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October 31, 2017
Updated November 2, 2017
UPDATED November 7, 2017 – Plat of Subdivision Comments

Mr. Sam Hubbard
Village of Arlington Heights
Building and Life Safety Department
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: St. James Catholic Church
831 N. Arlington Heights Road
Arlington Heights, IL 60004
PC#: 17-012

Response to PLAN REVIEW COMMENTS dated October 9, 2017

GENERAL BUILDING COMMENTS

Reviewed By: Deb Pierce

1. Provide the construction type of the existing building and new addition.
Response: The existing church building was constructed close to 65 years ago. Based on the structural components being non-combustible and typically protected behind or above plaster, it is assumed to have been constructed similar to the requirements of Type II-A Construction. It is anticipated that the new construction will be constructed to comply with Type II-A.
2. Provide an occupant load calculation for the rooms on the lower level per 2009 IBC Table 1004.1.1.
Response: Final Occupant Loads will be provided with final Construction Documents Building Permit Submittal. A preliminary calculation is attached.
3. Provide a calculation based on the total occupant load of the number of required/provided exits, their width and number of occupants per exit.
Response: Final Egress Calculations will be included with Final Construction Documents / Building Permit Submittal. A preliminary calculation is attached.
4. Review 2009 IBC Section 410 for platform construction requirements.
Response: Understood.

5. All designated switchgear rooms, electrical closets, electrical equipment rooms and/or electrical closets, transformer rooms, vaults and the like, shall have a minimum fire-rating of one-hour construction, or shall be rated equal to the designed structure, but not less than one-hour construction, whichever is greater.

Response: Understood. A 1-hour fire-rated enclosure is anticipated.

6. Where the electrical room contains equipment rated 1,200 amps or more, there shall be two exits on opposite corners of the room. The doors and door hinges shall have a fire-rating equal to the rating of the electrical room. Doors shall swing out and have panic hardware.

Response: Understood, two doors are currently shown the plan.

7. Storage is not permitted in any mechanical or electrical room

Response: Understood.

FIRE SAFETY DIVISION

1. Show the proposed location of the Fire Department Connection on the plans.

Response: The location of the FDC is shown on the Civil Drawings and has been added to the Architectural Plans. It is located on the east elevation near the northeast corner of the building. This will allow truck access adjacent to the FDC connection and adjacent to the fire hydrant.

2. The parking lot pavement shall be capable of accepting the weight of fire apparatus.

Response: Understood.

3. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.

Response: Since the watermain is on the far side of Arlington Heights Road, accessing the existing water line on Frederick Street is more convenient. This also allows for direct fire truck access to the FDC as compared to the west elevation. A hydrant is within 100' of this connection.

4. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided.

Response: As discussed at our preliminary meeting in July with planning, fire department and building department representatives, the new additions will include a fire suppression system. The existing church space will remain as is, with no sprinkler system. A supervised indicating valves will be provided.

5. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.

Response: Understood.

6. Fire protection equipment and service rooms shall be identified in an approved manner.

Response: Understood.

7. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

Response: Understood.

8. In buildings and structures, where standby power is required or furnished to operate an elevator, the operation shall comply with current code requirements.

Response: A generator is not currently planned for this building. Standby power for the elevator will comply with code.

9. A fully functional fire alarm shall be installed in all areas of the building, new and existing, per NFPA 72 and the Life Safety Code, NFPA 101. The alarm annunciator panel shall be located at the front entrance.
Response: Understood.
10. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
Response: Understood. Required shop drawings will be submitted for review prior to construction.
11. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building.
Response: Understood.
12. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.
Response: Understood.
13. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
Response: Understood.
14. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.
Response: Understood. A fire pump is not anticipated.
15. Exit signs shall be illuminated at all times and have emergency power backup.
Response: Understood. These will be included with battery backup.
16. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.
Response: Understood.
17. Indicate the maneuvering capability of the Fire Department Tower Truck to confirm that the truck can negotiate the turns on pavement avoiding any dead-ends and identify any overhead wires that may be within the airspace of the truck set-up.
Response: A diagram was included with Plan Commission submittal packet showing maneuvering through the parking area. No overhead cables are anticipated on the site once the project is complete.
18. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.
Response: The existing streets to the north and west have curb widths exceeding 26'. The proposed building is matching the existing elevations / heights of the existing church building. Nothing is exceeding the heights of the existing structure.
19. Buildings shall have approved address numbers.
Response: Understood.
20. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
Response: Understood. Proposed location included on civil utility plan in Plan Commission Submittal and added to the Architectural Site Plan.

21. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible location.

Response: Understood. Based on the location of the water service entering the building, the proposed location is on the northeast corner of the building. We believe this location provides direct fire department access to the FDC and adjacent fire hydrant. Please confirm this is acceptable.

22. Signs shall be posted on both sides of an approach of any fire lane stating, "NO PARKING - FIRE LANE." Signs shall have arrows indicating the area of parking restriction.

