



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
February 22, 2017
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Southpoint Shopping Center - 2/8/17
- B. Windsor School - 2/8/17

IV. PUBLIC HEARINGS

- A. Arlington Heights Police Station - 200 E. Sigwalt St. - PC#16-024
Amendment to PUD Ordinances 05-041 and 78-026

V. OTHER BUSINESS

VI. ADJOURNMENT

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Item: Southpoint Shopping Center - 2/8/17

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes 2/8/17

Type

Minutes

DRAFT

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING BEFORE THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

COMMISSION

RE: SOUTHPOINT SHOPPING CENTER - 630-720 EAST RAND ROAD - PC# 16-025
PRELIMINARY AND FINAL PLAT OF RESUBDIVISION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall,
33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on
the 8th day of February, 2017 at the hour of 7:35 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
LYNN JENSEN
BRUCE GREEN
GEORGE DROST
SUSAN DAWSON

ALSO PRESENT:

SAM HUBBARD, Development Planner

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CHAIRMAN LORENZINI: I'd like to call to order this meeting of the Plan Commission. Would everybody please rise and say the pledge of allegiance with us?

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Roll call please.

MR. HUBBARD: Commissioner Cherwin.

(No response.)

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Ennes.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

(No response.)

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. The next item on the agenda is approval of meeting minutes from the meeting of January 25th, 2017. We had two, Southpoint Shopping Center and Windsor School. Any comments, recommendations, approvals?

COMMISSIONER GREEN: I'll make that recommendation.

COMMISSIONER JENSEN: I'll second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Okay, thank you. Next item on the agenda, we have two public hearings tonight. The first one is Southpoint Shopping Center, PC# 16-025. Is the Petitioner here? Would you please come forward? Come forward and raise your hand. Well, is anybody else going to testify besides yourself?

MR. BAUER: Perhaps.

CHAIRMAN LORENZINI: Why don't you both come forward and we'll swear you in? Please raise your hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Sam, have all the public notices been given?

MR. HUBBARD: They have.

CHAIRMAN LORENZINI: Why don't you, have you read the conditions in the Staff report and do you agree with them?

MR. BAUER: Yes, I have, yes, we do.

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CHAIRMAN LORENZINI: Okay, good. Why don't you give us a quick presentation? Then we'll go to the Staff report after that.

MR. BAUER: Certainly. Well, good evening, Mr. Chairman and members of the Commission. My name is Steve Bauer. I'm an attorney with the law firm of Meltzer, Purtill & Stelle here this evening on behalf of Inland Southpoint Venture and Village Bordeaux, LLC which are the owners of an undivided interest in the Southpoint Shopping Center, and specifically the portion of the shopping center that is the subject of the petition this hearing. I'm joined this evening by Phil Menolascina of Inland Partnership Property Sales Corporation as the property owner representative.

Mr. Chairman, before I go further, just as a point of clarification and as a matter of housekeeping, I just want to make sure that all of the 11 items that are a part of our submittal and linked to the online agenda for the meeting tonight are incorporated into and made a part of the record.

CHAIRMAN LORENZINI: Yes, we received an extensive package. Sam, I assume everything is on there?

MR. HUBBARD: Yes.

MR. BAUER: Made a part of the record? Okay, great. One point of clarification I offer, the seventh item on that list which is an existing conditions exhibit previously submitted to the Village and which will be included in the presentation tonight, that's actually an outdated exhibit and that reflects four lots. What's proposed at this time is three lots, and again I'll get into that as part of the presentation. So, I just want to make that point of clarification before we go further.

CHAIRMAN LORENZINI: Okay. Do we need any additional submittal on that?

MR. HUBBARD: No, it should be fine, yes.

CHAIRMAN LORENZINI: All right, please proceed.

MR. BAUER: I have, by the way, copies of that revised exhibit if you'd like to distribute them before I go on.

CHAIRMAN LORENZINI: Sure, why don't you just bring them over? Give one for Sam as well.

MR. BAUER: Sure.

CHAIRMAN LORENZINI: Just give them to Susan, we'll pass them on.

COMMISSIONER DAWSON: Thanks.

MR. BAUER: Hopefully you can see this better than is projected on the screen. But this is the Southpoint Shopping Center which was developed in approximately 1990. It's generally triangular in shape, bounded on the road by Palatine Road, on the west by Rand Road, on the south by Jane Avenue, and on the east by some commercial and single-family residential uses.

The area, as you can see hopefully from the faint yellow or sort of light orange lines that run throughout the shopping center, is today already divided into a number of tax parcels. Those are of course different and legal lots of record, which is why this petition is before you this evening. There are also currently four different property owners of various portions of the shopping center. Two of those property owners are the Petitioner this evening, another two is the owner of the Floor and Decor site which is at the northernmost portion of the property, and the fourth is the owner of the Bif site which is south and sort of southeast of the Floor and Decor site.

