

1/19/17

Re: Round 1 Review Comments – PC 16-024

Charles,

Please find attached our “Round 1” review comments for application PC 16-024. This is consolidated list of all Dept. comments and includes each Departments review.

Please revise the plans accordingly and resubmit along with a response letter that addresses all Village comments (referencing each by Department and number). Please note that your responses will become a part of the public record for this application.

Sam Hubbard

Development Planner

Department of Planning and Community Development

Village of Arlington Heights

33 S. Arlington Heights Road

Arlington Heights, IL 60005

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www.vah.com

Plan Commission Hearing Review Comments- Building Services

200 E. Sigwalt St.

Amendment to PUD Ordinance #78-026

PC#16-024

Round 1

1. Elevator machine rooms are not indicated for either elevator.
2. If the electrical service is 800 amps, a separate electrical room/closet is required. The room would be required to have a one hour fire rating or shall be rated equal to the designed structure, but not less than one hour. If the electrical service is 1,200 amps or more, it would require two exits on opposite ends of the room, and panic hardware.
3. Proper working clearances shall be provided in all electrical rooms/closets.
4. Rooms with an occupant load of more than 49 require two exits. Multi-purpose Room/Back-up EOC currently shows one when the partition is closed.
5. The permit submittal should include the following:
 - a. Statement of Special Inspections, along with a chart of the required special inspections and the frequency of the inspections, as well as the name of the person, firm or agency responsible for performing the inspections. Copies to be provided to the Building Department on a weekly basis.
 - b. Structural calculations for all structural components of the building for review by the Structural consultant.
 - c. Truss drawings, calculations and layout and instructions.
6. Submitted plans shall provide the following:
 - a. Design Firm registration numbers for all design firms involved.
7. The following items require separate permits:
 - a. Elevators
 - b. Fire suppression
 - c. Fire Alarm
8. Areas of refuge shall be provided and have two-way communication.
(2000 NFPA 101)
9. Where common supply and return ducts are shared with multiple air-handling systems with a designed capacity greater than 2,000 CFM, the return air system shall be provided with smoke detectors (IMC 606.2.2).

10. Enclosed parking garage shall have CO detectors, mechanical ventilation and infrared sensors to detect vehicles or occupants (IMC 404.1)
11. Fire separation between the S-2 parking garage and the main building (B use) shall be a minimum of 1-hour floor and wall assemblies. (IBC Table 508.4)
12. Garage bridge shall match the construction of the new building.
13. The Application is asking the Building Dept. if the existing building conforms to the Village Building Code. Does this mean the code under which it was built? To what degree of code compliance is this application concerned with- fire separation distances? Working fire systems? Receptacle polarity? Do we really care about this at all since the building will be demolished completely?
14. The east stair tower appears to be being shown as being removed. Has exiting from the parking structure been recalculated to determine if this will be compliant? Exiting may not enter into the Police Station.
15. Has the fire separation distance been considered between the new Police Station and the Parking Structure? The Fire Station?
16. Has the State Energy Code been considered in the design?
17. Has adequate space and exiting been considered for electrical, mechanical, and fire rooms?

Plan Commission Hearing Review Comments- Building Services_Fire Safety

200 E. Sigwalt St.

Amendment to PUD Ordinance #78-026

PC#16-024

Round 1

From: D. Lay, Fire Safety Supervisor

Subject: Preliminary Review of New Police Station

On January 6, 2017 Deputy Fire Chiefs B. Lyons, P. Ahlman, Fire Lt. M. Aleckson and I met with Deputy Police Chief N. Pecora to discuss a preliminary review of the proposed Arlington Heights Police Station.

The following is a synopsis of the results of that meeting and the concerns that were noted.

Several concerns were raised about ambulance access into and out of the sally port. We are requesting a drawing showing the ambulance exiting and entering the sally port. A concern was raised about the potential for vision obstruction the ambulance driver may incur when pulling out of the sally port. In addition to exiting the sally port there is a concern about the ambulance having to back into the sally port to service a patient. The ambulance should not be required to turn without additional backing or the need for a three-point-turn.

Negotiation of the sally port is one of the most vital concerns raised. It is important the ambulance is able to safely and efficiently back into and pull out of the sally port in order to provide timely EMS service to those in need at this location.

There are concerns about the fire ladder truck negotiating the turn from Sigwalt on to the access drive and traveling on the access drive through the parking lot and continuing west from the access drive through the lot where the parking lane intersects or reaches the access road from the west side of the PD building. It is requested that Engineering be aware of this concern so they can verify the travel paths for the FD truck.

