proposed plans indicate a total of 80 parking spaces, which exceeds the amount of parking required by Code by 10 parking spaces. The petitioner has indicated that the additional parking spaces are needed to accommodate any overflow parking situations and prevent spillover parking onto the adjacent neighborhood streets. The petitioner has indicated that high school students do not drive to school. In order to ensure that the amount of parking is sufficient in the future, the number of high school students allowed to attend the CPSA will be capped at 260 students. If the 10 land-banked parking spaces are constructed at a future date, as depicted on the submitted plans, the total student enrollment shall be capped at 315 grade school students and the number of high school students shall be capped at 300 students. Should this condition be made a part of the final ordinance of approval, the Village can monitor compliance by obtaining student population numbers through the Illinois State Board of Education and pre-school numbers through DCFS.

Traffic

The Village's traffic consultant KLOA reviewed the proposed development and conducted traffic counts on the adjacent neighborhood intersections to determine the impacts of the proposed development. They have completed a report which is also transmitted with the staff report (Exhibit A). Staff worked with the petitioner and KLOA to remediate some of the internal site issues. As the student population affects the amount of vehicular traffic to and from the subject property, CPSA has

agreed to cap the number of students. The current student population of CPSA is 397 students. With the addition of the new classrooms, future enrollment is expected to reach 533 students. As such, there will be 136 additional students on the subject property during peak enrollment. Staff recommends as a condition of approval that the recommendations from the Village's traffic consultant be incorporated into the final development plan and operations.

For reference purposes, should the new school be built, it will likely not reach its enrollment capacity upon the first year of opening and the traffic impacts will not occur immediately upon the grant of any companion zoning relief and would likely be gradual. The Village controls and regulates the parking and traffic patterns of the neighboring streets and the Village's Public Safety & Transportation Committee will have jurisdiction over any roadway regulations or parking limitations placed upon the abutting streets. Should modifications be needed, they can be addressed at that time.

4. Building Elevations

Based on the submitted building elevations, staff finds that the proposed establishment will be aesthetically consistent with the surrounding neighborhood and the existing school building. It is intended to have a red masonry exterior, consistent with the school building, with a glass and metal entry feature at the northeast end of the high school building.

5. Signage

The petitioner is seeking to install a new monument sign in front of the building, which would replace the existing metal sign. The sign would meet code and would be architecturally compatible with the existing and proposed building elevations.

6. Phased Approach to Development

The petitioner is seeking to construct the project in phases. Phase 1 would consist of the requisite stormwater improvements for the project, along with construction of a temporary basketball play court which would be located at the base of the detention pond. Phase 2 would consist of the parking lot to be located on the north side of the existing school building. Phase 3 will consist of the new school building and all of the access and circulation improvements proposed as part of the submittal. As the project has been subject to several efforts, staff would recommend that the planned development have specific timeline benchmarks for the project, including:

- a. Construction for the proposed Phase 1 stormwater improvements shall commence no later than one year from the date of approval of the Ordinance of approval;
- b. Construction of the proposed Phase 2 parking lot improvements shall commence no later than two years from the date of approval of the Ordinance of approval; and
- c. Construction of the proposed Phase 3 school building and associated parking lot improvements shall commence no later than three years from the date of approval of the Ordinance of approval.
- d. If in the event any of the time periods identified within sections a through c above are not met, the zoning relief granted for the remaining phases of development shall automatically be null and void, unless a time extension is granted by the Village Board prior to the expiration date.

SITE HISTORY

CPSA has operated as an educational facility since obtaining their Certificate of Occupancy in 1993. In 2001, CPSA petitioned for a public hearing (PC 01-16) to establish framework for a future expansion plan, receive conditional use approval for the existing school, a conditional use to designate the property as a planned development, a map amendment to rezone the property and certain variations to bring the property into compliance with the Zoning Ordinance. Although PC 01-16 was ultimately withdrawn, members of CPSA

continued to meet with Village staff to discuss the proposed campus master plan. In 2009, CPSA secured planned development approval for a second school on the premises. However due to funding constraints they did not proceed with the project and the zoning relief granted for the property lapsed in 2013. The map amendment associated with the petition remains in place.

FINDINGS & RECOMMENDATIONS

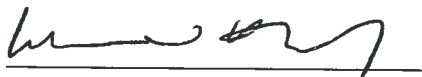
Staff has reviewed the petition and finds that petition does meet the Standards for Variations set forth in the Zoning Ordinance. As such, the Inter-Departmental Review Committee recommends that the petition does meet the Standards for Planned Developments and Conditional Uses as set forth in the Zoning Ordinance and recommends that the Plan Commission make the following motion recommending approval of the petition associated with PC 16-15, subject to the conditions as outlined:

Based on the submitted petition and the testimony presented, the proposal does comply with the Standards for planned developments, conditional uses with a deviation required by the Lombard Zoning Ordinance; and, therefore, I move that the Plan Commission accept the findings of the Inter-departmental Review Report as the findings of the Plan Commission and that establishing conditional use for a planned development with a companion deviation and a conditional use for a private school expansion is in the public interest, and therefore, I recommend to the Corporate Authorities approval, of PC 16-15, subject to the following conditions:

1. The site shall be developed substantially in accordance with the CPSA elevation, site, landscaping and floor plans package, prepared by Dome Structural Engineers, and submitted as part of the petition.
2. All comments in the Inter-Departmental Review Committee Report shall be satisfactorily addressed as part of a building permit application.
3. The petitioner shall address all recommendations in the KLOA report, which includes a detailed drop off/pick up schedule in a manner acceptable to the Director of Community Development, based upon the proposed traffic flow conditions along Madison Street and upon the subject property.
4. Based upon the proposed parking configuration set forth within the petitioner's plans, the number of day care and grade school students shall be capped at 275 students and the number of high school students shall be capped at 260 students. If the 10 land-banked parking spaces are constructed at a future date, as depicted on the submitted plans, the total student enrollment shall be capped at 315 grade school students and the number of high school students shall be capped at 300 students.
5. A final plat of consolidation shall be submitted to the Village for approval, making the site a single lot of record.
6. The designated fire lane adjacent to the western and southern portion of the proposed building shall be blocked off at all times and accessed only by the Lombard Fire Department in a design manner acceptable to the Village.
7. The petitioner shall submit a photometric plan as part of building permit submittal showing compliance with Village Code.

8. Trash collection and deliveries shall not occur on the school property prior to 8:00 a.m.
9. A revised landscape plan shall be submitted in a manner acceptable to the Director of Community Development and consistent with the Zoning Ordinance. Along the eastern and southern property lines of the subject property, a continuous arborvitae hedgerow shall be established. The amur maple trees shall also be interspersed with other tree varieties to ensure compatibility with the existing vegetation on neighboring properties as well as the overhead electric transmission lines. Furthermore the proposed 6' solid fence proposed along the southern property shall be extended along the full length of the southern lot line.
10. To ensure that open space requirements are met, as part of the completion of Phase 3 of the project, the petitioner shall be required to remove the interim basketball court and replace it with wet prairie seed mix for native plantings, subject to review and approval by the Village's stormwater administrator.
11. The relief granted as part of this petition shall be subject to the following time provisions:
 - a. Construction for the proposed Phase 1 stormwater improvements shall commence no later than one year from the date of approval of the Ordinance of approval;
 - b. Construction of the proposed Phase 2 parking lot improvements shall commence no later than two years from the date of approval of the Ordinance of approval; and
 - c. Construction of the proposed Phase 3 school building and associated parking lot improvements shall commence no later than three years from the date of approval of the Ordinance of approval.
 - d. If in the event any of the time periods identified within sections a through c above are not met, the zoning relief granted for the remaining phases of development shall automatically be null and void, unless a time extension is granted by the Village Board prior to the expiration date.
12. The Plan Commission shall be granted site plan approval authority for the subject property.

Inter-Departmental Review Committee Report approved by:



William J. Heniff, AICP
Director of Community Development
c. Petitioner

EXHIBIT A

KLOA Traffic Study for Proposed CPSA Addition

(see attached report)



MEMORANDUM TO: William Heniff
Village of Lombard

FROM: Michael A. Werthmann, PE
Javier Millan

DATE: July 12, 2016

SUBJECT: Site Traffic Impact Analysis
Proposed CPSA School Expansion
Lombard, Illinois

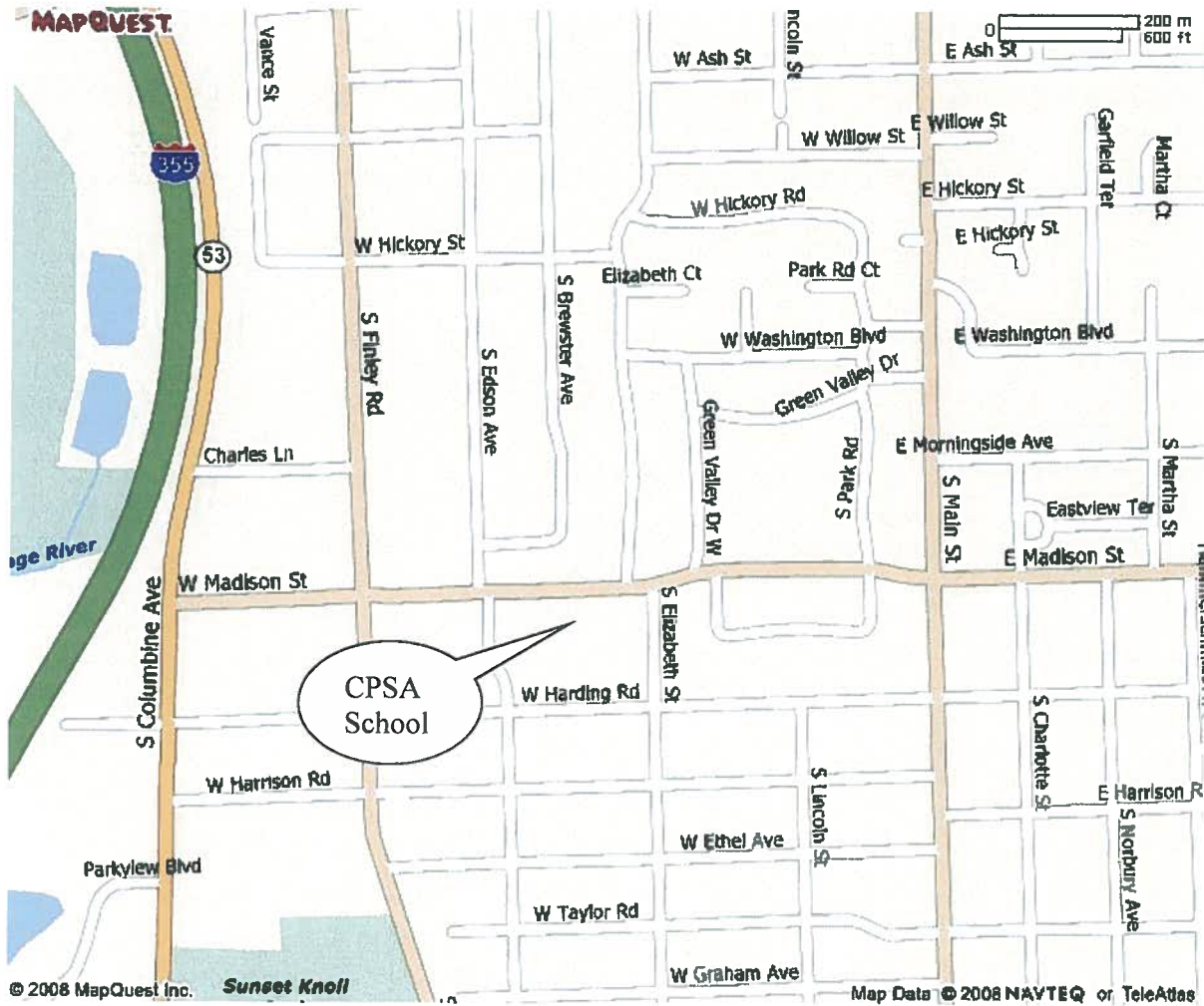
This memorandum summarizes the results of a site traffic impact analysis conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion of the College Preparatory School of America (CPSA) school located in Lombard, Illinois. The existing school, which is located on the south side of Madison Street just west of the north leg of Elizabeth Street, currently has a student population of approximately 397 students ranging from preschool to 12th grade. The school has 18 teachers for k-8th grade children, 14 teachers for high school students and 12 administration staff personnel. As proposed, the expansion will consist of an approximately 21,829 square foot building south of the existing building that will include a cafeteria/dining room, a gymnasium, classrooms for high school students and general office area. It is anticipated that with this new building their maximum enrollment will be 533 children (including the existing 397 students). Furthermore, the teacher population will increase by three additional employees.

