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August 16, 2017

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

Re: Sigwalt Apartments – 45 S. Chestnut Ave.  
Village PC#: 17-008  
HKM Project No. 16031

Dear Mr. Hubbard,  
Please accept the following responses to the Plan Commission Department Review  
Comments – Round 1, dated as indicated below.

Building & Life Safety Department, dated July 17, 2017

1. Project will be reviewed per 2009 IBC as mixed use “S-2” (parking garage) and “R-2” (residential) occupancy. – ok
2. The proposed construction type of the building is III-A.
3. Height and Area calculation:  
Per Table 503 for III-A  
R-2 allowed: 65’ height, 4 stories, 24,000 sf/story  
S-2 allowed: 65’ height, 4 stories, 39,000 sf/story  
With height and area increases due to NFPA 13 sprinkler per IBC 504.2 and 506.3:  
R-2 allowed: 85’ height, 5 stories, 72,000 sf/story (max. actual is 28,245 sf)  
S-2 allowed: 85’ height, 5 stories, 117,000 sf/story (max. actual is 28,245 sf)  
Per IBC 508.3.2 for nonseparated occupancies (dwelling units will be separated as required by other sections of the code), allowable building area and height shall be based on the most restrictive allowances for each occupancy group.  
Applying IBC 506.4 for total allowable overall building area:  
R-2 allowed: 72,000 sf/story \* 3 = 216,000 sf (actual w/o basement: 118,401 sf)  
S-2 allowed: 117,000 sf/story \* 3 = 351,000 sf (actual w/o basement: 118,401 sf)
4. Occupant Load Calculation (Parking garage and Residential both 200 sf/occ):  
Basement 26,549 sf/200 = 133 occupants



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- 1st Floor 28,245 sf/200 = 142 occupants  
2nd Floor 22,539 sf/200 = 113 occupants  
3rd Floor 22,539 sf/200 = 113 occupants  
4th Floor 22,539 sf/200 = 113 occupants  
5th Floor 22,539 sf/200 = 113 occupants
5. Horizontal separation between "S-2" and "R-2" will be a 1-hour rated assembly.
  6. The North exterior wall within 5' of the property line will have a fire-resistant rating of 1-hour.
  7. Allowable area of openings calculation for the North exterior wall per IBC 705.8.1 and Table 705.8:  
There are no openings in the exterior wall that is 5' from the north property line. Maximum allowed area of unprotected exterior wall openings in the wall with fire separation distance of 18.35' (15' to less than 20' on Table), for a sprinklered building, is 75% in any story.  
Total area of wall of one story =  $236' * 11'-4" = 2675 \text{ sf}$   
Total area of unprotected openings = 1616 sf  
 $1616 \text{ sf} / 2675 \text{ sf} = 60.4\% \text{ actual} < 75\% \text{ allowed}$
  8. Exterior wall ratings will comply with Table 602.
  9. The balconies are currently planned to be non-combustible.
  10. At least one elevator will be provided for fire department emergency access with a cab size to accommodate the village's ambulance stretcher requirements. Elevator manufacturer's information regarding cab size and stretchers was emailed to the village for review.
  11. The electrical room will comply with the applicable village-adopted codes and requirements.
  12. Elevator lobbies are not required because the building will have an automatic sprinkler system to comply with IBC 708.14.1, Exception 4.
  13. Shaft enclosures, including those for elevators and refuse chutes, will be 2-hour fire-rated to meet the applicable village-adopted codes and requirements.

Fire Safety Division, dated July 13, 2017

1. Fire department connections will be located near the main front entrance and within 100 feet of a fire hydrant.
2. A Fire Lane and Truck Maneuvering Plan has been provided to identify three available fire apparatus access roads.