Response: Understood. These will be included on final permit drawings.

23. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is not less than 6 feet nor more than 6 feet above grade.

Response: Understood. These will be included on final permit drawings.

UTILITY INSTALLATION COMMENTS

Reviewed by Chris Papierniak

Please note, additional engineering comments have been issued based on final engineering drawings submitted by the Village and will be responded to under separate cover.

1. Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the construction, or drainage is not adequate (ponding), permittee must replace the affected squares.

Response: Understood. This will be reviewed prior to construction.

2. The proposed 6" pressure connection must be enclosed within a vault with a minimum diameter of 60".

Response: Understood.

3. The existing services (water/sanitary/storm) that are going to be abandoned must be abandoned at the respective Village mains.

Response: Understood.

4. The existing 1" domestic service that serves the address must be abandoned at the respective main. The building must be served by one source.

Response: Understood. This will be abandoned.

5. Provide a detail of the proposed underground detention facility with a proposed maintenance plan.

Response: This information will be included on forthcoming submittals.

6. Provide a detail of the storm water control structure #D13 for review and approval.

Response: This has been included with formal engineering submittal.

7. Install chimney seals on all proposed underground detention facility with a proposed maintenance plan.

Response: Understood.

8. There must be proper separation between the water service and the existing sewer line. Refer to the standard specifications of water and sewer installation for the State of Illinois 6th edition or newer.
Response: Understood. This will be indicated on final permit drawings.
9. All methods of construction and materials must 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 Engineering Department.
Response: Understood.
10. A compound meter within the building will be required:
a. The compound meter will require a 3: bypass meter configuration.
b. The compound meter will be a 6" x 2" fire meter.
Response: Understood.
11. Require backflow devices (RPZ) are as listed:
a. 1-6" RPZ for fire protection.
b. 1-2" RPZ for domestic purposes.
Response: Understood. We anticipate is a 3" domestic water service. RPZ will be provided.
12. A separate RPZ will be required in an irrigation system will be installed.
Response: Understood. At this time an irrigation system is not currently planned.
13. Any roadway utility patch shall have surface only patch at minimum of 2' beyond excavation on all sides.
Response: Understood.

FIRE DEPARTMENT REVIEW

Reviewed By: Lt. Mark Aleckson

1. The Fire Department requires that the Fire Department connection, Knox Box, and fully operational annunciator panel or alarm panel be located at the main front entrance. The Fire Department would like more clarification if the lobby entrance on the south side of the building will be used as the "main entrance." The Fire Department would like to explore the feasibility of considering this the main entrance for these items. We have in the past and will likely respond to calls in a manner that avoids the need to park on Arlington Heights Road.
Response: Understood. A fire truck maneuvering plan was included in the Plan Commission Submittal showing full access to the site in the parking areas. The new south entrance can be treated as the "main entrance".
2. Building to be sprinkled in accordance with building code.
Response: As discussed at our preliminary meeting in July with planning, fire department and building department representatives, the new additions will include a fire suppression system. The existing church space will remain as is, with no sprinkler system.
3. The fire hydrant must be located with 100' of the sprinkler connection.
Response: Understood. This is shown on the civil plan included with the Plan Commission submittal.

COMMUNITY SERVICE REVIEW

Reviewed By: Brandi Romag

1. **Character of use:** The character of use should not be problematic.
Response: Thank you.
2. **Are lighting requirements adequate?** Lighting should be up to Village of Arlington Heights code. Special attention should be given to illuminating parking lot areas, and any secluded areas on the property. These areas should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility - potentially reducing theft, trespassing, vandalism, underage drinking, drug use and other criminal activity.
Response: Understood. A photometric plan was included with the plan commission submittal which includes illumination of the parking area and areas adjacent to the building.
3. **Present traffic problem?** There is parking allowed on Arlington Heights Road on Sundays. With the addition of the larger parking lot, this authorization should be reviewed and possibly changed to be uniform with the rest of Arlington Heights Road with no parking allowed.
Response: We have reviewed this with the Parish, they would also prefer no parking on Arlington Heights Road. They agree this parking can be eliminated since both parking lots are being utilized for Sunday services.
4. **Traffic accidents at particular location?** This is not a problem area in relation to traffic accidents.
Response: Acknowledged.
5. **Traffic problems that may be created by the development?** See above #3.
Response: Acknowledged.
6. **General comments:** Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations for suspicious/criminal activity on the property during all hours.

Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities - theft, trespassing, vandalism, underage drinking, drug use, etc.

Consider posting no trespassing / loitering / no unauthorized use signage. The Arlington Heights Police Department has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

Response: Thank you for your comments. This will be reviewed with the Parish.

ACCESSIBILITY REVIEW

Reviewed By: David Robb

Sheet A1 and A6:

1. At the front end of the four (4) Accessible Reserved Parking Spaces adjoining the sidewalk, remove the curb stops from the access aisle portion of the Accessible Parking Space.
IAC Section 400.310(c)(3) specifies that "...all access aisles shall blend to a common level with an accessible route."
Response: Understood.