This study was conducted to assess the impact that the proposed school expansion will have on traffic conditions in the area and to recommend any roadway, loading, and circulation improvements and/or modifications necessary to accommodate expansion-generated traffic as well as alleviating existing conditions.

Existing Conditions

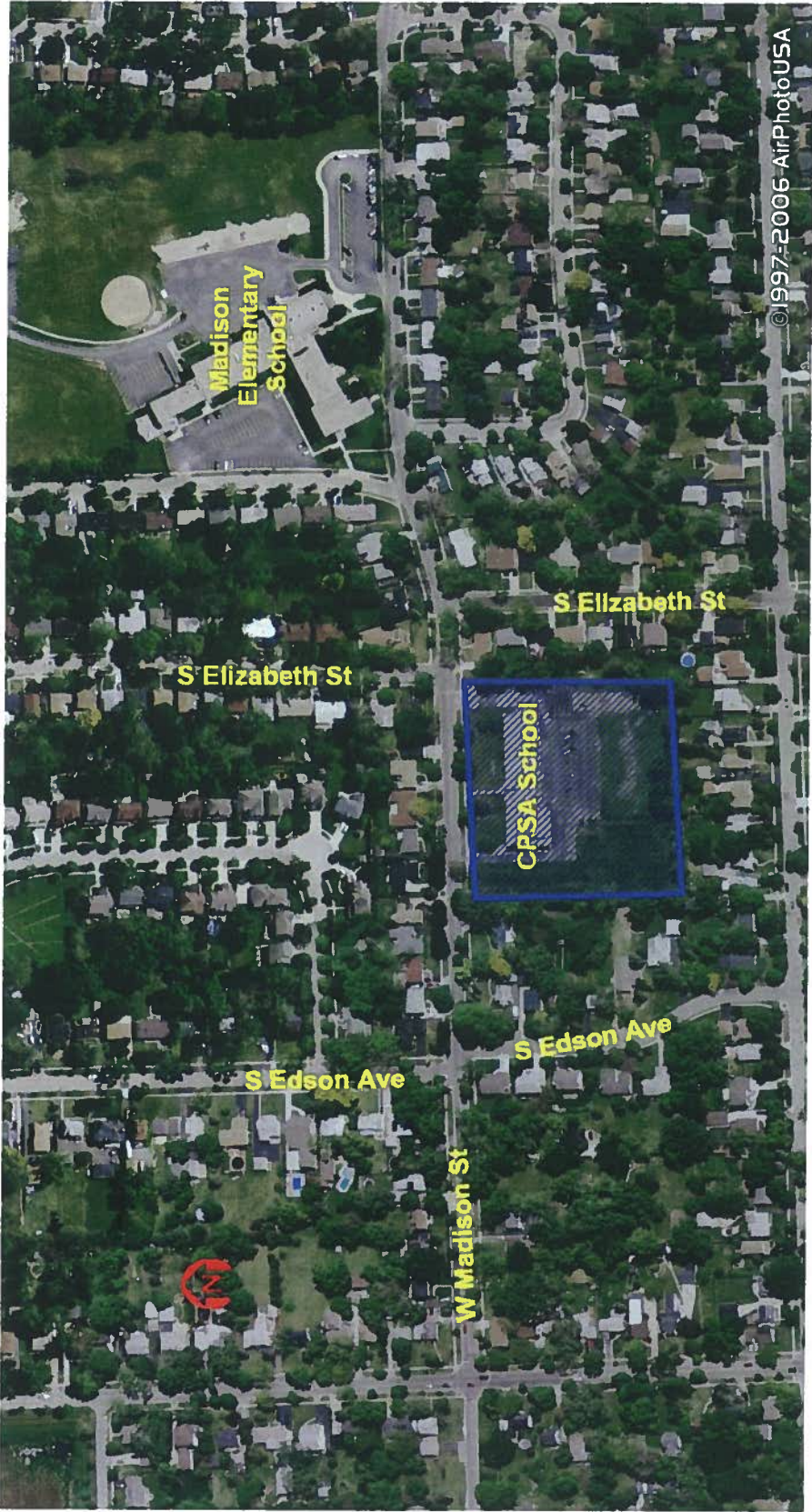
Site Location

As indicated previously, the existing school is located on the south side of Madison Street just west of the north leg of Elizabeth Street. The Madison Elementary School is located approximately 550 feet east of the CPSA School on the north side of Madison Street. Land uses in the area primarily consist of single family homes. **Figure 1** shows the location of the site with respect to the surrounding roadway system. **Figure 2** shows an aerial of the site location.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

Area Roadways

The principal roadways that provide access to the area are described in the following paragraphs.

Madison Street is an east-west collector road that generally provides one lane in each direction. Madison Street has a posted speed limit of 25 mph (20 mph on school days when children are present). Parking is prohibited at all times on the north side of the road and restricted from 7:00 to 9:00 A.M. and from 4:00 to 6:00 P.M. except on weekends or holidays. Madison Street is under the jurisdiction of the Village of Lombard.

Elizabeth Street is a north-south residential street that provides one lane in each direction. At its intersection with Madison Street, Elizabeth Street is offset by approximately 140 feet. Elizabeth Street is under stop sign control at its intersection with Madison Street. On-street parking is allowed on both sides of the street. Elizabeth Street has a posted speed limit of 25 mph and is under the jurisdiction of the Village of Lombard.

Edson Avenue is a north-south residential street that provides one lane in each direction. At its intersection with Madison Street, Edson Avenue is offset by approximately 45 feet. Edson Avenue is under stop sign control at its intersection with Madison Street. Parking is allowed on both sides of the street. Edson Avenue is under the jurisdiction of the Village of Lombard.

CPSA Access Drives are north-south one-way pair access drives. The outbound access drive is located approximately 55 feet west of the north leg of Elizabeth Street and provides two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane. Outbound movements are under stop sign control. The inbound access drive is located approximately 310 feet west of the outbound access drive.

Existing Area Traffic Counts

Given that at the time of this traffic study the schools are out for the summer, previous traffic counts conducted by KLOA, Inc. for the original 2009 plan were referenced and utilized. The manual traffic counts were conducted at the following intersections with Madison Street

- Edson Avenue
- CPSA Inbound Access Drive
- CPSA Outbound Access Drive/North Leg of Elizabeth Street
- South leg of Elizabeth Street

At the request of the Village of Lombard, we conducted traffic counts on two different days. The counts were conducted on Wednesday, January 7, 2009 and Thursday, January 8, 2009 during the morning (7:30 to 9:30 A.M.) and afternoon (2:30 to 4:30 P.M.) peak periods to coincide with the school hours of operation. It should be noted that the Madison Elementary School was also in session during these two days. Summaries of the traffic counts indicate that the morning peak hour of traffic occurs from 7:45 to 8:45 A.M. and the afternoon peak hour of traffic occurs from 3:15 to 4:15 P.M. Although the traffic counts were conducted in 2009, the traffic volumes do not need to be adjusted for the following reasons:

1. The school population at the time the counts were conducted in 2009 was 450 students which is 53 more students than the current population
2. The Village of Lombard is an already established and mature community with a stable/low growth
3. Based on a review of traffic counts conducted by KLOA, Inc. on behalf of the Village of Lombard along St. Charles Road (from Main Street to Elizabeth Street) on 2004 and 2015, traffic volumes have remained nearly constant; and lastly
4. The Chicago Metropolitan Agency for Planning (CMAP) projections for the Roosevelt Road corridor (requested as part of the Mariano's development traffic study) showed a modest growth of 0.2 percent per year

Figures 3 and 3A illustrate the existing peak hour traffic volumes.