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There is also, as mentioned in the Staff report, an existing declaration of easement agreement in simple terms which provides for a number of things which includes parking, shared parking, access, signage and maintenance among a multitude of other things. That document was initially established in 1988 and then has been subsequently amended over a period of time. Importantly, that reciprocal easement agreement or what's commonly referred to as REA enables the overall shopping center to function as a cohesive unit, notwithstanding the fact that there are a number of different owners and that those owners own different portions of the shopping center.

The overall shopping center is approximately 28 or 29 acres in land area. Of that land area, the Applicant owns approximately 12 acres. Those 12 acres are divided generally into three sort of subareas if you will. The portion of the area owned by the Applicant in the northwest corner of the site is the portion of the property that is the subject of the petition this evening. That is, you can see there are two other subareas, one on the north side of the Bif Furniture Store, and then another on the south side of the Bif Furniture Store, again, all three of which are owned by the Applicant and they compose 12 out of the 28 or 29 acres of the overall shopping center. The Applicant has owned all three of those components of the shopping center since 1998, so approximately 19 years.

Hopefully you can see this again better than I'm able to see it here on the projector, but the area on the northwest corner of the site is the portion of the shopping center that's the subject of the petition this evening. It's composed of approximately four and a quarter acres with 630, 640 and 704 East Rand Road being the addresses assigned to these properties. That's, from north to south, the Olive Garden Restaurant, the Chili's Restaurant, and then the multi-tenant inline retail building that faces Rand Road immediately.

This request for a subdivision is really born out of what we anticipate to be a two-phased effort. By that, I mean upon subdivision of the property, the Applicant intends to convey these three proposed lots, again the Olive Garden, Chili's and inline retail building, to two separate property owners with one of those property owners acquiring both restaurant parcels and the second property owner acquiring the inline retail parcel. The intention really is to bring new capital investment into the shopping center, bring new ownership interests, new parties to the mix, and then ultimately afford the Applicant, the current property owner of this subject property with some increased financial flexibility relative to the additional seven and three-quarter acres and the shopping center that it owns as I described on the previous slide. So, again going back to that quickly, I'm referring specifically to the portion of the shopping center that's on the north side of the Bif Furniture Store and the south side of the furniture store.

So, this is the proposed final plat of subdivision. As I mentioned, there are three proposed lots with lots 1 and 3 being approximately the same land area of 1.85 and 1.95 acres respectively, and lot 2 being the Chili's parcel being approximately a half an acre for a total overall land area of approximately four and a quarter acres.

This is the existing conditions exhibit that I just circulated, so it's perhaps more clear on the hard copy that you have. What is intended to be illustrated here is that there are, number one, no improvements being proposed. All that is entailed with this proposed subdivision is of course drawing invisible lines that will be indiscernible to anyone who doesn't have knowledge of the fact that the subdivision exists. Also, as you can see from the building footprints that are depicted and the associated accessory parking that supports those buildings, the proposed lots are compliant relative to all applicable code and yard requirements. So, there is

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no issue with respect to lot lines, for example, like cutting through a building or doing something that would create a nonconformity simple as a consequence of the subdivision.

So, because there are no proposed modifications made relative to this request alone, we have requested also a variation from the other applicable requirement, that we provide a parking and traffic study or a parking and traffic engineer's opinion relative to the sufficiency and suitability of those existing elements. Obviously, if nothing is proposed to be changed; there should be no need to evaluate the sufficiency of parking and the sufficiency of traffic circulation throughout the site.

As I mentioned, there is an existing reciprocal easement agreement, or REA, which covers the entire shopping center that provides for the ability, for example, for patrons and employees of the Olive Garden parcel to park, for example, on the Chili's parcel, and vice versa for the Chili's patrons and employees to park in the Olive Garden parcel, as well as other portions of the shopping center, all as covered under the REA.

As you indicated, Mr. Chairman, we have reviewed the conditions of approval. We acknowledge that they differ from those that were presented in the original Staff report of the January 25th meeting. Those changes are really a function of ensuring that the conditions are not only workable for both the Applicant but also of course we've got other parties here, and the contract purchaser, so we had to ensure that those conditions were equally acceptable to those parties as the future owners of the proposed lots.

So, with that, I'm happy to take any questions about anything I've stated or not stated.

CHAIRMAN LORENZINI: Yes, you may have a seat for now. We'll do the Staff report next.

MR. BAUER: Thank you.

CHAIRMAN LORENZINI: Thank you. Sam, Staff report?

MR. HUBBARD: Yes. Thank you, Chairman Lorenzini. So, Staff did not have too many major concerns with this one. There were a few items that we did identify moving on the process and we did discuss it at the Plat & Subdivision meeting. One of them was relative to the REA. We wanted to make sure that the REA did provide for adequate shared parking, shared access as the property lines would not continue between the viaduct and the proposed subdivision. We have since verified that and it does provide for these shared access and elements, so we were satisfied that this was not an issue. Really that was one of our main concerns.