2. Show “Depressed Curbs” curb ramps at all locations where a sidewalk crosses a curb per IAC Section 400.310(d)(1).

Response: Depressed curbs area located at new walks and curb crossings.

3. Show “Depressed Curbs” on the both ends of the “Landscape Island” where the accessible route crosses a curb per IAC Section 400.310(d)(1). IAC Section 400.310(c)(3) specifies that “...all access aisles shall blend to a common level with an accessible route.”

Response: Understood. Additional curb ramps will be included on the final drawings.

Sheet A2: First floor Plan

4. On the Main Level, identify the Areas of Rescue Assistance per IAC Section 400.310(b)(4).

Response: Since the building addition is fully sprinklered, an area of rescue assistance is not required per the reference section.

Sheet A3: Lower Level

5. Identify the Areas of Rescue Assistance per IAC Section 400.310(b)(4).

Response: Since the building addition is fully sprinklered, an area of rescue assistance is not required per the reference section.

6. Shower Rooms L35 and L03 are required to be wheelchair accessible per IAC Section 400.310(o)(8)(B)(i-vii) and 400. Illustration B. figures 35(a) or (b).

Response: Understood. It is the intent that these spaces are fully accessible. These will meet the accessible requirements outlined in the referenced section.

PLANNING AND COMMUNITY DEVELOPMENT REVIEW

Reviewed by: Sam Hubbard

7. The Plan Commission must review and approve the following action:
- Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building on the east campus.
 - Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 S. Arlington Heights Road and 810 S. Pine Avenue.
 - Planned Unit Development to allow multiple buildings on one zoning lot.
 - Plat of Subdivision to consolidate all of the east campus into one lot.
 - A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 301 to 186.

Response: Understood.

8. The Plat of Subdivision to consolidate the lots into one lot of record was not provided until 10/11/17, and therefore review of this document did not occurring during the first-round review period. The Plat will be reviewed separately and comments on the Plat will be provided to you when completed. Relative to the Plat, please note that the Final Plat, as approved by the Engineering Dept., must be printed on Mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval on Nov. 29th with Final Plat approval obtained at a future

date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.

Response: Understood.

9. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Plan Commission, which will include the payment of all engineering fees and the provision of all surety bonds, public improvement deposits, and engineering fee's. If this requirement cannot be met, you can proceed with Preliminary Plat approval on Nov. 29th with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.

Response: Final Engineering Drawings were submitted to the Village on October 6, 2017.

10. Section 9.8(i) of the Zoning Code requires that all PUD's include a construction schedule and phasing plan. Please provide the required construction schedule and phasing plan, which includes information on the approximate date of construction type, the number of construction phases and the starting and completion date for each phase, and a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on anticipated lane closures, including info on where the closures will take place and the timeframe for each closure.

Response: The construction is to be completed in one phase starting in the Spring of 2018 with completion in 10-12 months, or Spring of 2019. Once a General Contractor has been selected by the Parish, they will begin a staging plan including the items noted in your comment above.

11. Please ensure that all plans and / or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Response: Understood.

12. Will the building addition or site feature any sustainable / green design elements?

Response: Not at this time.

13. The engineering plans, architectural site plans, and landscape plans do not appear to be consistent. Please revise the plans so that they reflect the same information. Specifically, the following areas are different:

- a. The trash enclosure area to the south of the rectory is shown different on all of the plans. Trash enclosure has been updated to match civil drawings.
- b. There is a transformer shown on the south side of the rectory, which is not shown on the landscape plans or architectural site plans. The transformer has been relocated to adjacent to the trash enclosure to match the civil drawings.
- c. There is a transformer proposed at the northeast corner of the church addition, which is not shown on the engineering plans or landscape plans. This transformer has been relocated

Response: The drawings have been updated to match.

14. Please add a chart to the architectural site plan that outlines the existing and proposed building setbacks for the church building to all four property lines (north, south, east, west) at its closest point.

Response: This has been added.

15. Please provide additional details on the trash enclosure, including information on the height, style and materials of the fence.

Response: Based on recent Design Commission Meeting, this is being required to be modified to a masonry enclosure. Information is shown on the revised architectural site plan.

16. Please provide additional information on the proposed mechanical units at the north of the building. How tall are the units? What will be within the enclosure area? The enclosure walls appear to be masonry and 11' tall in height. Please confirm material and height of walls.

Response: The enclosure walls are masonry (face brick with CMU back up). These walls conceal a grade mounted ACCU. This unit is approximately 7'-6" by 9'-0" by 6'-6" tall. The enclosure will fully conceal the unit and maintains the required clearances required by the unit.

17. The northern parking row does not include curbing or the necessary greenspace buffer. The drive aisle abutting this row is shown at 28.9' in width to allow space for the curbing and greenspaces at the perimeter of these parking stalls, which is required by Code.