School Parking

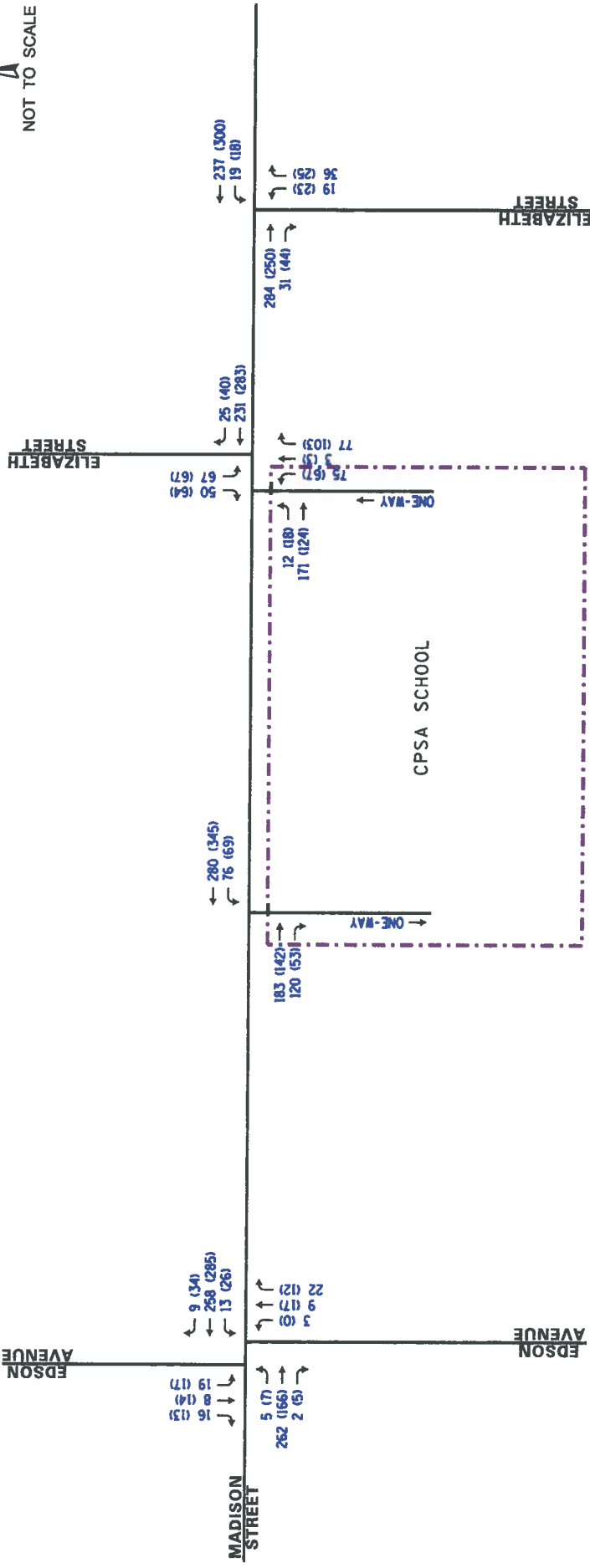
Parking for the school faculty and visitors is currently provided at the back of the existing building. The existing parking area provides approximately 80 parking spaces. KLOA, Inc. conducted a parking occupancy survey the same days the traffic counts were conducted and found the following.

- On Wednesday, January 7th, the peak parking demand was 54 vehicles.
- On Thursday, January 8th, the peak parking demand was 60 vehicles.

Based on information provided to KLOA, Inc., high school students do not drive to school and as such the only parking demand the school should be generating is from the teachers and the school administration staff as well as parents that may come to the school for other business matters. Based on this and assuming every teacher/staff personnel drive their vehicle to school, the parking demand should be approximately 44 parked vehicles. KLOA, Inc. does not know if an extracurricular activity was occurring on the two days when the parking surveys were conducted which would generate a higher parking demand.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (3:15-4:15 PM)

PROJECT:

CPSA School Expansion
Lombard, Illinois

TITLE:

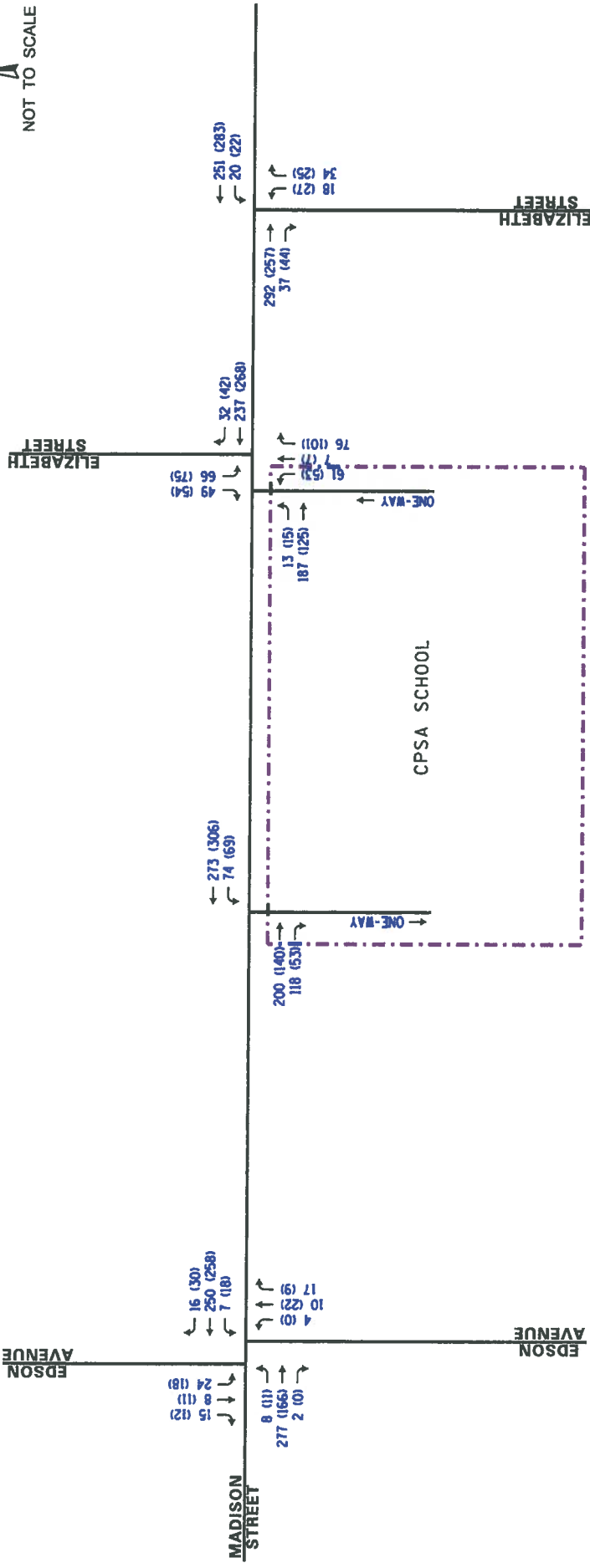
EXISTING PEAK HOUR TRAFFIC VOLUMES
(WEDNESDAY JANUARY, 7TH 2009)



Figure: 3



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (3:15-4:15 PM)

PROJECT:

CPSA School Expansion
Lombard, Illinois

TITLE:

EXISTING PEAK HOUR TRAFFIC VOLUMES
(THURSDAY JANUARY, 8TH 2009)



Figure: 3A

Existing School Drop-Off/Pick-Up Activity

The CPSA school has one inbound access drive on the west side of the school and one outbound only access drive on the east side of the school. Based on our on-site observations, the school drop-off operation began at 7:50 A.M. with parents forming a single file lane along the back of the school. At 8:00 A.M., a school employee was out by the back door entrance directing traffic approaching the back doorway and the walkway access to safely allow children, parents, etc. to access the school building via the walkway. After 8:00 A.M., as incoming drop-off traffic was getting heavier, a second drop-off lane started to form alongside the initial drop-off lane.

Based on our observations, the peak time period for drop-off was between 8:00 and 8:30 A.M. During this half hour, we observed a few back-ups extending onto Madison Street with approximately five to six vehicles temporarily waiting to turn left and access the school driveway thus blocking westbound through traffic on Madison Street. This only occurred three times during the 8:00 to 8:30 A.M. peak time. The traffic flow on the school outbound access drive was operating efficiently with a maximum of six vehicles queuing internally for a short period of time. It should be noted that some parents bypassed the drop-off lanes, parked their vehicle in the parking lot, walked in with their children or just parked in the parking lot to let their children out of their vehicle. There were various instances in which internal congestion was created as vehicles exiting from the two-drop-off lanes had to merge into a single lane at the stop sign before turning left and proceeding north on the outbound access drive. This situation was compounded when parents that dropped their children off at the parking lot were also trying to merge in to the single file exit lane. It is important to note that this situation might have been more intense the days we conducted our observations due to the heavy snowfall from previous days reducing the number of outbound lanes from two to one.

The peak time period for pickups occurred between 3:15 and 3:45 P.M. The queues at times extended all the way back around the west end of the building. It should be noted that for a few minutes, the backup spilled onto Madison Street and three to four vehicles were temporarily waiting to get in thus blocking Madison Street. A police officer arrived just before 3:15 P.M. to direct approaching vehicle pickups at the back doorway entrance and to safely allow children and adults to use the walkway. Between 3:30 and 4:00 P.M. as many as five vehicles were queuing outside onto Madison Street. It should be noted that pickups were also occurring along the access drives on the west and east side of the building.

Projected Expansion Generated Traffic Volumes

As proposed, the expansion will consist of an approximately 21,829 square-foot building south of the existing building that will include a cafeteria/dining room, a gymnasium, classrooms for high school students and general office area. It is anticipated that with this new building their maximum enrollment will be 533 children (including the existing 397 students) and that an additional three teacher personnel will be added.

The estimates of traffic to be generated by the overall site are based upon the proposed land use type and size. The volume of traffic to be generated by the proposed expansion was estimated based on the actual traffic counts. Based on information provided by the school, the existing student population at the time (January 2009) the traffic counts were conducted was 450 students. The school, at that time, generated approximately 350 total trips (in and out) during the A.M. peak hour and 295 total trips during the P.M. peak hour. This translates into a trip generation rate of 0.78 trips per student during the A.M. peak hour and 0.65 trips per student during the P.M. peak hour. Based on this, the proposed expansion with an increase in the student population of 136 additional students ($533 - 397 = 136$) would generate approximately 106 additional trips during the A.M. peak hour and 88 additional trips during the P.M. peak hour.

Table 1 tabulates the additional trips anticipated with this expansion.