It is requested that clarification be provided to indicate exactly where the fire sprinkler pump room will be located and the access that will be provided to the room. The code (NFPA 20, Sec. 4.12.2.1.1) requires fire pump rooms not directly accessible from the outside to be accessible through an enclosed passageway from an enclosed stairway or exterior exit. The enclosed passageway must be minimum 2-hour fire-resistance rating. Access must be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment. Rooms where fire pumps are located shall be separated from all other areas of the building in accordance with Section 913.2.1 of the International Building Code.

A Knox box (key safe) containing keys to access all areas of the building shall be mounted on the front of the building.

The Fire Department Connection shall be located on the front of the building, be fully visible and at the main entrance within a maximum travel distance of 100 feet to the nearest fire hydrant.

A fire alarm zoning indicator panel and associated controls or fire alarm control panel (full functioning auxiliary panel) shall be located within the closest proximity to the front main entrance of the building.

D.C. Pecora indicated several concerns were addressed during the development of the plans as indicated below. We appreciate the fact that the concerns regarding access of the ambulance and the fire truck were addressed during the development stage; however we would request that our Engineering Dept. confirm access as previously noted.

Comments from D.C. Pecora:

Re: Access to Sally Port. This issue has been addressed through turning radius scenarios in AutoCAD by Mackie Engineering and the proposal to install a warning light ballard activated when a vehicle exits the sally port. The addition of a convex mirror mounted in the area for added visibility is something to consider.


Re: Ladder Truck Access. Mackie Engineering has also conducted AutoCAD exercises with ladder/tower sized trucks. I suggest we supply Mackie with wheelbase and overall dimensions of T1 and reserve T1 so they can more accurately determine if the allocated space is adequate.

Re: Location of Fire Pump Room/ Fire Alarm Panel: Legat Architects and 20/10 Engineering have not produced fine detail drawings of MEP systems. IBC shall provide direction as required features are designed and notated on Construction Drawings.

Re: Knox Box. A Knox Box will be placed.

Re: Location of FDC and Fire Hydrant. A fire hydrant is currently located at the S/E corner of the building adjacent to the Police/Fire driveway.

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: January 19, 2017
Subject: Police Department Plan Commission

Regarding the AHPD Plan Commission plans, we have the following comments:

LANDSCAPING

1. The shared police/fire driveway will possibly be exposed to salt from salt trucks clearing the drive lanes and parking stalls from snow and ice. Ex. Boxwoods adjacent to the fire station may not thrive there.
2. Please consider shade tolerance for plants being planted on the north side of the building.
3. Public Works is recommending planting trees that are 2.5"-3" in diameter. They will thrive better in these tight locations.
4. The following sections give recommended alternative specie selections for each planting location:

5 Tree Grate Pits located on Davis St.- I think it would look best if all 5 trees were the same or possible alternating using 2 different types of trees that have similar growth patterns.

- Elm- 'Frontier'
- Ginkgo- 'Autumn Gold'
- Japanese lilac- 'Ivory silk'
- Kentucky Coffee tree- 'Espresso'
- Pear- 'Chanticleer'
- Honey locust- 'Impcole'

Tree located along fence by the railroad tracks- I think we need to use all narrow, upright, fruitless if possible trees here. Linden trees drop a lot of "honey dew" which makes them a poor choice to use around cars.

- Oak- either Regal Prince or Crimson Spire. (Regal Prince is a more hardy than the Crimson Spire)
- Elm- 'Emerald Sunshine'
- Elm- 'Frontier'
- Ginkgo-either 'Autumn Gold' or 'Princeton Sentry'

- Maple- (Hedge maple) 'Campestre'
- Hornbeam- (Carpinus betulus)
- Cornelian cherry
- Japanese lilac- 'Ivory silk'

Parking lot islands west end-Hackberry trees are too large for that site

- Kentucky Coffee
- American hornbeam
- Maple- (Rugged Charm) 'tataricum'
- Ginkgo- 'Magyar'
- Linden- 'Sentry'

Parking lot islands by building-Swamp White Oak trees are too large for those sites

- Service berry- (single stem and if the building is not too tall causing too much shade)
- Japanese lilac- 'Ivory silk'
- Cornelian cherry
- Maple- (Rugged Charm) 'tataricum'
- American hornbeam

Southside of parking lot up against the new building-way too small for swamp white oak trees

*Can use any of the trees from the above railroad track sites.