Response: This will be adjusted accordingly.

18. The eastern-most north/south drive aisle is shown at 22' in width. Code requires a minimum drive aisle width of 24' where two-way traffic is permitted. Please revise the drive aisle width or clarify if a Variation is requested.

Response: In order to provide the required landscape buffer this aisle way was reduced. If the landscape buffer is required, we will need to reduce the aisle width as shown.

19. Please show the width of the perimeter landscape island along the eastern property boundary, specifically in the northeast corner of the site (the landscape island appears to shorten in width as it extends to the north).

Response: These dimensions are shown on the revised landscape plans.

PLANNING & COMMUNITY DEVELOPMENT DEPT. REVIEW – Round 1 Additional Comments 10/17

20. The newly created lot is a "double frontage" lot, and Per Section 29-307(f) of Chapter 29, double frontage lots "shall not have vehicular access from an abutting arterial street". Since access is proposed onto Arlington Heights Rd., a variation is required. Staff is supportive of this variation provided that all IDOT standards are met and approvals are obtained.

Response: Comment noted.

21. Section 29-308 of Chapter 29 requires that all building setback lines be shown on the Plat of Survey. Please add the following building setback lines:

- a) Front Yard Setback Line (north): 25'
- b) Rear Yard Setback Line (south): 30'
- c) Exterior Side Yard Setback Line (both east and west): 26.4'

Response: The set back lines have been added to the Plat.

22. Section 29-309 of Chapter 29 requires that all rear lot lines include a 5' easement for utilities. Please provide the code required easement along the rear property line (south).

Response: The easement has been added to the drawing. Please provide any necessary easement provisions.

23. The Plat of Subdivision does not include any signature blocks of any of the public utility companies. Please confirm with the Eng. Dept. as to whether these signature blocks are required.

Response: A general signature block for public utility companies has been added.

BUILDING

24. Please label room L16 on the floor plans.

Response: There is no L16. Room L15 has been enlarged to the entire area (a second operable wall was originally planned, but no longer part of the project scope).

25. Please provide the square footage of Room L27A.

Response: This room is 609 square feet.

26. Design Commission approval is required for the proposed building addition. Design Commission hearing is scheduled for Oct. 24th.

Response: This has been completed.

PARKING AND TRAFFIC

27. The Village has recently adopted a bicycle parking space requirement, which applies to existing developments when they add floor area. Therefore, the proposed church addition triggers compliance with the bicycle parking regulations, which require one bicycle parking space per 100 seats. As the proposed church will contain 916 seats, 9 bicycle spaces are required. Please include these within the development.

Response: This has been included in the new landscape plan.

28. Please note that the "Gathering Space" (room 102) was included in the parking calculation as that space is used for "Children's Liturgy of the Word" during Mass.

Response: This is correct.

29. Please confirm that no activities will be taking place within the West Campus on Sundays while mass is taking place on the East Campus.

Response: This is correct. All masses will be held on the east campus after Project completion.

30. How does the church manage traffic/parking for weddings or funerals that take place at the times when the West Campus is in use by the school (or other activities)?

Response: Weddings do not take place during the hours of school activities. Funerals do take place during school hours, but not during drop-off / pick-up times nor during other high-volume activities at the school. This has not been a problem previously and the Parish does not believe there will be any changes once the proposed work is complete.

31. The parking analysis concludes that "parking that currently occurs on Evergreen Avenue during the 10:00 a.m. and 11:30 a.m. services will shift to the east side of Arlington Heights Road and that this parking demand can be accommodated within the off-street parking lots or by the on-street parking locations along Frederick Street and Pine Avenue." Does the east side of Arlington Heights Road, as well as Frederick Street and Pine Avenue, have capacity to accommodate for the additional demand that they will experience when all services are moved to the East Campus?

Response: See response below from KLOA.

Frederick Street and Pine Avenue do have sufficient capacity to accommodate the projected parking demand the 10:00 A.M. and 11:30 A.M. services. During these services, Frederick Street and Pine Avenue have an existing parking demand of 4 vehicles. With the relocation of the Evergreen Avenue traffic, Frederick Street and Pine Avenue will have a projected parking demand of 38-40 vehicles. This parking demand is consistent with the parking demand currently observed along these two roadways during the 8:30 A.M. service.

32. How will the church ensure that parishioners utilize both the east and west parking lots before utilizing on-street parking, especially if on-street parking spaces would be located closer to the church than the west parking lot?

Response: If on-street parking spaces are available, we are sure they will be utilized. We are not sure how this could be controlled. Currently both lots are used for masses and this will continue.

ADDENDUM TO REVIEW ROUND 1 COMMENTS

33. In our July 21st letter we asked St. James Parish evaluate the need for parking along Arlington Heights Road and that parking provided there presented safety issues. Please provide a response addressing the need for parking along Arlington heights Road. Staff's position is that this parking should be eliminated if viable, and notes that the parking study indicates a peak demand to be 359, and a total of 355 parking spaces are to be provided between the East and West campuses. Based on this analysis, it appears that parking along Arlington Heights Road is not necessary.