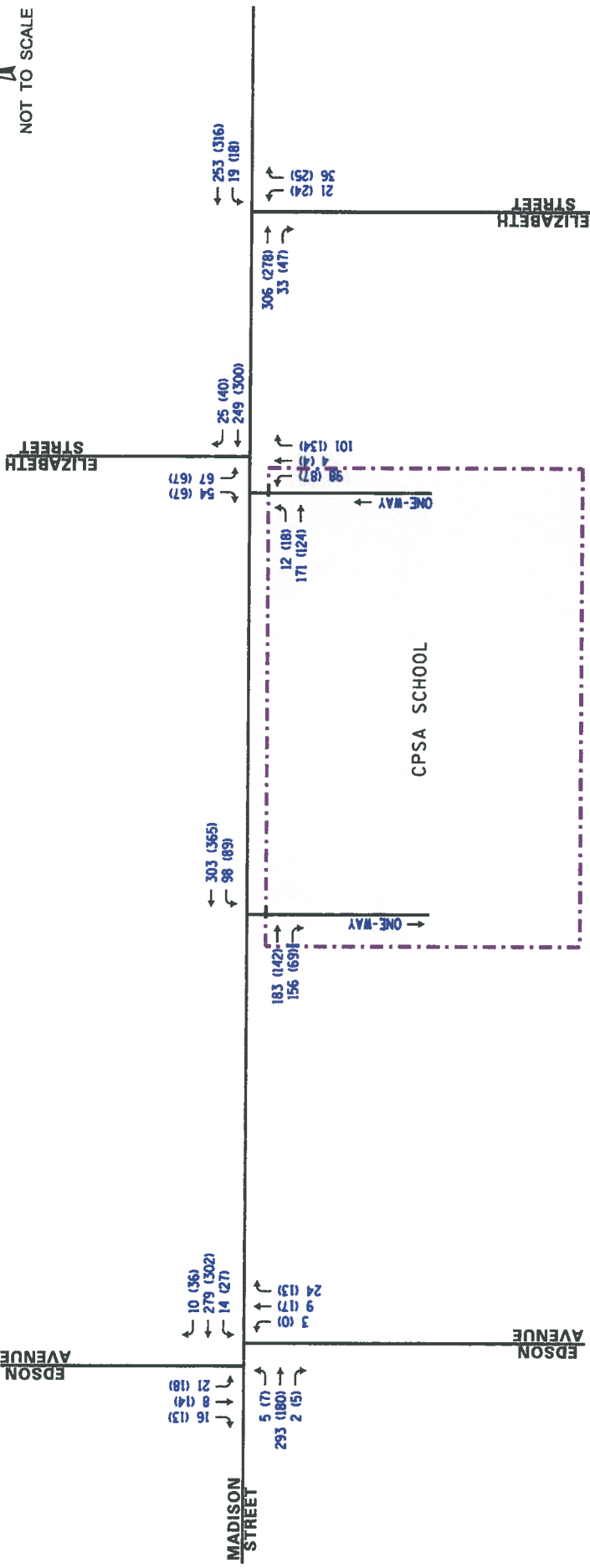
Table 1
ADDITIONAL TRAFFIC GENERATION

	Morning Peak Hour		Afternoon Peak Hour	
	Drop Off/Pick Up		Drop Off/Pick Up	
	In	Out	In	Out
Additional Enrollment (136 students)	58	48	36	52

The estimated additional traffic to be generated by the school at its maximum enrollment was assigned to the roadway system based on a review of the existing traffic counts. **Figures 4 and 4A** illustrate the total peak hour traffic volumes which include the existing traffic volumes plus the traffic to be generated by the additional students at the maximum design enrollment. It is important to note that these traffic volumes shown in Figures 4 and 4A are slightly higher since the school's current student population is 397 and not 450 which was the student population when the counts were conducted.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (3:15-4:15 PM)

PROJECT:

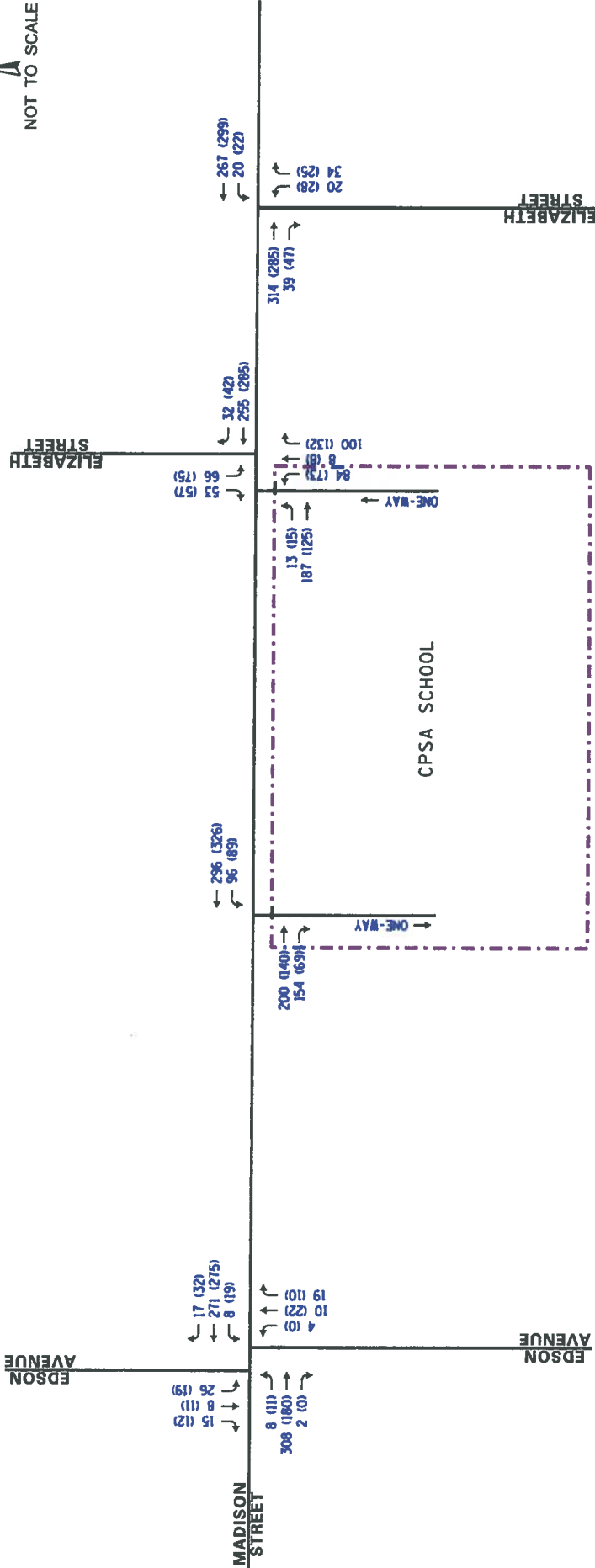
CPSA School Expansion
Lombard, Illinois

TITLE:

FUTURE TRAFFIC VOLUMES
(WEDNESDAY TRAFFIC COUNT)



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (3:15-4:15 PM)

PROJECT:

CPSA School Expansion
Lombard, Illinois

TITLE:

FUTURE TRAFFIC VOLUMES
(THURSDAY TRAFFIC COUNT)

Evaluation and Recommendations

Intersection Capacity Analyses

In order to determine how the area intersections are operating, intersection capacity analyses were conducted under both existing and total traffic volumes. The results of the capacity analyses are summarized in **Tables 2** and **3**. A summary of the levels of service and the corresponding vehicular delay range for unsignalized intersections are provided in the Appendix.

Table 2
INTERSECTION LEVEL OF SERVICE (Wednesday Traffic Counts)

Land Use	Morning Peak Hour		Afternoon Peak Hour	
	Level of Service	Delay (seconds)	Level of Service	Delay (seconds)
Existing Conditions				
Elizabeth Street/Madison Street	N.B. - B	11.6	N.B. - B	12.1
Madison Street/Elizabeth Street/ CPSA Outbound Access Drive	N.B. - B	11.3	N.B. - B	13.2
	S.B. - B	13.8	S.B. - B	14.8
Madison Street/Edson Avenue	N.B. - B	11.5	N.B. - B	12.2
	S.B. - B	13.2	S.B. - B	13.5
Total Volumes				
Elizabeth Street/Madison Street	N.B. - B	12.0	N.B. - B	12.6
Madison Street/Elizabeth Street/ CPSA Outbound Access Drive	N.B. - B	14.7	N.B. - B	14.6
	S.B. - B	14.5	S.B. - C	15.8
Madison Street/Edson Avenue	N.B. - B	11.9	N.B. - B	12.4
	S.B. - B	14.1	S.B. - B	14.0

Table 3
INTERSECTION LEVEL OF SERVICE (Thursday Traffic Counts)

Land Use	Morning Peak Hour		Afternoon Peak Hour	
	Level of Service	Delay (seconds)	Level of Service	Delay (seconds)
Existing Conditions				
Elizabeth Street/Madison Street	N.B. - B	11.7	N.B. - B	12.3
Madison Street/Elizabeth Street/ CPSA Outbound Access Drive	N.B. - B	13.2	N.B. - B	12.3
	S.B. - B	14.2	S.B. - B	14.9
Madison Street/Edson Avenue	N.B. - B	12.1	N.B. - B	12.5
	S.B. - B	13.6	S.B. - B	13.0
Total Volumes				
Elizabeth Street/Madison Street	N.B. - B	12.2	N.B. - B	12.8
Madison Street/Elizabeth Street/ CPSA Outbound Access Drive	N.B. - B	14.6	N.B. - B	13.5
	S.B. - B	15.0	S.B. - C	16.0
Madison Street/Edson Avenue	N.B. - B	12.5	N.B. - B	12.7
	S.B. - B	14.5	S.B. - B	13.5

The results of the capacity analyses show that the subject intersections are currently operating at a very good level of service. With the additional traffic generated by the school at its maximum design enrollment, all of the intersections are projected to continue to operate at an acceptable level of service. Therefore, the roadway system has sufficient reserve capacity to accommodate the additional traffic that could be generated by the school if it ever meets its maximum design enrollment (533 students). It should be noted that, as previously discussed, some congestion and delay occurs during the peak drop off/pick up activity at the school particularly at the intersection of Madison Street with the school's inbound access drive. This in turn blocks from time to time the flow of through traffic along Madison Street. In order to mitigate this and reduce the potential for back-ups onto Madison Street, some changes to the proposed site plan will have to be made. This will be discussed in the following sections.

Future Drop Off/Pick Up Activity

As indicated, the current drop off/pick up operation has some deficiencies that generally have a negative impact internally and from time to time on Madison Street. Given the proposed expansion, it is anticipated that the pick-up/drop-off operation will also experience and increase in activity. As such and in order to rectify some of the observed deficiencies we offer the following.