*Height of building will most likely shade this area causing poor growth.

GENERAL COMMENTS

5. Dumpster is currently used for the Fire Department. The plans show that it will be relocated due to new Police lot configuration. Show the proposed relocation.
6. Existing Street Light system along Sigwalt must remain operational during the construction project.
7. Provide truncated domes for sidewalk on existing east side of proposed driveway.
8. Brick paver design shall match Village Hall with appropriate concrete border.
9. Remove building plan detail from the vehicle turning movement plans.

UTILITY

10. Utility plans do not show existing Chiller lines, Fiber lines and water main correctly on campus.
11. Install isolation valves (2) on either side of proposed 8" water connection. If this is done after hours, a pressure connection will not be required. The isolation valve on AHFD side will have to be done quickly after hours, then the 8" connection and west 10" isolation valve could be installed.

12. If the existing 8" will not be re-used inside the new building, the 8x6x8 tee will need to be replaced with a 8" x 90 degree bend with a 6" reducer to the existing hydrant.
13. All water main will be zinc coated and poly-wrapped with "V-Bio" wrap supplied by pipe manufacturer.
14. Abandon the existing sanitary service at the main with a clamp.

CC: Scott T. Shirley, Director of Public Works

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-024
 Petitioner: Randy Recklaus
 33 S. Arlington Heights 03-08-105-001/Road
 Arlington Heights, IL 60005
 Owner: Village of Arlington Heights
 Contact Person: Charles Witherington-Perkins
 Address: 33 S. Arlington Heights Road
 Arlington Heights, IL 60005
 Phone #: 847-368-5200
 Fax #: 847-368-5988
 E-Mail: cperkins@yah.com

P.I.N.# 03-08-350-004,005,013,014,015,016,017
 03-08-105-001,03-08-104-014,015
 Location: 200 East Sigwall Street
 Rezoning: Current: P-L Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: Amendment For: New Police Station
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: Proposed:
 Site Gross Area: 4.8 Acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

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

1. PUBLIC IMPROVEMENTS

REQUIRED:	YES	NO	COMMENTS
a. Underground Utilities			
Water			X
Sanitary Sewer			X
Storm Sewer			X
b. Surface Improvement			
Pavement			X
Curb & Gutter			X
Sidewalks			X
Street Lighting			X
c. Easements			
Utility & Drainage			X
Access			X

RECEIVED
 JAN 10 2017
 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

2. PERMITS REQUIRED OTHER THAN VILLAGE:

- a. MWRDGC
- b. IDOT
- c. ARMY CORP
- d. IEPA
- e. CCHD

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?		X	
4. SITE PLAN ACCEPTABLE?			
5. PRELIMINARY PLAT ACCEPTABLE?			SEE COMMENTS
6. TRAFFIC STUDY ACCEPTABLE?			N/A
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: MACKIE CONSULTANTS
 DATE OF PLANS: 12-29-16


 Director Date 1/9/17

PLAN COMMISSION PC #16-024
Police Station Redevelopment
200 E. Sigwalt St.
PUD Amendment to Ord #78-026
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. The Plan Commission application shows the wrong PIN numbers. The top row of numbers should start with 03-29, not 03-08. The bottom row of numbers should start with 03-32, not 03-08.
13. As has been commented upon previously when the Municipal building was presented, Sigwalt Avenue has not been formally dedicated or recorded as a public road. The Plat of Dedication should include applicable portions of Pine Avenue, Belmont Avenue, Burton Place, and Arlington Heights Road.
14. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree


15. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin.
16. According to the preliminary calculations provided, the required volume is 0.48 ac-ft and the restrictor is 3" diameter. However, this differs from the results when the Village's method is applied. Using the given information of impervious area = 1.90 ac and pervious area = 0.10 ac from the preliminary calculations and applying them via the Village's method, the allowable release rate is 0.36 cfs and the required detention volume is 0.70 ac-ft. At the given HWL=676.06 and the orifice invert of 671.30, the restrictor calculates to a 2.5" diameter restrictor. Provide a design and calculations that meet the Village's requirements.