Response: The Parish would also like to eliminate the parking along Arlington Heights Road, and as noted in your comment above, they also believe it is viable.

34. The location of the right-in/right-out along Arlington Heights Rd. will need to be further evaluated. When the addition was constructed and traffic signal placed at the exit drive to the West campus during the 2007 building addition, it was discussed that any future improvements to the East Campus would utilize/incorporate the traffic signal on Arlington Heights Rd. for ingress and egress. The proposed plan does not incorporate use of this traffic signal, and this will need further analysis based on discussions with IDOT. Please provide an update on all communications with IDOT, and continue to keep us apprised on future communications with IDOT. Additional consideration will need to be given to the most appropriate place for ingress/egress onto Arlington heights Road.

Response: Early in the design process, the utilization / modification of the existing traffic signal was considered. However, based on past experiences with similar situations, our Civil Engineer believed the necessary modifications would be a significant expense to the Parish. As an example, we believe just the reconstruction of the signal poles and signal heads to meet current IDOT standards is a minimum of \$250,000. In recent days, the Parish has had conversations with IDOT representatives, and in concept, they are favorable with the right-in / right-out access.

35. Further analysis is needed on the traffic impact to Pine Ave. Cars exiting the site and needing to go southbound on Arlington Heights Rd. (in the absence of utilizing the traffic signal on Arlington Heights Rd. to provide southbound access) will cause an increase in traffic along Pine Avenue. Please address this situation within the traffic study.

Response: KLOA has been asked to provide further analysis, in accordance with your request.

LANDSCAPING REVIEW

1. Per Chapter 28, Section 6.15-1.2a, a three-foot-high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide a three-foot-high screen along Frederick

where the code-required screen is absent. In addition, the code-required shrubs along the right-of-way must be three feet high at time of installation. Please increase the size of the shrubs.

Response: Shrubs have been increased to 36" in height on the updated plan.

2. The ends of all parking rows and every twenty spaces must include a landscape island equal in area to one parking space, protected by durable materials, which contains a 4' caliper shade tree. (Chapter 28, section 6.15-1.2b). Incorporate the code-required shade trees and an island at the ends of the parking rows where the trees are absent and where there are more than twenty spaces.

Response: 4" caliper trees have been included in all parking lot landscape islands and end of parking rows.

3. Per Chapter 28, landscaping must be provided at the perimeter of the detention basin. Include a mix of trees, shrubs and perennials. Please identify the proposed seed mix at the base of the detention basin.

Response: Perimeter landscaping has been added to the detention basin. The seed mix is noted in note #8.

4. Provide foundation plantings adjacent to the church. The plantings should be layered and consist of a mix of shrubs and perennials.

Response: Foundation plantings have been included around the building.

5. Any utility meters or mechanical units must be screened with landscaping or another appropriate method of screening. There is a transformer in the northeast corner of the church. Please provide landscaping in order to screen the mechanical unit.

Response: Utilities and mechanical units have been screened with landscape material.

6. Provide landscaping adjacent to the trash enclosure.

Response: Landscaping has been added around the perimeter of the trash enclosure on the updated landscape plan.

Respectfully Submitted,



Karen M. Kristianson, AIA, LEED AP
Licensed Architect

Cc: File



MEMORANDUM TO: Debra Bolash
St. James Parish

FROM: Brendan May
Consultant

Luay R. Aboona, PE
Principal

DATE: November 8, 2017

SUBJECT: Disposition of Comments
St. James Parish Expansion
Arlington Heights, Illinois

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) is in receipt of the comments prepared by the Village of Arlington Heights regarding the proposed St. James Parish Expansion and offers the following responses.

PLAN COMMISSION PC #17-012
St. James Parish Subdivision
820 N. Arlington Heights Road
PUD, SU Amnd, Pre/Final Plat of Subdivision, Parking Variation Round 1

- 28. It is our understanding that when the west campus was redeveloped and the traffic signal on Arlington Heights Road relocated, part of the justification for retaining the signal was a future driveway connection to the east campus when that side got redeveloped. The proposed driveway serving the east campus does not connect to the traffic signal. Have there been discussions with IDOT regarding the proposed driveway? Please provide copies of correspondence with IDOT for our records. Will the traffic signal still be warranted under the proposed configuration?**

The provision of the proposed driveway aligned opposite of the existing traffic signal is prohibitive for St. James due to the cost and due to the limitation of land available for St. James to provide a right lane turn and that the configuration would not have worked with the buildings themselves.

- 29. Show the current limits of allowed parking on the east side of Arlington Heights Road. The installation of the right in/out driveway will require additional parking restrictions to allow for proper sight distance, etc. at the new driveway.**

Per request from the Village of Arlington Heights, on-street parking on the east and west sides of Arlington Heights Road will be eliminated.