1. Given that current pick-up/drop-off area experiences problems (back-ups to Madison Street, double lanes, roadway utilized almost to its full capacity for both pick-up and drop-off today, etc.), the increased demand cannot be accommodated by the internal roadways as they currently exist.
2. The proposed circulation drive and drop-off lane width of 20 feet will provide a passing lane when vehicles are parked waiting for the students especially during the afternoon.
3. The roadway around the proposed new building will be restricted to Fire Department traffic only and will not provide relief to the drop-off/pick-up situation.
4. In order for pick-ups to not interfere with parked vehicles in the north (existing) building parking lot, consideration should be given to close the western end just prior to the school being dismissed.
5. To minimize existing and future potential congestion, staggered classroom starting and ending times should be implemented. This will alleviate drop-off and pick-up parking, queuing, vehicular/pedestrian conflicts, etc.
6. With the future increases in school enrollment, it will be essential that safety contract personnel be utilized at key locations to ensure orderly movement of vehicles during both morning drop-off and afternoon pick-up periods. Current back-ups onto Madison Street are minimal today and should not be exacerbated in the future.
 - If backups in the morning start to reach Madison Street, a traffic aide should be located there to possibly direct traffic through the north parking lot for additional drop-off capacity.
 - A traffic aide also needs to be located at the main door to facilitate drop offs as well as to direct traffic passing standing vehicles.

- A third traffic aide may be necessary at the exit to Madison Street to direct traffic, particularly if use is made of the parking area north of the building for drop offs.
- The critical time period will be in the afternoon when pickups occur. With the planned increase in enrollment, there is inadequate space along the internal roadway to provide storage for vehicles arriving prior to the end of the school day. It is essential to leave open a passing lane for parents picking up at the child care location in the east parking lot desiring to park on the east parking lot instead of staging in the drop-off lane.
- Though not desirable, it may be necessary to use the north parking lot as a staging area for pickup as well. It is essential that personnel at critical locations control the pick-up staging such that traffic does not block the passing lanes. This is particularly important if all of the available queuing areas are occupied by waiting vehicles prior to school being let out. We have observed such situations at other schools. Traffic trying to enter the school grounds at such times will need to be waved off so as not to sit on Madison Street blocking traffic.

Alternate Exit Drive Configuration

At the request of the Village of Lombard, KLOA, Inc. also evaluated the potential for restricting the school's exit drive to right-turn movements only. Based on the projected future traffic volumes, this restriction would reduce the number of through vehicles on Madison Street at its intersection with the school's inbound access drive by approximately 100 vehicles during the morning peak hour and 90 vehicles during the afternoon peak hour. By virtue of reducing the through traffic on Madison Street, the projected queues of traffic will be reduced but will still occur. This is due to the inadequate space along the internal roadway to provide storage for vehicles arriving prior to the start and end of the school day. Furthermore, by restricting the exit drive to allow only outbound right-turn movements and assuming that 2/3 of the exiting traffic that would normally go west on Madison Street would turn right on Madison Street and then right on the south leg of Elizabeth Street, this would increase the southbound traffic on the south leg of Elizabeth Street from 40 vehicles during the morning peak hour to 126 and from 47 vehicles during the afternoon peak hour to 107. It is our opinion that this would add unnecessary trips on a residential street such as Elizabeth Street.

As we have previously discussed, the only way to make sure the pick-up/drop-off operation does not spill out onto Madison Street would be to implement staggered entrance and dismissal hours. This coupled with the proposed minimum width of 20 feet for the pick-up/drop-off lane and staff or police officers directing traffic internally will ensure that back-ups onto Madison Street are either completely eliminated or reduced to a minimum.

Future Parking Demand

The existing school provides approximately 80 parking spaces. The results of our parking surveys indicated that the existing school when the student population was 450 had a peak parking demand of approximately 60 vehicles or 75 percent of the current supply. Based on information provided by the school, none of the high school students drive to school and as such this parking demand is generated by the current school teachers, staff personnel and visitors. Assuming that every teacher and staff employee drives their vehicle to school, this would yield a parking demand of 44 vehicles. The additional 16 vehicles can be attributed to parents visiting the school.

Under future conditions, CPSA will continue providing 80 parking spaces. This number of parking spaces exceeds the required number of parking spaces per Village Code by approximately 10 spaces. A review of their proposed plan indicates that the proposed expansion will increase the student population by approximately 34.3 percent ($397 + 34.3\% \approx 533$ students). Applying the same percentage increase to the existing parking demand, this would yield a future peak parking demand of approximately 80 vehicles. Given the fact that KLOA, Inc. does not know if an extracurricular activity was taking place on both days when the parking survey was conducted, we recommend that if an extracurricular activity is planned at the school, it should occur outside the school hours of operation. This would ensure that there will be sufficient parking to accommodate the school demand during the school hours of operation and the parking demand of their extracurricular activities such as an occasional assembly.

Conclusion

The following provides a summary of the results and findings of the traffic study.

- The expansion will consist of 21,829 square foot building with an increase of 136 additional high school students and three additional employees.
- The results of the capacity analyses show that all of the intersections in the study area are currently operating at a very good level of service. Furthermore, the roadway system has sufficient reserve capacity to accommodate the additional traffic that will be generated by the school if it reaches its maximum design enrollment (533 students).
- Some congestion and delay occurs during the peak drop-off/pick-up activity at the school. Based on our field observations and our review of the proposed site plan, the drop-off lanes should be at a minimum 20 feet wide to allow for a passing lane in the event that parents want to exit the drop-off/pick-up lanes. This would enhance the internal traffic flow and may reduce the potential for back-ups onto Madison Street. To ensure that the pick-up/drop-off operates efficiently, it will require personnel at several locations to control the movement and queuing of vehicles.

- The following recommendations were developed to further enhance the school's current drop off/pick operation.
 - Consideration should be given to setting aside a portion of the parking spaces of the new parking lot on the east side of the proposed building to accommodate parents desiring to park their vehicle and pick-up their children.
 - In order for pickups to not interfere with parked vehicles in the north (existing) building parking lot, consideration should be given to closing the western end just prior to the school being discharged. Without access around the new school building, because of fire lane requirements, this area may have to be utilized (if needed) for drop-off/pick-up activity.
 - To minimize existing and future potential congestion, staggered classroom starting and ending times should be implemented. This will alleviate drop-off and pick-up parking, queuing, vehicular/pedestrian conflicts, etc.
 - With the future increases in school enrollment, it will be essential that safety contract personnel be utilized at key locations to ensure orderly movement of vehicles during both morning drop-off and afternoon pick-up periods. Current back-ups onto Madison Street are minimal today and should not be exacerbated in the future.

Appendix

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (SEC/VEH)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: *Highway Capacity Manual*, 2000.

Petition for Public Hearing by CPSA, 331 W. Madison, Lombard, IL 60148

RESPONSES TO STANDARDS FOR CONDITIONAL USES

The Petitioner, College Preparatory School of America (CPSA), is requesting that the Village of Lombard approve the Conditional Uses of the property located at 331 W. Madison Street in accordance with the standards established in Section 155.103 (F)(8) of the Village of Lombard Zoning Ordinance. The following are the responses of CPSA to each of these standards:

No conditional use shall be recommended by the Plan Commission unless it finds:

1. *That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare;*

The conditional uses being requested by the Petitioner are consistent with the use of the property as a school dating back to 1930. This property, originally the Green Valley Public School, was purchased by the Petitioner and converted to the College Preparatory School of America (CPSA) in 1994. The requested conditional uses will allow the Petitioner to continue to operate the school and to expand the facilities and resources of the school on the current site. This use is not detrimental to, and does not endanger the public health, safety, morals, comfort, or general welfare.

2. *That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish and impair property values within the neighborhood in which it is to be located;*

The conditional use of the property does not change any uses of any property in the immediate vicinity. Although the construction of a new building will bring more students to CPSA, the continued use of the property as a private school does not diminish or impair property values.. CPSA is well recognized as a top private secondary school which has produced multiple National Merit Semi-Finalists, and 85% of the students at CPSA matriculate to a 4-year university. Many parents of CPSA students move to Lombard so that they can live close to the school, which arguable increases the property values of the surrounding neighborhood.

3. *That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;*

The requested conditional uses will not impede the normal and orderly development and improvement of surrounding properties in this primarily residential neighborhood. The Village of Lombard zoning ordinance recognizes that cultural facilities/institutions, public recreational and social facilities, religious institutions, and private full-time elementary schools are all allowable conditional uses with an R2 zoning district.

RESPONSES TO STANDARDS FOR CONDITIONAL USES, p. 2

4. *That the adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided;*

The detailed plans attached to the Petition provide for adequate public utilities, access roads, and drainage. These plans have been reviewed by the Village of Lombard staff, and modifications suggested by the staff in regard to these areas have been included in the plans. Even with the construction of a new school building, there is plenty of space on the existing property to meet all of the Village of Lombard needs for public utilities, access roads, and drainage.

5. *That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;*

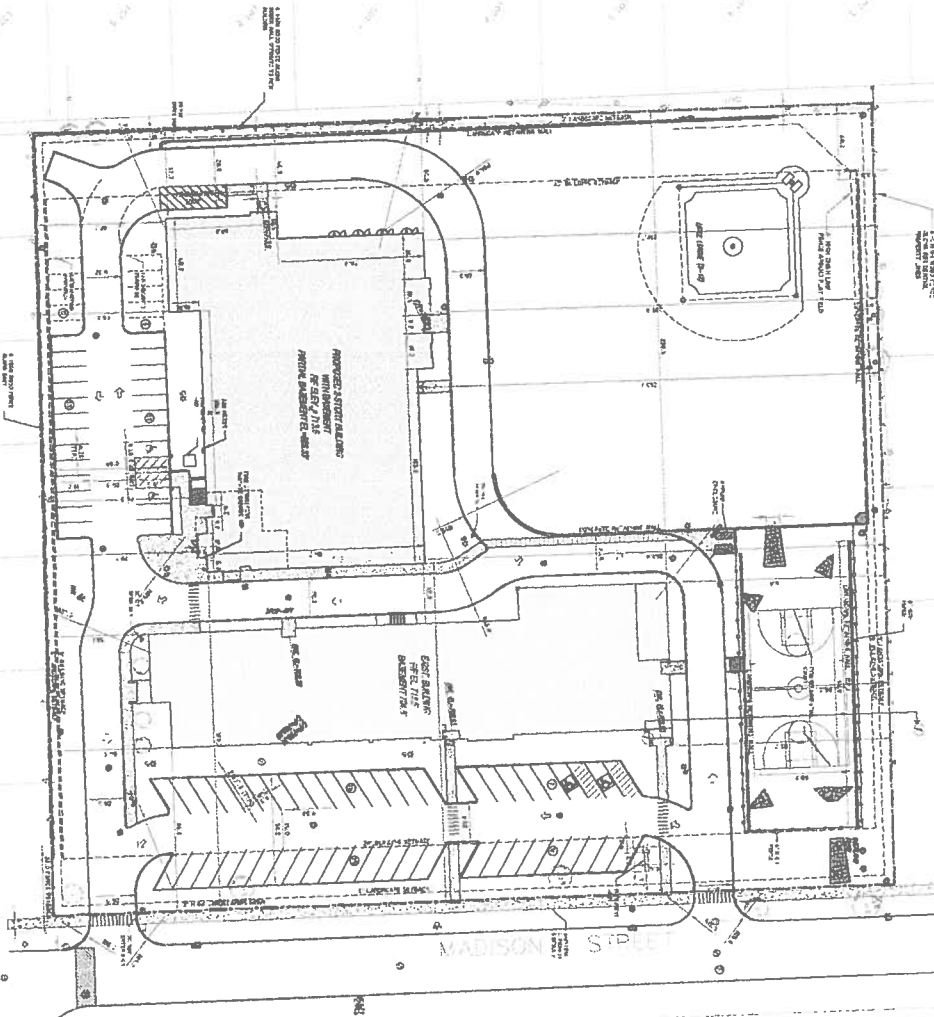
The property is located on Madison Street. The detailed plans submitted with the Petition have been designed to provide ingress and egress to the property while minimizing traffic congestion on Madison Street. In addition, the Petitioner has paid for a traffic study to determine the impact of the additional school building at CPSA on the surrounding public streets, particularly Madison Street. There is additional concern because of the location of the District 44 elementary Madison School in close proximity. Petitioner has previously adjusted start and end times of the CPSA school to differentiate from Madison School, and to minimize traffic congestion.