17. Sheet C-102: The detail for Section A-A Stormwater Detention Vault shows a vault interior roof elevation of 678.46, almost 2.5' higher than the proposed HWL. Understanding this is a preliminary design, final design will require detailed volume calculations for a cast-in-place vault design or manufacturer's cut sheets with provided volumes for a pre-cast vault design. Vault plans to be stamped by a Registered Professional Structural Engineer. Loadings from the nearby railroad tracks should be taken into consideration, as determined by the structural engineer.
18. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
19. The exhibits showing the turning paths of the various vehicles, including the tower truck, are acceptable.
20. Plan sheets to be 24"x36" for engineering submittals to the Village and the MWRD.
21. Sheet C-101: The west driveway shows a through-left lane and a dedicated right turn lane. The traffic report indicates that a single right-thru-left outbound lane will be sufficient, allowing the loading zone to remain. Please show the proper striping/lane usage.
22. Sheet C-102: Can the interior floor of the Sally Port be lowered or sloped to reduce or eliminate the proposed exterior driveway modifications at the door? The building's finished floor elevation is shown at 684.20 and the garage floor elevation at the Sally Port door is the same.
23. Sheet C-102: Clearly show the overflow route for surface water. Ensure via weir calculations that the proposed modifications to the driveway in front of the Sally Port do not impede any overflow.
24. Sheet C-102: Include any PROWAG required sidewalk ramp modifications to locations along the south side of Sigwalt Street.
25. Sheet C-103: Clearly label every storm sewer run to be abandoned as removal or abandon in place with 2' plugs of non-shrink grout, as required by the MWRD. Show all existing building service lines to be re-used or retired at the main. Incorporate access points to the vault for maintenance activities.
26. Sheet C-103: Due to the proposed utilities through the west driveway, provide a detour route for Village Hall traffic while this driveway area is under construction. If the driveway is to remain open during construction, provide a plan and schedule.
27. Sheet C-104: Heavy duty asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.
28. Sheet C-104: Based on the pavement widths and the arrows, it appears the drive aisles at the northwest corner of the new building are one-way away from the building. Please confirm this and include the appropriate signage and pavement striping on the final design.
29. Sheet C-104: Show any additional pavement cuts on Sigwalt Street as a result of retiring any existing service lines.
30. Is the sidewalk along the west side of the new building to be concrete or is the paver walk to match the rest of the construction in the right-of-way an option?

31. For the rear Parking lot the dimensions for the drive aisle width shows only a 22 ft dimension, but it is with 9.5 ft wide parking stalls which geometrically works. Is a variation for this required?
32. Interior garage dimensions are difficult to discern on the plan provided. Provide clear dimensioning, should be 18' stall depth and 24' drive aisle for 90-degree parking. It is understood 9.5' ft wide parking stalls are being provided at the request of the Village. Provide turning template exhibit showing the proposed design if different than standard design.
33. The reconfiguration of the service road between the municipal building and new police building removes one driving lane. Provide the proposed dimensions between the two buildings. Shifting the outbound shared left/altered through lane makes the jog to Pine Avenue even more severe, which should be evaluated.
34. The position of the southwest corner of the new police building in relationship to the stopping point for traffic exiting the relocated driveway seems to have sight distance issues. Position of the stop bar and public sidewalk crossing to allow exiting traffic to get as close to Sigwalt as possible.
35. There are no depressed ADA truncated dome sidewalks shown for either side of the sidewalk crossing from the municipal building to the east curb to the new sidewalk. This sidewalk used to go past and around the southeast corner of the garage structure and access the door to the staircase on the east face of the stairwell. Is this doorway to be abandoned? How will the existing east side passage door of the parking garage stairwell at the southeast corner of the garage structure be accessed?
36. There are no ADA curb depressions at the crossing of the service drive at the northwest corner of the new police building towards the north surface parking lot.
37. What are the areas between the west face of the new police building and the large sidewalk area underneath the parking garage being developed as, and what is the fenced indications for?
38. Since the drive aisle between the two utility pads storing the generators and chillers is only 19.5 ft B-B and marked one way northbound, this north parking lot only has its main access coming from and going towards the northeast corner of the new building. The note allowing a reduction of this pavement to 20 ft. E-E around this curve that will have sight distance blocked by the building is a concern, and should not be reduced.
39. There are no provisions for pedestrian access along the driveway between the new Police and existing Fire buildings.
40. New 8 inch watermain location is shown right next to or under a parking garage structural column.
41. The concrete sidewalk pad west of the west face of the new police building is back pitching water back into the building. There are 3 different proposals for the design of this area between the Architectural/Engineering and the sketches in the traffic report about this sidewalk area layout. Please coordinate a single plan.
42. The commentary in the traffic report related to pedestrian and customer movements from level one of the parking garage towards the municipal and police buildings and between these two buildings is not clearly understood. Is the current marked mid-block crosswalk from the door exiting the N.E. corner of the municipal building being abandoned? It is disagreed that focus of pedestrian activities is consolidated by providing a sidewalk on the east side of the service driveway. Providing this sidewalk along the entire length of this curb invites random access by pedestrians, instead of focused direction to an identified point of crossing that can be striped and signed for pedestrian safety, and notification to drivers. This issue is especially relevant for seeing pedestrians moving under the parking garage on particularly sunny days,