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3. A complete NFPA compliant fire suppression system to meet the applicable village-adopted codes and requirements will be provided.
4. An approved water supply capable of supplying the required fire flow for fire protection will be provided.
5. Fire protection equipment and service rooms will be identified to meet village requirements.
6. Access to fire protection equipment will be provided to meet village requirements.
7. Building will provide radio coverage for emergency responders to meet village requirements.
8. Standby power is not required for the elevators because the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
9. A fully functional fire alarm will be provided to meet village requirements and the alarm annunciator panel will be located at the front entrance.
10. Shop drawings for fire alarm systems will be submitted by the General Contractor for village review prior to installation.
11. Visible alarm notification appliances will be provided in public areas and common areas to meet village requirements and a visible exterior weatherproof alarm notification device will be located near the front main entrance.
12. A zoning indicator panel and associated controls or a fire alarm control panel to meet village requirements will be located in the vestibule of the front main entrance.
13. A Knox Box containing keys will be provided near the front main entrance to meet village requirements.
14. Fire department communication devices will be zoned to meet village requirements.
15. A fire pump, if provided, will be installed to meet the applicable village-adopted codes and requirements.
16. Exit signs will be illuminated at all times and have emergency power battery backup to meet the applicable village-adopted codes and requirements.
17. The elevators will not be used as accessible means of egress since the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
18. The elevators will not be used as accessible means of egress. See comment 17 response.



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19. As allowed by IBC 1009.13, since the main roof is not occupied, access will be provided by an alternating tread device and will comply with the applicable village-adopted codes and requirements.
20. The maneuvering capability of the fire trucks and the available fire apparatus access roads relative to the existing overhead wires have been indicated on the Fire Lane and Truck Maneuvering Plan.
21. The fire apparatus access road along Sigwalt will stop where the existing overhead wires are located to avoid any conflicts with the aerial apparatus.
22. Fire department connections will be installed to meet the applicable village-adopted codes and requirements and will be located near the main front entrance.
23. Fire department connections will be located near the main front entrance unless a different location is desired by the village.

#### Fire Department, dated July 24, 2017

1. The building will be sprinklered to meet the applicable village-adopted codes and requirements.
2. The fire department connection will be in a visible location near the main front entrance on Sigwalt Street and within 100 feet of a fire hydrant.
3. A Knox Box containing keys will be provided near the front main entrance to meet village requirements.
4. A fire alarm zoning indicator panel and associated controls or fire alarm control panel to meet village requirements will be located in the vestibule of the front main entrance.

#### Health Services Department, dated July 24, 2017

1. The building will comply with the applicable sections of the Illinois Accessibility Code.
2. The accessible parking stalls have been adjusted to align the striped access aisle with the Lobby entrance door.
3. The parking garage has been modified to provide (5) total accessible parking spaces.
4. The coffee station and trash receptacles and at least 20% of the mailboxes will comply with the applicable sections of the Illinois Accessibility Code.
5. The building will comply with applicable federal regulations, including the Fair Housing Act.



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Planning & Community Development Department, dated July 26, 2017

7. The neighborhood meeting has been scheduled for August 21.
8. The Housing Commission meeting has been scheduled for August 15.
9. The Plat of Subdivision has been included with this re-submittal.
10. Revised final engineering plans have been included with this re-submittal.
11. School, Park, Library, and Affordable Housing contributions will be made prior to issuance of the building permit.
12. The re-submittal includes the required full-size sheets and sheets 2 and 16.  
When we have completed design revisions due to comments during our Design Commission meeting, we will update your sets with revised exterior elevations and provide the remaining renderings, materials and sign sheets.
13. The variations needed based on the rezoning requirements are requested by the Owner. Regarding item k, since the exact depth of the balconies has not been fully determined at this point, we would like to request that the variance for Permitted Obstructions indicate to allow certain balconies to project up to 5'-4" into the required front, exterior side, and side yards.
14. The 2<sup>nd</sup> floor outdoor amenity roof deck is shown on the Site Plan and Landscape Plan and includes a pergola/trellis structure and tables and chairs. No firepits, outdoor kitchens, nor games are proposed, but there are (2) barbeque grills planned for each side of the elevator tower with a dry-pipe sprinkler head located on the exterior wall above each to prevent possible fire issues.
15. Please see attached letter from Appraisal Research Counselors that confirms the current unit mix still yields the same conclusions as the original market study.
16. All plans and/or studies being resubmitted include a revision date.
17. The setback dimensions have been revised to be located at the closest points of the building to the corresponding property lines.
18. The Owner has met with ComEd and learned that ComEd will relocate the existing overhead wires that run north-south through the property, most likely to the overhead lines that exist on the west side of Chestnut.
19. The Owner has met with ComEd and the existing overhead wires along Sigwalt are not feasible to bury. ComEd has indicated they would be willing to relocate the overhead wires that run diagonally across Sigwalt. If the Village allows ComEd to set a new pole across Sigwalt (south side), they will run the existing overhead wires across Sigwalt, north to south from the midpoint of the site on