- 30. The north-south orientation of the parking lot south of the proposed building addition is not as efficient as if it were laid out on an east and west orientation. An additional 2-3 stalls per row could be gained with a revised layout.**

Noted.

- 31. There is some discrepancy in the traffic report about the true number of total site parking stalls available. Report mentions 335, verses lot totals, (186+ 136=322).**

The discrepancy is a typing error within the traffic report. The existing 136-stall parking lot on the east side of the campus will be expanded by 50 spaces to provide 186 parking stalls. This combined with the 149-stall parking lot on the west side of the campus yields a total of 335 total off-site parking spaces.

- 32. Based upon the observed parking and the number of parishioners in attendance at each service please provide an occupancy per vehicle rate to be utilized for passenger car density.**

Based on information provided by St. James, the 10:30 AM services on both days surveyed were the services with the highest attendance. When the results of the parking occupancy services were compared to the attendance at these services, the average occupancy per vehicle rate is 2.4 parishioners per vehicle.

- 33. Provide a proposed tally of parking utilization by location per lot on the east and west side of Arlington Heights Road. If a shortfall, where is overflow parking to be placed? Sensitivity to on street parking is being expressed to the Village so dependence upon using on street parking may not be assured.**

The existing peak parking demand of the church is 347 parking spaces. As stated in the traffic impact study, the projected parking demand for the proposed expansion based on the Village of Arlington Heights Code is 47 parking spaces. This results in a total projected parking demand of 394 parking spaces. As proposed the church will provide a total of 335 off-street parking spaces resulting in a deficit of 59 parking spaces. This overflow parking will be accommodated by the on-street parking available along Frederick Street and Pine Avenue which experiences 35 to 45 on-street parked vehicles under existing conditions. It should be noted that the main purpose of the church expansion is to enhance the handicap accessibility of the existing church so that all services can be held in the expanded church building. This will help distribute the number of attendees per service and limit the high attendance of a single church service.

34. **The values provided for existing traffic volumes in figures 4A & 4B are confusing when compared with the 2023 projected volumes in figures 8A & 8B. No changes are shown for Sunday even though the services have shifted to the west side of the street, and all the numbers for the School day are the same into and out of the site. Projected through street volume growth as well as site growth need to be properly reflected.**

All of the proposed expansion generated traffic was assigned to the east parking lot as shown in Figures 7A and 7B. The existing church generated traffic was not reassigned as vehicles will continue to use the parking lot on the west side of the campus during church services. The existing traffic volumes during School days are the same as the proposed church expansion will not impact the operations of a typical school day. As indicated in the traffic impact study, the existing traffic volumes were increased by a regional growth factor of three percent based on information provided by the Chicago Metropolitan Agency for Planning (CMAP) and this growth factor was applied to all movements except for the turning movement to/from the church campus access drives.

Planning & Community Development Department Review – Addendum to Review Round 1 Comments

29. **In our July 21st letter, we asked St. James Parish to evaluate the need for parking along Arlington Heights Road and that the parking provided there presented safety issues. Please provide a response addressing the need for parking along Arlington Heights Road. Staff's position is that this parking should be eliminated if viable, and notes that the parking study indicates a peak parking demand to be 359, and a total of 355 parking spaces are to be provided between the East and West campuses. Based on this analysis, it appears that parking along Arlington Heights Road is not necessary.**

Per request from the Village of Arlington Heights, on-street parking on the east and west sides of Arlington Heights Road will be eliminated.

30. **The location of the right-in/right-out along Arlington Heights Rd. will need to be further evaluated. When the addition was constructed and traffic signal placed at the exit drive to the West campus during the 2007 building addition, it was discussed that any future improvements to the East Campus would utilize/incorporate the traffic signal on Arlington Heights Rd. for ingress and egress. The proposed plan does not incorporate use of this traffic signal, and this will need further analysis based on discussions with IDOT. Please provide an update on all communications with IDOT, and continue to keep us apprised on future communications with IDOT. Additional consideration will need to be given to the most appropriate place for ingress/egress onto Arlington Heights Road.**

The provision of the proposed driveway aligned opposite of the existing traffic signal is prohibitive for St. James due to the cost, due to the limitation of land available for St. James to provide a right lane turn and that the configuration would not have worked with the buildings themselves.

- 31. Further analysis is needed on the traffic impact to Pine Ave. Cars exiting the site and needing to go southbound on Arlington Heights Rd (in the absence of utilizing the traffic signal on Arlington Heights Rd. to provide southbound access) will cause an increase in traffic along Pine Avenue. Please address this situation within the traffic study.**

The traffic impact study evaluates the adequacy of the intersections of Pine Avenue between Frederick Street and Hawthorne Street. The analysis took into consideration the existing traffic volumes increased by the regional growth factor and the addition of the expansion generated traffic assigned based on the directional distribution.