when the lighting contrast results in temporary glare and sun blindness entering under the structure. It is suggested that pedestrian crossing across the pavement before entering the garage to remain, and to better define pedestrian access on the first level of the garage, to the N.E. corner of the municipal building, & over to the police station.

43. There are several confusing representations in the diagrams in the traffic report. Attachment #2, shows all lanes as outbound, inbound lane shown as outbound left, with stop bar across this lane, sidewalk pattern different from traffic report sketches and Architect/Engineering plans; Attachment #3 Proposed Driveway Alignment shows the sidewalk alignment consistent with the traffic report sketch, but there is a 2ftX2ft garage structure column in the center of this walk, and again the striping for the two lanes at Sigwalt show stop bars across the inbound lane.
44. As a normal matter of discourse traffic reports usually contain the calculated trip generation values for the properties based upon the ITE land use classification for the building uses. While actual traffic count data has been supplied, identification of peak hours was based upon the site peak, rather than the traffic generated at the roadway peak hour. The proposed site, based upon the upgraded square footage of the new building, (which didn't identify the old verses new building square footage additions), should be calculated and projected.
45. For reference in the traffic reports, shouldn't the Code required site parking, based upon the three building's square footages be calculated and provided for reference to verify if any variations for code required parking are necessary?
46. In the absence of floor plans there is some confusion and inability to evaluate the operation and movement of vehicles out of the first couple of parking stalls in the indoor parking areas, and how the activity in the area of the three garage doors into the evidence garage, and fleet parking garage will operate. Vehicles backing out of the evidence garages are going to be confronted with backing out blind to see traffic exiting the north surface parking lot. Turning templates for access into and exiting the evidence garage needs to be provided.
47. Is the Sally Port only for prisoner transfers only, or are emergency vehicles being stored or being discharged from here? The ability to turn right out of this garage for the south most stall is impeded by the building wall, and curb placement which will result in this vehicle swinging way wide into the driveway into oncoming traffic to turn right towards Sigwalt Street. Views for vehicles exiting this garage are blind for seeing traffic coming in off of Sigwalt as well. I'm assuming vehicles will be backing into the parking garage, so all the traffic trying to get to the north surface lot will be encumbered by this operation occasionally.


James J. Massarelli, P.E. Date
Director of Engineering

Attachment: Detention Calculation Verification Sheet (1 page)

Police Station Redevelopment

Detention Calculation Verification PC# 16-024

Site Requirements

Site Area =	2.000 Acres	Pervious=	0.100 Acres
Allowed Release Rate (Area x 0.18cfs/Ac) =	0.360 cfs	Impervious=	1.900 Acres
Weighted "C" Factor =	0.928	Water=	0.000 Acres
		Synth Turf=	0.000 Acres