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- Sigwalt. However, there are still existing cable wires (WOW Cable) that run east to west along Sigwalt and the Owner is currently working with the companies to see if those can be relocated also. Further discussions with ComEd and the cable companies are still pending.
20. There are no changes proposed to the existing telephone and utility boxes along Sigwalt. They are AT&T main distribution panels that cannot be relocated as they serve the entire neighborhood, and the second box is an AT&T fiber box that cannot be relocated. The transformer shown on Highland is the only new above ground utility box proposed.
  21. Cross sections of the storm trap with landscaping above and from the sidewalk to the retaining walls/planter walls with heights indicated have been provided in the Civil Engineering drawings.
  22. The underground storm trap for village detention requirements has been located in the northwest corner of the site and is no longer planned for an at-grade detention infiltration area.
  23. The site plan has been revised to show a loading space between the garage entrance and the corner of Sigwalt and Highland.
  24. Conceptual floor plans for the dwelling units have been included with this re-submittal.
  25. The elevations have been updated to show the maximum height at both corners of the building in the East Elevation and West Elevation, as measured from grade at the property line in those locations. Any new variances needed due to this revised building height are requested.
  26. Since the exact depth of the balconies has not been fully determined at this point, we would like to request that the variance for Permitted Obstructions indicate to allow certain balconies to project up to 5'-4" into the required front, exterior side, and side yards.
  27. The proposed dens will not have doors or windows, but where they are located near the apartment entry door, there may be an entry closet off the den. A "blind den" would be a den without an exterior window directly into the space. Any "blind" rooms will be provided with artificial light and ventilation to comply with building code requirements of IBC 1205.1 and 1203.1, or they will comply with IBC 1205.2.1 and 1203.4.1.1 for adjoining spaces to borrow natural light and ventilation.
  28. Access to the green roof above the ramp for maintenance will be provided by a portable ladder.



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29. Additional dimensions for the drive aisles have been provided in the parking garage.
30. Additional dimensions for the parking spaces have been provided. The foundation wall has been modified to eliminate most of the 16' deep spaces, but due to the column spacing, there are some spaces that are 8.5' wide. We would like to request a variance for parking space size.
31. The landscape plan has been modified to accommodate the underground storm trap and utility lines.
32. The area at the southwest corner of the building has been revised to clarify what is being proposed.
33. Landscaping has been added to screen the transformer along Highland.
34. See responses to Traffic, Access, & Parking in attached letter from RWG.
35. See responses to Traffic, Access, & Parking in attached letter from RWG.
36. See responses to Traffic, Access, & Parking in attached letter from RWG.

Planning & Community Development Department – Landscape Issues, dated July 26, 2017

1. Landscaping has been added to screen the transformer along Highland.
2. The outline of the detention vault has been shown on the landscape plan and plantings have been modified.
3. The proposed trees along Sigwalt are a medium scale narrow cultivar of Elm that should not conflict with the overhead utility lines.
4. The sidewalk along Highland Avenue will comply with the village streetscape paving standards.
5. We respectfully disagree and believe the landscaping proposed is an appropriate amount and has been layered to help soften the building. Specialty pavement at the main entrance was considered, but we felt the area currently has significant visual variation due to the grade changes, sloping walk, steps, and palette of materials being used for the exterior walls and the site/planter walls.

Police Department, dated July 31, 2017

1. The courtyard area is the roof of the 1<sup>st</sup> story and will not be accessible to passersby.
2. Lighting will be provided to meet the applicable village-adopted codes and requirements with special attention given to the courtyard and parking garage. Landscaping has been selected with concern to not create hiding locations.



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3. There are no traffic problems at this location. – ok
4. This is not a problem area in relation to traffic accidents. – ok
5. Regarding street parking near the vehicle entrance/exit drive, a full-time loading zone is proposed to the south of the entry drive and a single parking space is proposed to the north. Warning lights/audible bollards will be provided near the sidewalk to signal that vehicles are exiting.
6. Emergency information/contact card has been included with this re-submittal and will be kept current through all construction phases. Justification for the number of parking spaces has been provided in the traffic/parking study. Security cameras will be installed in the parking garage for added safety. The storage area, lower level, will be secured and accessible only to residents with signage and security cameras provided.

Public Works Department, dated July 28, 2017

Please see attached letter from RWG.