October 31, 2017

City of Arlington Heights
Attn: Sam Hubbard
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RECEIVED
NOV 06 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Re: St. James PUD
831 N. Arlington Heights Road
Arlington Heights, Illinois

Mr. Hubbard:

We have received your review comments dated October 19, 2017 for the St. James PUD located at 433 S. Arlington Heights Road in Arlington Heights, Illinois. Below is a summary of the actions taken in response to these comments.

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.

Response: Noted.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. There are no required public improvements to this site. The estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

Response: An Engineers Estimate of Construction Costs will be provided under a separate cover at a separate date.

13. 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 Basting: 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

Response: Comment noted. The coordinate system will be discussed with the surveyor.

14. The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

Response: Noted.

15. The proposed detention facilities will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval.

Response: An Onsite Utility Maintenance Agreement will be discussed with the property owner.

16. The Village requires stormwater detention based on the entire subdivision area. Provide calculations for the entire subdivision area. Show areas of un-detained offsite flow. The proposed basin includes the required 1- foot freeboard with an overflow weir at the 6" line. Provide calculations showing the volume of the surface basin. Show the volume to the HWL=692.60 and also show the volume to the weir elevation of 693.10.

Response: Stormwater detention has been provided for the entire subdivision area. See the attached MWRD Watershed Management Report for all calculations. The proposed dry-bottom detention basin provides 2.05' of freeboard with an overflow weir at the 1.28' line which provides more freeboard than required. Stage storage calculations are included in the attached report.

17. Show that the detention storage system located under pavement is designed to AASHTO HS-25 loading standard.

Response: Final plans for the underground detention system will be provided under a separate cover.

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. Please provide the light fixture catalog cuts for lights over building entrance service doors

Response: Site lighting plans will be submitted under a separate cover.

19. The exhibit showing the turning path of the Fire Department's responding vehicle appears acceptable. However, provide additional exhibits showing the vehicle entering the RIRO drive from the south, then turning toward the new building entrance and also looping through the parking area north of the church. Exhibits must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel.

Response: The updated Fire Truck Routing Exhibit includes the requested movements. The front and rear wheel paths are shown (dotted and dashed lines) as well as the truck overhangs (solid lines). The fire truck can access and circulate the site in the event of a fire.

20. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-114" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron and/or public sidewalk to be 8" thick unreinforced concrete. Heavy duty pavement required only where parking lot is being constructed/reconstructed. Does not apply to areas where parking lot is being milled and resurfaced. The reconstructed sections of the north-south drive aisle east of the church must be heavy duty pavement.

Response: The heavy duty asphalt pavement section has been revised to meet the required materials and thicknesses. The concrete sidewalk detail has been revised to specify an 8" thickness in the driveway aprons and public sidewalks. See Sheet 7.0.

21. Public sidewalks to run through the driveways. Curb shall not run through the sidewalk. ADA panels required at all driveways with stop control.

Response: The plans have been revised to show the public sidewalk sections being carried through the driveways. Curbs will not be constructed through the public sidewalks. ADA panels will be installed at all drives with stop control. See Sheet C3.0.

22. Curb along west side of Pine Street shall be depressed running through the driveways. The curb returns for the Pine Avenue driveways should be reduced from 30' radii to 15' radii

Response: Depressed curb and gutters have been added along the Pine Street drives. The curb returns have been reduced to 15'. See Sheet C3.0.

23. The parking aisle along the north property line should be pulled back to allow a planting area and eliminate vehicles overhanging the public sidewalk. There appears to be extra width to the east-west drive aisles that can be reduced to accommodate this requirement.

Response: The parking aisle along the northern property line has been reduced in width to provide a 4' landscape strip. See Sheet 3.0.

24. Parking aisles adjacent to curbs can be 16.5' deep to the face of curb, but must be 18' deep with wheel stops if there is sidewalk adjacent to the curb.

Response: All sidewalks adjacent to parking stalls have been widened to 6.5' width. This allows a 5' wide sidewalk width if a parked car has a 1.5' overhang. See sheet C3.0.

25. The north-south drive aisle east of the building should be 24' wide per Code.

Response: The north-south drive aisle width has not been increased to 24' as a variance is being requested for the reduced width.

26. Is the proposed water service replacing the existing water service line? Only one service line is allowed. Show the existing water service line being retired at the main.

Response: Water services to the church will be replaced as part of the site improvements. Notes have been added to Sheet C2.0 for the contractor to abandon the existing service lines at the Village main.

27. Is the proposed sanitary sewer service replacing the existing sanitary service line? Only one service line is allowed. Show the existing sanitary sewer service line being retired at the main.

Response: Sanitary services to the church will be replaced as part of the site improvements. Notes have been added to Sheet C2.0 for the contractor to abandon the existing service lines at the Village main.



We have revised the plans per your comments. Please find enclosed the following for your review.

1. Final Engineering Plans
2. Watershed Management Report
3. Fire Truck Routing Exhibit

Should you have any questions concerning the submittal or draft documents, please do not hesitate to contact me at 630-487-5560. Please provide comments at your earliest convenience.