6. *That the proposed conditional use is not contrary to the objectives of the current Comprehensive Plan for the Village of Lombard; and,*

The Comprehensive Plan currently designates the property as R2 PD (it was changed from Conservation/Recreation (CR) in 2009 in accordance with the Village of Lombard staff recommendations. The Village of Lombard Zoning Ordinances clearly states that private schools with an educational purpose as an accepted conditional use. The Petitioner's use of the property for the CPSA school is consistent with the Comprehensive Plan.

7. *That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission.*

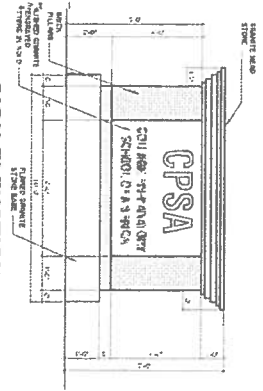
The Petitioner has attached detailed plans for the property to this Petition, and the plans have been reviewed by the Village of Lombard staff, and modified by the Petitioner in accordance with staff recommendations. Petitioner remains flexible to additional recommendations from the Plan Commission.



PROPOSED GEOMETRIC PLAN

SHEET 11-37

SIGN ELEVATION



PARKING CALCULATIONS

PARKING REQUIREMENTS	EXISTING BUILDING		PROPOSED BUILDING	
	NO. OF SPACES	NO. OF SPACES	NO. OF SPACES	NO. OF SPACES
1. OFFICE	10	10	10	10
2. RETAIL	10	10	10	10
3. RESTAURANT	10	10	10	10
4. SERVICE	10	10	10	10
5. STORAGE	10	10	10	10
6. TOTAL	50	50	50	50

PROJECT CLASSIFICATION AND TYPE

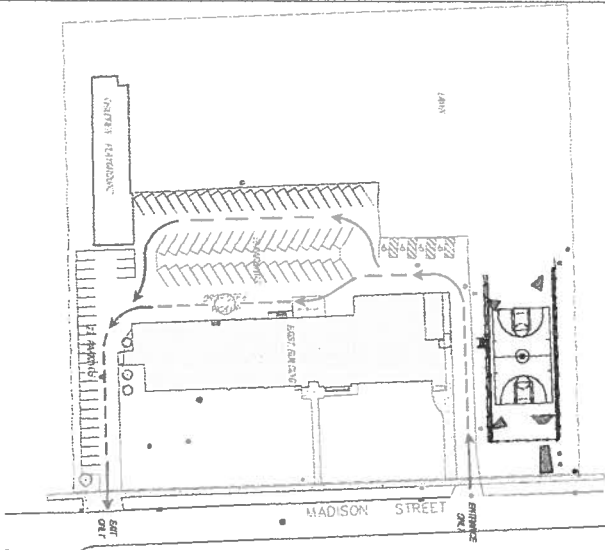
ARCHITECTURE
 1. ARCHITECTURE
 2. INTERIOR DESIGN
 3. EXTERIOR DESIGN
 4. LANDSCAPE ARCHITECTURE
 5. HISTORIC PRESERVATION
 6. ARCHITECTURAL RENDERING
 7. ARCHITECTURAL PHOTOGRAPHY
 8. ARCHITECTURAL MODELING
 9. ARCHITECTURAL VISUALIZATION
 10. ARCHITECTURAL REPAIR
 11. ARCHITECTURAL RESTORATION
 12. ARCHITECTURAL CONSERVATION
 13. ARCHITECTURAL MONUMENTALIZATION
 14. ARCHITECTURAL PRESERVATION
 15. ARCHITECTURAL RECONSTRUCTION
 16. ARCHITECTURAL RENOVATION
 17. ARCHITECTURAL REPAIR AND RESTORATION
 18. ARCHITECTURAL REPAIR AND RESTORATION
 19. ARCHITECTURAL REPAIR AND RESTORATION
 20. ARCHITECTURAL REPAIR AND RESTORATION

REVISED

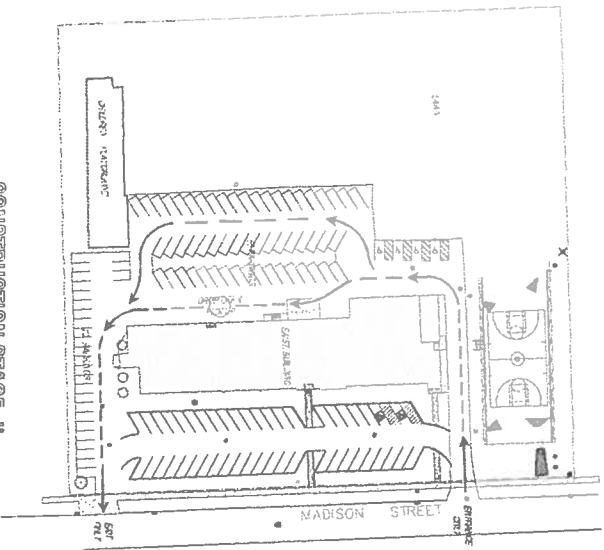
NO.	DATE	DESCRIPTION	BY	CHKD.
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4	07/27/2011	ISSUED FOR PERMITS	JL	ML
5	07/27/2011	ISSUED FOR PERMITS	JL	ML
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20	07/27/2011	ISSUED FOR PERMITS	JL	ML

- ### LEGEND
- 1. UNITS: FEET AND INCHES
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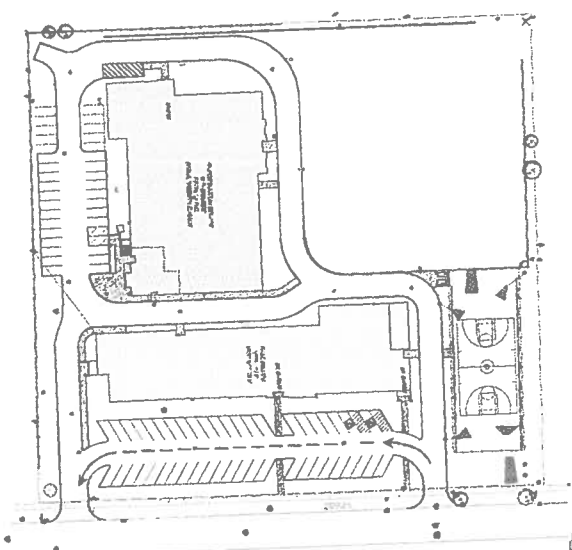
DOM STRUCTURAL ENGINEERS 1401 1/2 ST. S. N. 10TH MEMPHIS, TN 38103 (901) 525-1111 WWW.DOMSTRUCTURALENGINEERS.COM	PROJECT: CPSA BUILDING A 131 W. MADISON ST., LOUISVILLE, KY
DESIGNER: JAMES L. BROWN PROJECT MANAGER: JAMES L. BROWN DATE: 07/27/2011	SCALE: 1" = 5'0" SHEET NO.: 11-37
REVISIONS: NONE	CONTRACTOR: 3015 CIVIL SERVICES, INC.



CONSTRUCTION STAGE I
SCALE 1/32"



CONSTRUCTION STAGE II
SCALE 1/32"



CONSTRUCTION STAGE III
SCALE 1/32"



EXHIBIT 17

VCEM STRUCTURAL ENGINEERS
DESIGNERS INC.
CLAYTON HILL, LA 849 88-8840 WWW.VCEMDESIGNERS.COM

PROJECT: CPSS BUILDING AT 55' W. MADISON S., JACKSON, MS

I hereby state that I am a duly Licensed Professional Engineer in the State of Mississippi and that I am the author of the design shown on this drawing. I am not providing this design as a service to any other person or entity. I am not providing this design as a service to any other person or entity. I am not providing this design as a service to any other person or entity.

DATE: 1/28/2017
SCALE: 1/32"

DESIGNER	DATE

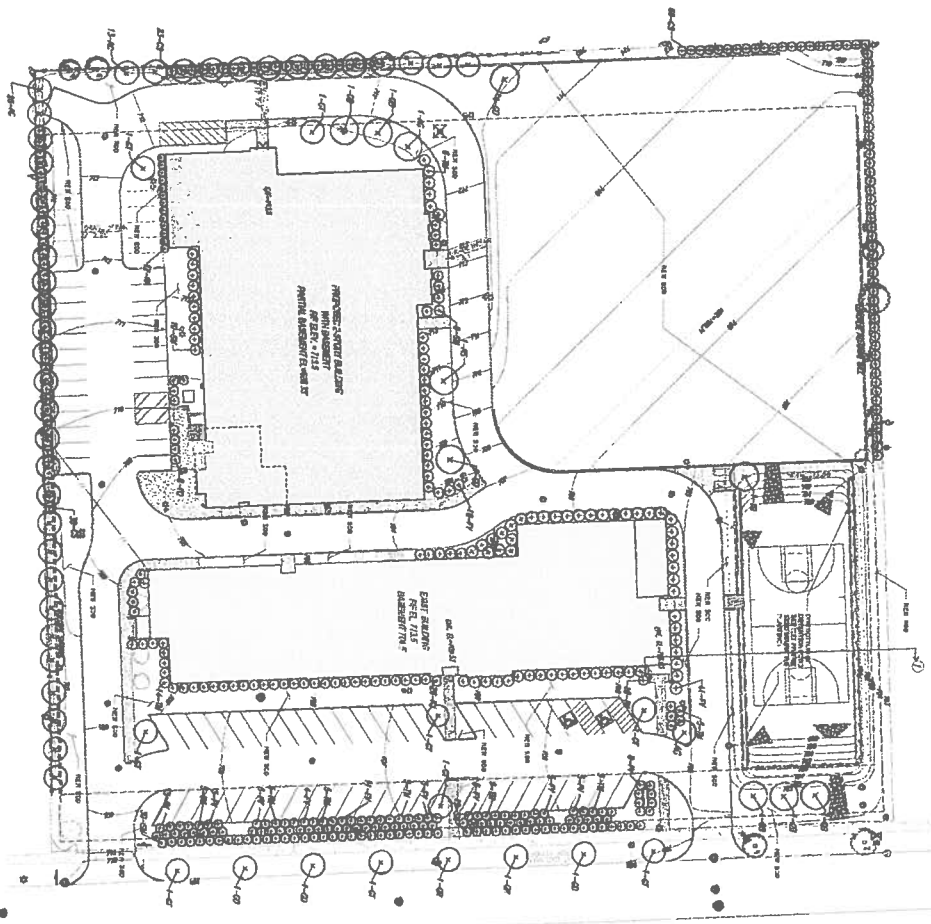
DESIGN: Jennifer A. Smith
DRAWN: David Thompson
CHECK: Jennifer A. Smith