Engineering Department, dated August 1 and 3, 2017

Please see attached letter from RWG, and the following items:

24. Adjustments to the parking garage have been made to improve access to doorways and building management will coordinate requirements for assignment of spaces as needed to meet tenant needs.
25. Additional dimensions have been added to the parking garage plans. Spaces are 18' deep and 8.5' wide with the exception of the one 16' deep space.

August 16, 2017

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

Re: Sigwalt Apartments – 45 S. Chestnut Ave.  
Village PC#: 17-008  
RWG Project #291-127-16

Dear Mr. Hubbard,

Please accept the following responses to the Plan Commission Department Review Comments – Round 1, dated as indicated below.

Public Works Department, dated July 28, 2017

1. The address was corrected on the Final Engineering Plans to reflect 45 S. Chestnut Avenue.
2. A note was added to require storm sewers to be abandon at the respective main connections. Some of the existing storm sewers that are to be removed could not be entirely located because of existing blind connections. These sewers will be exposed in the field and properly abandon.
3. Chimney seals were called out to be required on all proposed sanitary and storm sewer structures.
4. A note was added, in your words, to address the condition of the sidewalk after construction.
5. The pressure connection is within a 60" diameter vault.
6. The village will be receiving an 8' wide dedication of ROW along the east side of Chestnut. The 4" fiber optic conduit was located in the field and its proper location is now shown on the plans. This line falls within the current Chestnut ROW. The new 8' dedicated ROW is free of all "wet" utilities and the fiber optic line.
7. The restrictor structure was relocated south of the wall for easier access.
8. The water service is located 10' from existing and proposed utilities. (The only exception is the 4" perforated pvc needed to drain the permeable pavers.)
9. All methods of construction and materials shall conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights.
10. A compound meter within the building will be provided as required by the village. Noted.
11. Required backflow devices will also be provided. Noted.
12. Separate RPZ will be provided if an irrigation system is installed. Noted.

13. The restrictor structure was relocated for easier access.
14. All roadway patches shall extend 2' beyond the trench.
15. We are introducing only one entrance with 2 ADA sidewalk ramps. No other ramps on any of the existing corners are being modified or touched. We are currently waiting to receive the village's approved brick paver detail with ramps. As soon as we receive this detail, we will add it to our plans.
16. No street lights or site lighting is being proposed at this time.
17. A warning sign and light warning pedestrians of vehicle traffic will be coordinated by the architect.
18. All existing depressed curbs along Chestnut are called out to be removed and replaced with B6.12 curb and gutter.
19. We are currently waiting to receive the village's detail. A spot for the detail is allocated on sheet 8.
20. The landscaping is revised to not include any large trees over the storm trap. Only sod/grass and small bushes will be planted in the 2.0 feet of cover.

Engineering Department, dated August 1 and 3, 2017

11. The petitioner acknowledges that these comments are only to ensure the project meets the requirements for the Plan Commission.
12. The Plat is included in this submittal and the Engineer's cost estimates will be submitted after this next round of reviews (3 weeks before final Plan commission meeting).
13. The Final Engineering plans will be georeferenced in the next submittal.
14. The Final Plat of Subdivision is included in this submittal. The utility easements for the watermain services and valves are still under village review. The petitioner acknowledges that Final Plat with signatures shall be submitted one week before final Plan Commission meeting.
15. The proposed underground detention system will be private. The onsite utility maintenance agreement is in review with our client. Once it is clear about ownership of the watermain services (if it includes the valves on private property or not), the agreement can be completed.
16. The Plat is included with this submittal for review.
17. Construction phasing and road closure exhibit is submitted by the contractor as part of this review.
18. The village's detail for downtown brick pavers will be added to the plans when we receive it.
19. ROW dedications are shown on Engineering Plans and Plat.
20. For traffic responses, see below from KLOA.

Traffic, Access & Parking

- 21. The proposal to have the driveway into the basement parking level of this building off chestnut is going to pose problems with exit beacon and audible signal, and shining headlights being a nuisance for adjacent single family residences.**

The traffic impact study has been revised to match the site plan which shows access only from Highland Avenue. All reference to an access drive on Chestnut Street has been removed. Traffic Distribution and Analysis has been updated accordingly.