Regards,

A handwritten signature in blue ink that reads "Eric Tracy".

Eric Tracy
Kimley-Horn and Associates, Inc.
Ph: (630) 487-5560
eric.tracy@kimley-horn.com



November 7, 2017

City of Arlington Heights
Attn: Sam Hubbard
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: St. James PUD
831 N. Arlington Heights Road
Arlington Heights, Illinois

Mr. Hubbard:

We have received your review comments dated October 19, 2017 for the St. James PUD located at 433 S. Arlington Heights Road in Arlington Heights, Illinois. Below is a summary of the actions taken in response to these comments.

7. The newly created lot is a "double frontage" lot, and Per Section 29-307(f) of Chapter 29, double frontage lots "shall not have vehicular access from an abutting arterial street". Since access is proposed onto Arlington Heights Rd., a variation is required. Staff is supportive of this variation provided that all IDOT standards are met and approvals are obtained.

Response: Comment noted.

8. Section 29-308 of Chapter 29 requires that all building setback lines be shown on the Plat of Survey. Please add the following building setback lines:

- a) Front Yard Setback Line (north): 25'
- b) Rear Yard Setback Line (south): 30'
- c) Exterior Side Yard Setback Line (both east and west): 26.4'

Response: The setback lines have been added to the Plat.

9. Section 29-309 of Chapter 29 requires that all rear lot lines include a 5' easement for utilities. Please provide the code required easement along the rear property line (south).

Response: The easement has been added to the drawing. Please provide any necessary easement provisions.

10. The Plat of Subdivision does not include any signature blocks of any of the public utility companies. Please confirm with the Eng. Dept. as to whether these signature blocks are required.

Response: A general signature block for public utility companies has been added.

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.

Response: Noted.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. There are no required public improvements to this site. The estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

Response: An Engineers Estimate of Construction Costs will be provided under a separate cover at a separate date.

13. 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 Basting: 984250.00000000
False Northing: 0.00000000
Central Meridian: -88.33333333
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Latitude_ Of Origin: 36.66666667
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Response: Comment noted. The coordinate system will be discussed with the surveyor.

14. The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

Response: Noted.

15. The proposed detention facilities will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval.

Response: An Onsite Utility Maintenance Agreement will be discussed with the property owner.

16. The Village requires stormwater detention based on the entire subdivision area. Provide calculations for the entire subdivision area. Show areas of un-detained offsite flow. The proposed basin includes the required 1- foot freeboard with an overflow weir at the 6" line. Provide calculations showing the volume of the surface basin. Show the volume to the HWL=692.60 and also show the volume to the weir elevation of 693.10.

Response: Stormwater detention has been provided for the entire subdivision area. See the attached MWRD Watershed Management Report for all calculations. The proposed dry-bottom

detention basin provides 2.05' of freeboard with an overflow weir at the 1.28' line which provides more freeboard than required. Stage storage calculations are included in the attached report.

17. Show that the detention storage system located under pavement is designed to AASHTO HS-25 loading standard.

Response: Final plans for the underground detention system will be provided under a separate cover.

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Response: The north-south drive aisle width has not been increased to 24' as a variance is being requested for the reduced width.

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Response: Sanitary services to the church will be replaced as part of the site improvements. Notes have been added to Sheet C2.0 for the contractor to abandon the existing service lines at the Village main.

35. There was no preliminary plat provided, only a Final Plat of Subdivision. The plat was reviewed against the attached Final Plat of Subdivision Checklist. Items a, b, d, e, f, g, i, j, k, l, o, p, q, r, s, t, & u are complete. Include utility signature blocks. Leave room for the ComEd easement provisions

c. Show all survey monuments, markers and bench marks.

Response: We add the monuments that will be set in the field.

h. The public sidewalk along Arlington Heights Road encroaches over the private property line. Provide a public sidewalk easement and include easement provisions.

Response: A 5 ft. sidewalk easement was added over the areas with the encroachment. Please provide easement provisions if necessary.

m. Show the building setback lines.

Response: The building setback lines have been added.

n. Provide the deed of dedication substantially as shown on the checklist.

Response: The deed of dedication seems to be mostly applicable to multi lot subdivisions where there are road dedications and open space. It does not seem to be applicable to a one lot subdivision with no road dedications.



We have revised the plans per your comments. Please find enclosed the following for your review.

1. Final Engineering Plans
2. Watershed Management Report
3. Fire Truck Routing Exhibit
4. Plat of Subdivision

Should you have any questions concerning the submittal or draft documents, please do not hesitate to contact me at 630-487-5560. Please provide comments at your earliest convenience.

Regards,

A handwritten signature in blue ink that reads "Eric Tracy". The signature is fluid and cursive, with the first and last names clearly legible.

Eric Tracy
Kimley-Horn and Associates, Inc.
Ph: (630) 487-5560
eric.tracy@kimley-horn.com