A Runoff Factor "C"	B C		D Rainfall Intensity "I" (in/hr)	E Site Area "A" (acres)	F Inflow Rate (CxlxA) (cfs)	G Release Rate (cfs)	H Storage Rate (cfs)	J K	
	Storm Duration							Storage Required	
	(min)	(hrs)						(cu-ft)	(Ac-ft)
0.928	5	0.08	10.92	2.000	20.27	0.360	19.91	5733	0.132
0.928	10	0.17	10.02	2.000	18.60	0.360	18.24	11161	0.256
0.928	15	0.25	8.20	2.000	15.22	0.360	14.86	13373	0.307
0.928	30	0.50	5.60	2.000	10.39	0.360	10.03	18060	0.415
0.928	60	1.00	3.56	2.000	6.61	0.360	6.25	22490	0.516
0.928	90	1.50	2.75	2.000	5.10	0.360	4.74	25618	0.588
0.928	120	2.00	2.24	2.000	4.16	0.360	3.80	27342	0.628
0.928	180	3.00	1.62	2.000	3.01	0.360	2.65	28585	0.656
0.928	240	4.00	1.28	2.000	2.38	0.360	2.02	29026	0.666
0.928	300	5.00	1.08	2.000	2.00	0.360	1.64	29601	0.680
0.928	360	6.00	0.95	2.000	1.76	0.360	1.40	30309	0.696
0.928	420	7.00	0.83	2.000	1.54	0.360	1.18	29748	0.683
0.928	480	8.00	0.75	2.000	1.39	0.360	1.03	29722	0.682
0.928	540	9.00	0.68	2.000	1.26	0.360	0.90	29227	0.671
0.928	600	10.00	0.63	2.000	1.17	0.360	0.81	29134	0.669
0.928	660	11.00	0.59	2.000	1.10	0.360	0.74	29108	0.668
0.928	720	12.00	0.55	2.000	1.02	0.360	0.66	28547	0.655
0.928	780	13.00	0.52	2.000	0.97	0.360	0.61	28320	0.650
0.928	840	14.00	0.49	2.000	0.91	0.360	0.55	27692	0.636
0.928	900	15.00	0.46	2.000	0.85	0.360	0.49	26663	0.612
0.928	960	16.00	0.43	2.000	0.80	0.360	0.44	25233	0.579
0.928	1020	17.00	0.41	2.000	0.76	0.360	0.40	24539	0.563
0.928	1080	18.00	0.39	2.000	0.72	0.360	0.36	23577	0.541
					A*D*E	F-G		C*H*3600	J/43560

Max Volume = 0.696 Acre-Ft
= 30,309 cu-ft

Orifice Computation

1) Allowed Release Rate, Q(cfs)	0.360	<u>Free Flow</u>	<u>Submerged Flow</u>
2) High Water Elevation	676.06		0.00
3) Outfall Water Elevation	-	-	0.00
4) Invert Elevation	671.30		0.00
5) Diameter of Restrictor (inch)	2.50		0
6) Cross Section Area (sq ft)	-	0.000	0.000
7) Head (ft) h =	4.66	0.00	0.00
8) Discharge Coefficient	0.61		0.00
Square Edge	0.79 - 0.82		
Round Edge	0.93 - 0.98		
Sharp Edge	0.58 - 0.64		
Projecting	0.50		

$Q = C^*a*(\text{sqrt } 2^*g^*h)$

Orifice area: $a = \frac{Q}{C^*(\text{sqrt } 2^*g^*h)}$

Q (cfs) = 0.00 0.000

a(sq ft) = 0.034 dia(in) = 2.50



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-024

Project Name Police Department Redevelopment

Project Location 200 E. Sigwalt

Planning Department Contact Sam Hubbard

General Comments

Round 1

On January 6, 2016 D/C Lyons, D/C Ahlman, and Lt. Mark Aleckson meet with D/C Pecora and Don Lay at the police station to review the plans.

Please allow Don Lay's comments to serve as ours.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date Dec. 09, 2016 Reviewed By: LT. Mark Aleckson

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

AHPD – 200 E. Sigwalt Ave.

PC#16-024

Round 1

Round 1 Review Comments

01/11/2017

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to the Village of Arlington Heights code.

3. Present traffic problems?

There are no apparent traffic problems at this location.

4. Traffic accidents at particular location?

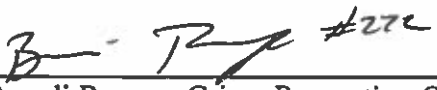
This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

There may not be enough room to navigate the narrow driveway at the rear of the building on the east side. Vehicles exiting the sally port will have to contend with two way traffic. East side driveway could be a one way entrance to reduce chances of accidents. It is recommended that vehicles back into sally port to increase visibility upon exiting.

6. General comments:

-Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.



Brandi Romag, Crime Prevention Officer
Community Services Bureau

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DEVELOPMENT DEPARTMENT

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: <u>P.C. 16-024</u>	P.I.N.# <u>03-08-350-004,005,013,014,015,016,017</u>
Petitioner: <u>Randy Recklaus</u>	Location: <u>200 East Sigwalt Street</u>
<u>33 S. Arlington Heights 03-08-105-001/Road</u>	Rezoning: _____ Current: <u>P-L</u> Proposed: _____
<u>Arlington Heights, IL 60005</u>	Subdivision: _____
Owner: <u>Village of Arlington Heights</u>	# of Lots: _____ Current: _____ Proposed: _____
_____	PUD: <u>Amendment</u> For: <u>New Police Station</u>
_____	Special Use: _____ For: _____
_____	Land Use Variation: _____ For: _____
Contact Person: <u>Charles Witherington-Perkins</u>	Land Use: _____ Current: _____
Address: <u>33 S. Arlington Heights Road</u>	Proposed: _____
<u>Arlington Heights, IL 60005</u>	Site Gross Area: <u>4.8 Acres</u>
Phone #: <u>847-368-5200</u>	# of Units Total: _____
Fax #: <u>847-368-5988</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____
E-Mail: <u>cperkins@vah.com</u>	

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

1. GENERAL COMMENTS:

See the attached accessibility comments.