- 22. The representation of site traffic distribution seems incorrect as only 10% of site traffic is proposed from the north. The Traffic data reflected in Figures 4, 5, 6, and 7 should be modified to show the peak hour traffic counts for the intersections of Campbell and Chestnut.**

The traffic impact study has been revised to include the intersections of Campbell Street with Chestnut Avenue and Campbell Street with Highland Avenue. The directional distribution has been adjusted to properly reflect traffic using these intersections.

**23. The parking ratio table provided to support the request for 1.25 parking stalls per unit does not provide information as to whether the original number of proposed parking stalls are full and potentially over saturated. If excess demand or tenants are on lists for additional parking, needs to be verified through contact with property management with the locations provided to verify the real usage of parking stalls at these properties.**

The appendix table provides additional examples of similar residential developments that provide parking at a comparable parking ratio to that of the proposed development.

**24. The layout of the parking stalls in the underground garage is extremely unconventional and peculiar. Cars parked tandem, at 90 degrees, and dead end into the end of a drive aisle poses issues for packing out of stall, pinning in certain tenant vehicles, and access to doorways**

To be addressed by others.

**25. Specific detailed plans with exact dimensions of parking stall lengths and widths, column locations and dimensions, ramp widths, etc. should be provided for review.**

To be addressed by others

**26. Are any provisional arrangements being made for reciprocal stalls in the Vail Avenue Parking Garage?**

No parking arrangements are being made to provide additional stalls within the Vail Avenue Parking Garage

**34. The parking requirements for the site are shown below:**

<i>DEVELOPMENT</i>	<i>PARKING CODE USE</i>	<i>NUMBER OF UNITS</i>	<i>SQUARE FOOTAGE</i>	<i>PARKING RATIO</i>	<i>PARKING REQUIRED</i>
<i>Sigwalt Apartment Building</i>	<i>R-7 Multi-Family</i>	<i>88</i>	<i>N/A</i>	<i>1.5 spaces per unit</i>	<i>132</i>
<i>Total Parking Required</i>					<i>132</i>
<i>Total Parking Provided</i>					<i>110</i>
<i>Parking Surplus/(Deficit)</i>					<i>22 (16.6% reduction in required parking)</i>

**As outlined above, a parking variation is required. In lieu of a parking Variation, the developer may request that the 22 required spaces be provided in the Vail Avenue garage through an agreement with the Village, which would require that the developer contribute to the downtown parking fund at a rate of approx. \$4,400 per required parking space. Please note that all agreements for parking within Village owned garages must be discussed with the Parking Committee. The applicant has to option to provide adequate justification for a parking variation (see comment #35), request that the parking be provided in the Vail Avenue garage through an agreement with the Village, or provide the code**

**required parking on site. Please clarify what approach is proposed.**

No parking arrangements are being made to provide additional stalls within the Vail Avenue Parking Garage. Justification has been provided for the proposed parking supply in comment 35.

**35. If a variation is requested, additional information is needed to substantiate the viability of the proposed 1.25 spaces per unit parking ratio. Please provide additional data on the most applicable developments surveyed in the KLOA study (9750 on the Park, Wheaton 121, Residences at the Grove, and Uptown La Grange), including the number of bedrooms in each unit of those developments, the occupancy of each of those developments, and the actual usage of the provided parking in those developments. The supply has been provided for each of those developments, however, the demand for parking in those developments has not been analyzed. Are the parking facilities at these developments at capacity, or do they experience a surplus of parking? Additional comparative examples would also be helpful, please consider the Deerfield Village Center Apartments in Deerfield, River 595 in Des Plaines, Kingston Pointe Apartments in Des Plaines, Elmhurst 225 in Elmhurst, and the Park 205 development in Park Ridge. Unless clear evidence has been provided to show that the proposed 1.25 parking spaces per unit ratio will be sufficient for parking demand, staff will recommend that the 22-space deficit be accommodated in the Vail Avenue garage (if space allows), or that additional on-site parking be provided.**

Additional locations with similar access to public transit were added as further justification. The new average spaces per unit is 1.22. The added residential developments used in the study can be found in the Appendix, along with their location, number of units, and parking provided.

**36. The KLOA study makes several references to parking areas being accessed off Chestnut, however, the site plan does not show any access from Chestnut. Please clarify and make revisions accordingly.**

The traffic impact study has been revised to match the site plan which shows access only from Highland Avenue. All reference to an access drive on Chestnut Street has been removed. Traffic Distribution and Analysis has been updated accordingly.