DATE: 01/26/17
SCALE: 1/32"
FILE NO: 171021801

SHEET TITLE
CONSTRUCTION STAGING

SHEET No.
2-2.0

20 PROJECT @ 30' C
COPY PERMITTED, MS



LANDSCAPING NOTES

1. SHOW A VISION OF THE INSTALLATION AND MAINTENANCE OF THE LANDSCAPE. LANDSCAPING CONTRACTORS SHALL PROVIDE A VISION OF THE LANDSCAPE AND MAINTENANCE OF THE LANDSCAPE.
2. ALL NEW PLANTING SHALL BE "LOCAL" FOR COLORADO AND BE "NATIVE" TO THE AREA. ALL PLANTING SHALL BE "NATIVE" TO THE AREA AND BE "NATIVE" TO THE AREA.
3. PLANTING, DESIGN, MAINTENANCE, OR "FIRM" MAINTENANCE SHALL BE PROVIDED BY THE OWNER. PLANTING SHALL BE PROVIDED BY THE OWNER.

LEGEND

EXIST TREE TO REMAIN
PROTECT WITH CONSTRUCTION
EXIST TREE TO BE REMOVED
NEW TREE OR SHRUB

LEGEND

1. EXIST TREE TO REMAIN
2. EXIST TREE TO BE REMOVED
3. NEW TREE OR SHRUB
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LANDSCAPING PLAN
SCALE: 1/8" = 1'-0"
EXHIBIT 20

DOME STRUCTURAL ENGINEERS
CLARKSON BLDG. 8, 800 486-6600 800.225.8383.8383
PROJECT: CPSA BUILDING AT 221 W. JACKSON ST., CHICAGO, IL

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SHEET TITLE

LANDSCAPE PLAN

SHEET NO.

L-10

DATE

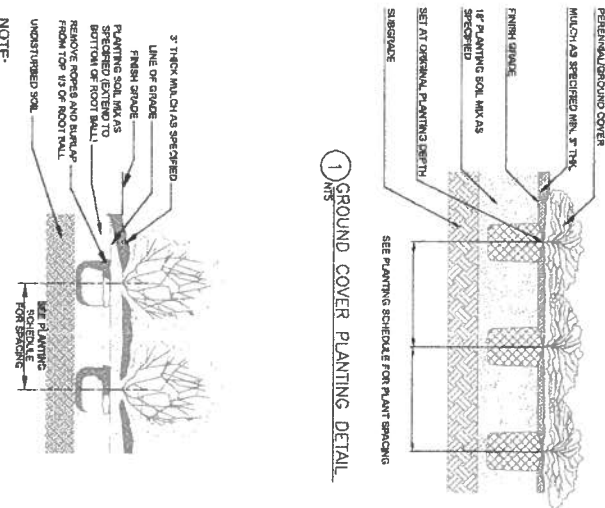
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DESCRIPTION

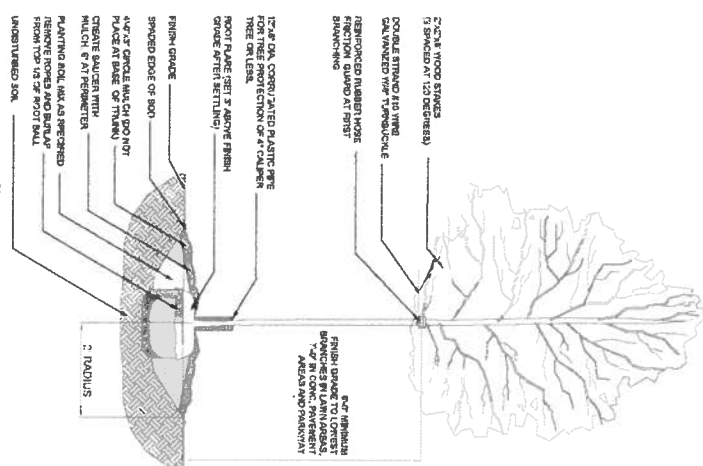
Plant Name	Weight/Plant	Plant/1000
Bent Grass	Agrostis alba pilustris	6.000
Common Water Plantain	Alisma subrotundum	0.375
Indigo Bush	Amorpha fruticosa	0.051
Swamp Milkweed	Aedopas incarnata	0.063
New England Aster	Aster novae-angliae	0.089
Panicle Aster	Aster simplex	0.051
Common Bellgarter's Tick	Bidens cernua	0.313
False Aster	Bidens frondosa	0.125
Bebb's Sedge	Carex bebbii	0.188
Knobbed Hop Sedge	Carex scoparia	0.063
Pointed Broom Sedge	Carex lubrifolmis	0.125
Am-fruited Sedge	Carex appera	0.125
Spike Rush Species	Carex vulpinoidea	0.500
Virginia Wild Yre	Elymus virginicus	0.063
Spotted Joe Pye Weed	Eupatorium maculatum	1.500
Fowl Mannia Grass	Glyceria striata	0.125
Shreazeweed	Helianthus autumnale	0.125
Rush Species	Juncus species	0.063
Rice Cut Grass	Lacisla oryzoides	0.063
False Loosestrife	Ludwigia polycarpa	0.188
Monkey Flower	Mercurialis filans	0.001
Ditch Stonewort	Perithous sedoides	0.051
Green Cornflower	Rudbeckia laciniata	0.001
Duck Potato	Sagittaria latifolia	0.125
Dark Green Rush	Scirpus atroviridis	0.063
River Bulrush	Scirpus fluviatilis	0.125
Red Bulrush	Scirpus pendulus	0.051
Soft Stem Bulrush	Scirpus ciliatus	0.051
Cup Plant	Silphium perfoliatum	0.063
Common Ironweed	Veronica fasciculata	0.063
Blue Vervain	Verbena hastata	0.125

THE SEED MIX TO BE USED FOR THE BRASS OF THE PRETENTION POND IS AS FOLLOWS:
 10.0% SLOPE MIX AT SEEDING
 RATE OF 170 LBS/MC
 25% SPRING OARS
 25% NY-31
 15% PLANTS PACHYVELLIA DISTANS
 15% BERBERIS CANADA
 5% ARROSCOOT TEEGAL
 5% LITTLE BLUE STELLA

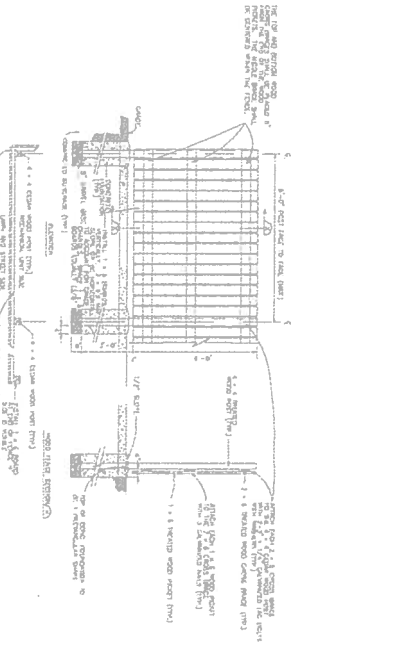
- PLANT LIST:**
- AC-2 - ACER GINNALA 'FLAME' (FLAME ANHUR MAPLE) 3"
 AC-2 - AMELANCHIER GRANDIFLORA 'AUTUMN BRILLIANCE' (AUTUMN BRILLIANCE SERVICEBERRY) 3"
 AS-1 - ACER SACCHARUM 'GREEN MOUNTAIN' (GREEN MOUNTAIN SUGAR MAPLE) 2-1/2" CAL.
 GB-1 - GINKGO BILOBA 'AUTUMN GOLD' (AUTUMN GOLD GINKGO) 2-1/2" CAL.
 GD-1 - GYMNO CLADA DIOCUS (KENTUCKY COFFEETREE) 2-1/2" CAL.
 GT-9 - GLEDITZIA TRIMANTHOS 'SKYLINE' (SKYLINE HONEYLOCUST) 3" CAL.
 QR-4 - QUERCUS BICOLOR (SWAMP WHITE OAK) 2-1/2" CAL.
 QR-2 - QUERCUS ROBUR (ENGLISH OAK) 2-1/2" CAL.
 TD-1 - TAXODIUM DISTICHUM (BALD CYPRESS) 2-1/2" CAL.
 TO-8 - THUJA OCCIDENTALIS 'BRABANT' (BRABANT ARBORVITAE) 4"
 CS-123-C-CORNUS SERICEA (REDOSEER DOGWOOD) 3"
 FV-1-103-FORSYTHIA VIRIDISSIMA 'NEW HAMPSHIRE GOLD' (NEW HAMPSHIRE GOLD FORSYTHIA) 3"
 K-L1-5-KERRIA JAPONICA (JAPANESE ROSE) 3"
 RA-12-RHUS AROMATICA (GROLOW' SUMAC) 3" SPR.
 SM-43-SYRINGA MEYERI 'PALIBIN' (DWARF KOREAN LIAC) 3"
 TM-96-TAXUS MEDIA 'DENSIFORMIS' (DENSE YEW) 3" SPR.