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DEVELOPMENT DEPARTMENT

Sean Freres, LEHP  1/9/17
Environmental Health Officer Date

James McCalister  1/9/17
for Direc Date

Plan Review

Address: Village of Arlington Heights Police Station
200 E. Sigwalt Street
Amendments to PUD Ordinance #78-026

P.C. #16-024
Round 1

Submitted to: Sam Hubbard, Planning & Community Development or

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: January 9, 2017

Re: 2010 ADA Standards for Accessible Design and Illinois
Accessibility Code (IAC), Effective April 24, 1997

Sheet L-101

1. Identify the public Accessible Reserved Parking Spaces to serve the New Police Station. IAC Section 400.310(c)(2, 3, and 7) and 2010 ADA Standards Section 208.3.1.



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DEVELOPMENT DEPARTMENT

2. Identify the accessible pedestrian route(s) with new curb ramp from public Accessible Reserved Parking space(s) to the public entrance(s) of the new Police Station. 2010 ADA Standards Section 206.2.1

Sheet C-106

3. All interior-hinged Door Closers shall be adjusted in accordance with ADA Section 404.2.8, 404.2.9, and 404.2.10 to include a maximum opening force of "5 pounds of force" with adjusted "minimum closing speeds per door closing cycle"
4. The two doors in series that swing into the kitchenette next to the Conference Room shall have a minimum distance of 48-inches between them, plus the width of each door swinging into the space. See ADA 2010 Standards Section 404.2.6 and Figure 404.2.6(c).

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Petition #: <u>P.C. 16-024</u>	P.I.N.# <u>03-08-350-004,005,013,014,015,016,017</u> <u>03-08-105-001/03-08-104-014,015</u>
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Fax #: <u>847-368-5988</u>	# of Units Total: _____
E-Mail: <u>cperkins@vah.com</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

YES NO

1. _____ COMPLIES WITH COMPREHENSIVE PLAN?
2. _____ COMPLIES WITH THOROUGHFARE PLAN?
3. _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. _____ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. _____ SUBDIVISION REQUIRED?
6. _____ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.)

Comments:

Please see additional comments attached.

 _____ 1-11-17
Date



Planning & Community Development Dept. Review

January 12, 2017

REVIEW ROUND 1

Project: 200 E. Sigwalt Street
Police Station Redevelopment

Case Number: PC 16-024

General:

7. For all Variations requested, written responses to the following criteria shall be provided:
 - That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
 - The plight of the owner is due to unique circumstances.
 - The variation, if granted, will not alter the essential character of the locality.
8. A Demolition Plan should be provided within the Engineering plan set.
9. Please provide a Photometric Plan showing proposed illumination levels. Additionally, cut sheets for all proposed lighting is required.
10. Please provide a Development Phasing Plan/Schedule. This schedule shall include the anticipated construction start and completion times for each phase, the anticipated construction sequencing (material delivery schedule, the general construction methodology, construction parking, lane closures including plans illustrating such closures if necessary, etc.).

Site Plan:

11. Please revise sheet C-101 to indicate the setback distance from the northeast corner of the proposed building to the northern property line.
12. The Engineering plans have a note by the utility area that says "Refer to Architectural Plans for Transformer, Chiller, and Generator Details", however, no such details are provided in the Architectural plans. Please provide these details. Additionally, details are needed on the utility enclosure walls (height, materials, gate). Will they be tall enough to screen the utility equipment?
13. The utility area is shown as slightly different shapes on the Engineering Plans and Architectural Plans/Landscape Plans. Please revise plans so that they are consistent.
14. The paving area on the western side of the building is not consistent among the various plans. The Engineering plans show this area as all concrete, the Architectural Plans show this area as only partially concrete, and the Landscape plans show this area as part concrete, part pavers (a note should be added to indicate that they are in fact pavers), and partly an unknown surface (a note should be added to indicate what this surface is). Please review all plans to ensure consistency among each plan.
15. The Engineering plans indicate the removal of the existing dumpster enclosure in-between the Police Station and Fire Station. Will a new dumpster enclosure be provided? Where will it be located, what material will the enclosure walls and gates be constructed of, and how tall will the walls be? Please provide these details on the

plans.

16. Please provide details on the proposed fence at the end of the parking area in the northeast corner of the site (height, materials, style of fence).
17. Please provide details on the proposed fence and gate on the western side of the building (height, materials, style of fence). Additionally, it is unclear why a fence is needed in this location. Please clarify.

Building:

18. Please revise the elevations to show proposed building heights, including height to peak of roof, height to eaves, and height to midpoint between roof and eaves.








Site Circulation:

19. Section 11.2-8 of the Zoning Code requires that all one way drive aisles for parking lots that provide 90° parking must maintain a minimum width of 18'. The exit drive aisle from the Police Station garage appears to be 19.5', however, there are two bollards proposed within the drive aisle, which reduces the width of the drive aisle to approx. 16' in width. Please clarify if a Variation is requested. Similarly, the same is true for the entrance to the garage, which appears to be only approx. 15' in width when factoring in the proposed bollards.
20. Section 11.2-8 of the Zoning Code requires that all two way drive aisles for parking lots that provide 90° parking must maintain a minimum width of 24'. The drive aisles in the rear parking lot are proposed at 22' in width. Please clarify if a Variation is being requested.
21. The Engineering plans show that the loading space at the western driveway entrance into the Municipal Campus will be converted to a "right turn only" drive aisle. The plans should be revised to show this loading space will remain unchanged. Additionally, the architectural plans and landscape plans show that the western driveway will be an exit only driveway. All plans should be revised to be consistent and should reflect that the loading space will remain and that western driveway entrance will contain one inbound lane and one outbound lane.
22. Ordinance 05-041 granted a Variation to allow only one loading space and for this loading space to be 10' x 22'. Please confirm that the dimensions of this loading space will remain unchanged.
23. Ordinance 05-041 granted a Variation to allow the western driveway entrance to the Municipal Campus to be 40' in width. It appears that the new driveway entrance in this location will be 41.14', and therefore an amendment to the Variation is needed. Similarly, Ordinance 05-041 granted a Variation to allow the shared Police/Fire driveway entrance to be 68' in width, and it appears that this driveway entrance will be 107' in width and therefore an amendment to this Variation is needed.
24. "Do Not Enter" signage should be added to all one-way drive aisles.

Parking and Traffic:

25. Parking requirements could not be calculated as the sizes of the spaces within the proposed Police Station building have not been provided. Please revise the Architectural floor plans to show the square footage of **all** spaces on **each** floor as shown in the example below:

LEGEND

	CONCOURSE	(Square Footage)
	CIRCULATION	(Square Footage)
	SUPPORT	(Square Footage)
	FORENSICS	(Square Footage)
	EVIDENCE	(Square Footage)
	MULTI PURPOSE	(Square Footage)
	FIREARMS	(Square Footage)

26. The Traffic Study appears to contain an error in the 2014 Municipal Campus Parking Summary Chart and associated text below. Specifically, the chart shows that during peak usage, 133 of the 150 employee parking spaces were occupied. However, the text below states that during peak usage only 114 employee parking spaces were occupied. Please clarify.

Prepared by: 

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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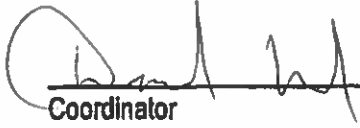
(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	<u>YES</u>	<u>NO</u>
1. Complies with Tree Preservation Ordinance	<u> </u>	<u>X</u>
2. Complies with Landscape Plan Ordinance	<u> </u>	<u>X</u>
3. Parkway Tree Fee Required (See below.)	<u> </u>	<u>X</u>

Comments:

1. It is recommended that the sidewalk along Sigwalt Street be widened. Provide a minimum of five feet between the tree grate and the planting bed.
2. Provide a 4" caliper shade tree within the center island on the south side near the existing mechanical unit. Per Chapter 28, Section 6.15-1.2, the ends of all parking rows must include a 4" caliper shade tree.
3. Increase the size of the proposed trees to 4" caliper. It is recommended that options be explored to preserve the existing Pear trees along the north property line. Per the exchange rate outlined in Chapter 28, Section 6.15-5.4, 54 - 4" caliper replacement trees are required and 28 trees are proposed.
4. Provide a detail of the proposed garden wall.
5. On the north elevation on the west end provide foundation plantings to help break up/soften the wall.



 Coordinator 1/11/17
Date