1. GROUND COVER PLANTING DETAIL



2. TREE PLANTING DETAIL



3. SHRUB PLANTING DETAIL

LANDSCAPE DETAILS

EXHIBIT 20

STRUCTURAL ENGINEERS
 PROJECT: CPSSA BUILDING AT 321 W. MADISON ST., LOHARD, IL



DATE: 11/14/2017
DESIGNER: [Signature]
CHECKED: [Signature]
DATE: 11/14/2017

PROJECT: CPSSA BUILDING AT 321 W. MADISON ST., LOHARD, IL
DATE: 11/14/2017
DESIGNER: [Signature]
CHECKED: [Signature]
DATE: 11/14/2017
REVISIONS:
NO. DESCRIPTION DATE
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Nowakowski, Tamara

From: Heniff, William
Sent: Tuesday, June 28, 2016 11:11 AM
To: Bauer, Carol; 'Schmitt, Ed'
Cc: Giagnorio, Keith; Ware, William; Niehaus, Scott; Aranas, Nicole; Ganser, Jennifer
Subject: RE: Proposed expansion at CPSA school PC 16-15

Dear Mr. Schmitt:

As Carol Bauer noted, we received your email below. As part of the public hearing process, your comments are welcome and your correspondence will be forwarded onto our Plan Commission for consideration at their July 18, 2016 meeting. The meeting starts at 7:30 p.m. and will be at the Lombard Village Hall 255 E. Wilson Avenue, Lombard. Your correspondence will be made a part of the public record and you will also have the opportunity to offer comments at the public hearing itself.

If you would like more information regarding the project prior to or at the meeting, feel free to stop by the Village Hall and we can provide you with their concept plans.

One item within your email that I'd like to clarify for your reference.

- The existing CPSA school has 30 day care students, 243 K-8 students and 124 high school students for a total student enrollment population of 397 students.
- The proposed school is proposing to keeping the day care and K-8 enrollment at the same levels.
- The high school enrollment upon full enrolment would move from 124 to 260 students, so the school enrollment would increase by 136 students and would go from 397 students to 503 students. For reference, this is below the 785 enrollment count that was approved by the Village Board in 2009 when they received approval for a larger school building on the site.

Separately, the Village has engaged in the services of KLOA, a private traffic consultant firm, to review the proposal and undertake an analysis of the school and its improvements. They will be providing a copy of this report as part of the Plan Commission public hearing as well.



William J. Heniff, AICP
Director of Community Development
Village of Lombard
255 E. Wilson Ave. Lombard, IL 60148

Phone: (630) 620-3599
Fax: (630) 629-2374
Email: heniffw@villageoflombard.org
Web: www.villageoflombard.org

Follow us:   

From: Bauer, Carol
Sent: Tuesday, June 28, 2016 10:18 AM
To: 'Schmitt, Ed'
Cc: Giagnorio, Keith; Ware, William; Niehaus, Scott; Aranas, Nicole; Heniff, William
Subject: RE: Proposed expansion at CPSA school

Mr. Schmitt:

Village President Giagnorio and Trustee Ware have asked that I respond to your e-mail regarding the proposed CPSA school expansion. I will be forwarding your e-mail to our Director of Community Development Bill Heniff for review and response. We appreciate you taking the time to contact the Village with your questions and your concerns.

Carol Bauer
Executive Coordinator
Village of Lombard
255 E. Wilson Ave.
Lombard, IL 60148
(630) 620-5712 (Office)
(630) 620-8222 (FAX)



2016 Blood Drive Dates
January 13, April 13,
July 13, September 14 and
November 16
Donate Blood - It Saves Lives

From: Schmitt, Ed [<mailto:eschmitt@breakthrubev.com>]
Sent: Tuesday, June 28, 2016 10:09 AM
To: Giagnorio, Keith
Subject: Proposed expansion at CPSA school

Dear Mr. Giagnorio,

My name is Ed Schmitt and I am one of your constituents and neighbors. I live at 304 W. Harding Rd, at the northwest corner of Elizabeth and Harding. This letter is in regards to the proposed expansion at CPSA School on Madison. This property is adjacent to ours on the northwest portion of our lot. I understand that the proposal would be a 2 story addition of approximately 14000 square feet and that the school is looking to grow enrollment from 200 + student to more than double, between 500 and 600 children. I have several concerns regarding this suggestion.

Since we moved here in the fall of 2012 there has been considerable residential improvements , in terms of remodels and new homes, growing property values and increasing the desirability of living in our neighborhood. This has helped support the community with regards to local property

tax revenue in spite of declining real estate prices. The proposed expansion of this school will have the following negative impact on our are:

1. Substantially increased traffic on a 2 lane street(Madison) that is not set up for that type of traffic volume within a primarily residential area.
Not only will traffic and congestion become issues but there will be increased local costs as there will need to be some form of traffic control from Lombard police.
2. Increased traffic and residential disruption during any construction process. Also there will be substantially more debris in the area, as this school has shown very little ability to maintain their property in any sort of decent manner compared to the neighborhood it sits in. We consistently find garbage in our yard that comes over our fence from the school.
3. Reduced curb appeal for those home close to the school. The addition will be on the south side of the school, dwarfing the landscaping and fences that residents have put up and maintained in order to gain privacy from the school.
4. A negative impact on home sales, selling price, and property taxes, as the desirability of this community will suffer greatly. There will be an increase in homes for sales, as this will not be viewed as any sort of positive element to our area.

Mr. Giagnorio, I grew up in Lombard, my father has been in the same house for 54 years, I have 4 brothers and a sister and their families that live here. We moved back 4 years ago to a community that seemed right for us, concerned about the residents and their well being. This proposal goes against any possible benefit to the neighborhood in the long term and will have the potential for significant downside for many years to come.

I ask you not to support this proposal, for the benefit of the residents of this neighborhood, now and in the future.

Thank you,

Edward C. Schmitt, Jr

DISCLAIMER:

CONFIDENTIALITY NOTICE: This email message, and any documents, files, or previous e-mail messages attached to it, may contain information that is confidential, proprietary, and/or legally privileged. If the reader of this e-mail message is neither the intended recipient nor an employee or an agent responsible for delivering this e-mail message to the intended recipient, you are hereby notified that any unauthorized review, use disclosure, or distribution of this communication is strictly prohibited. Disclosing this e-mail message, or any document, file, or previous e-mail message attached to it to anyone other than the intended recipient may cause the disclosing party to be liable to the Breakthru Beverage Group for damages. If you have received this communication in error, please notify the sender by replying to the e-mail message and delete it from your computer without reading it or saving it in any manner.

Nowakowski, Tamara

From: Ganser, Jennifer
Sent: Friday, July 08, 2016 8:17 AM
To: Nowakowski, Tamara
Subject: FW: Public Hearing PC 16-15
Attachments: Department of Community Development.docx

Letter for PC 16-15

From: Joseph Dumovich [<mailto:jdumovich@yahoo.com>]
Sent: Friday, July 08, 2016 4:23 AM
To: Heniff, William; Ganser, Jennifer; Jen Dumovich
Subject: Public Hearing PC 16-15

Bill and Jennifer

Thank you for coming out this week to discuss some of the issues that the residents of this area of District 6 have with the development of the 331 Madison property.

Attached is a letter for the Plan Commission and petitioner submitted prior to the July 8th deadline.

Thanks for your attention to this matter.
Dumovich (312) 848-2482

Department of Community Development
255 East Wilson Avenue
Lombard, IL 60148

July 8, 2016

The petition known as PC 16-15 which is the proposal to expand the Private Elementary, Middle, and High School in the R2 Single-Family Residential District and the approval of the reduction in the minimum required open space will have the following negative impacts:

1) Vehicular Disturbances

- a. Increased traffic – additional students and teachers will increase traffic on an already busy road.
- b. New traffic patterns and effect on surrounding neighborhood – the right in/right out pattern proposed will increase traffic along Madison at Elizabeth and will divert more traffic onto Elizabeth and down Harding (westbound) and other roads not intended for heavy traffic. **Recommendation:** Make all “neighborhood” roads along eastbound Madison from Edson to Main no right turn between the hours of 7-9am and 3-5pm.
- c. Large vehicle routes on property – The proposed vehicle routes are less than 100 feet from residential properties with no proposed barriers. **Recommendation:** Install barriers along the proposed vehicle routes that come within 150 feet of the property line on the South and East sides of the property. Accidents happen and this Department should be concerned with the safety of the residents.

2) Non-Lombardian constituents of the school

- a. Lack of Lombard residents as students/educators/board members – I think it’s hard for non-residents to see the impact a large facility of this nature will have on the community. Non-residents get to come during school hours and leave when the day is done. Residents are left to stare at a 22,000 sq.ft. facility within 50 feet of the property line instead of the open space we’ve become accustomed to and that drew many of us to the neighborhood.
- b. Lack of care for the neighborhood – The facility is often littered with garbage from events held on the property that often makes its way across residential property lines. Canines in the neighborhood are pelted with objects coming over the fence line.
- c. Lack of upkeep for current facilities – The current facility is often left in violation of several Village codes that govern residential properties.

3) Violation of the current zoning ordinance aka “green space” ordinance

- a. Increased noise – I moved my family to this neighborhood because it was quiet, dark, and calm. I could have chosen to live in several other places but decided to make Lombard our home because of the benefit that the open space on this property provided. A facility that requires a modification of that ordinance will have increased noise, light, and chaos which will drive current residents from the area and reduce the attractiveness of the neighborhood.
- b. Lack of Privacy for multiple adjacent properties – Most of the residences in the neighborhood are one story, low lying dwellings where the view will be obscured by a

privacy fence and some well-placed plantings. Other residences however are placed at higher elevations along the subdivision which no fence or small plantings will protect the privacy of those residents. Recommendation: Require all arborvitae plant species to be planted along the property line. These species retain their green and opaque nature throughout the season protecting both the privacy of the students, teachers, and residents.

4) Design elements of the planned building

- a. Old building deterioration – **Recommendation:** 10% of funds required to build the facility be retained to make improvements/code updates to the existing building. This is a common requirement in real estate to withhold certain funds for specific purposes.
- b. Lack of synchronicity between new and old - The proposed design of the Northeast Corner of the building is not aligned to the nature of the surrounding community or to the existing building on the property. The design is more commercial in nature and if this is a residential zone the buildings should be of a similar residential nature.
- c. New building window frames – The design elements of the windows should be kept in alignment with those of the existing building and the nature of the facility.

Change is inevitable so by no means is the opposition to this that the neighborhood should never change. The opposition is to the raise concerns of District 6 residents not thought of by politicians, planners, architects & others who do not live in the district and who may not see the day to day impact that the changes will have on traffic, privacy, and the aesthetics of the neighborhood.

Attending to my civil duties,

Joseph R Dumovich

Lombard Resident