We did recommend some conditions of approval as well and I'm happy to get into those if you'd like. But this was kind of a, as you've heard, there's really no proposed improvements. The subdivision, everything is going to remain the same, it's just the dividing up on lot lines. So, there weren't too many concerns after verifying that the reciprocal easement agreement did provide for the shared elements.

The only other thing I think worth mentioning is that this property is within a TIF District, so there are some goals to redevelop this area in the future. So, the introduction of additional owners within the entire Southpoint Shopping Center could potentially complicate that future redevelopment. So, one of the conditions that was present in our original Staff report from the last meeting was that, we asked the Petitioner to make all contract purchasers aware that we will be potentially rezoning the site and that there were some additional redevelopment opportunities there. That condition has been removed regarding the rezoning

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because the Petitioner has agreed to provide a letter which was included in the packet to the contract purchasers of the site that rezoning is contemplated, and he is aware that, you know, there is going to be redevelopment here as within the TIF. So, that is acknowledged as a condition of approval there as well.

So, we don't want to belabor this one, I think it's just dividing up lot lines. Our concerns have been addressed at this point and we're supportive of the project.

CHAIRMAN LORENZINI: Thank you, Mr. Hubbard. Recommendation to include the Staff report into the public record?

MR. HUBBARD: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. Okay, we're going to have questions from the Commissioners. Now, Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: I was involved in the Plat & Sub, so I really don't have too much that I really want to go in to. One of the major issues of course was originally you had proposed the road that went between the two major roads as a fourth lot. You've done away with that and now you've incorporated it into lot 3 as I understand it. I'm still not sure what the, I wasn't sure what the significance of having a fourth lot was, but maybe someone can explain to me what now it means that we've incorporated it into a third lot. So, I guess it belongs to those inline retail stores rather than either of the restaurants.

MR. BAUER: That's right. Sam, can you go back to that slide with the plat on it please? Yes, so as you can see, Commissioner, and as you've properly indicated, the proposed lot 3 includes not only the ingress/egress point off of Rand Road but also one half of the internal circulation drive or ring road, whatever you want to characterize it as. That is consistent with not only the property boundaries of what this Applicant owns but also reflective of the existing tax parcel configuration. So, now what you see is entirely consistent with the way the property has been divided from a tax perspective, so there won't be any type of tax implication relative to this subdivision.

Really, we're just trying to maintain the status quo. The intention initially, as I think I tried to explain during the Plat & Subdivision Committee meeting, is that there was a belief that there was perhaps a benefit to retaining ownership of that access parcel for lack of a better term back at the time that the fourth lot was proposed for purposes of the remaining seven and three-quarter acres that I referenced earlier just to enhance the overall developability and attractiveness of that site. We have since determined that that's immaterial for purposes of redevelopment.

COMMISSIONER JENSEN: Okay, great. Thank you for explaining that then. At this time, I don't have any other questions so I'll pass it on to the other Commissioners.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: I really don't have any questions. I think that the TIF was my only question and you answered that.

CHAIRMAN LORENZINI: Thank you. Commissioner Drost?

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COMMISSIONER DROST: I don't have any questions.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: The only question I have is on the easement agreement. You said it's being updated. Are you only addressing the maintenance elements or the access? Is there any anticipated change to the access points?

MR. BAUER: So, I hope I didn't say that because that's not true. We're not proposing to --

COMMISSIONER DAWSON: No, you did not. I was making an assumption.

MR. BAUER: We're not proposing to modify the easement agreement in any respect. It's not necessary.

COMMISSIONER DAWSON: Okay.

MR. BAUER: Because it already provides for sufficient access. One of the conditions of approval, the first condition, I don't know, Sam, if you want to go back to that slide, specifically provides for ensuring that the REA, if and whenever amended, must continue to provide sufficiently for continued access as well as shared parking and other elements throughout the site.

COMMISSIONER DAWSON: All right, so you did state that their easement was old and needed to be updated, so that's where I got that from. You may not have any current plans is what you're saying?

MR. HUBBARD: In the Plat & Sub meeting, I think we discussed that it was going to be potentially --

COMMISSIONER DAWSON: Maybe that's where, I got it from the Plat & Sub minutes.

MR. BAUER: Oh, yes. We contemplated revising it for the benefit of the overall shopping center, but not simply as a function of this proposed subdivision. It was really for the benefit of the overall shopping center. Sam has seen it as well as other Village Staff. It's a very voluminous document that's quite antiquated because at the time it was initially drafted it contemplated development of the shopping center which of course has long since occurred. So, we were really intending to clean it up and make it much more user friendly and functional for the benefit of the overall redevelopment of the shopping center.

COMMISSIONER DAWSON: Okay, and Sam, as you drafted this, I'm certain of your answer but I just want to hear it, you're confident that the language to satisfy all applicable code requirements is enough to protect us to make sure that there is sufficient easement access or mutual access for all properties? We don't need to add language to that point?

MR. HUBBARD: Correct, yes.

COMMISSIONER DAWSON: Okay, no other questions.

CHAIRMAN LORENZINI: Sam, I have a question. So, to summarize condition 3, basically we're saying this is a TIF District, we want their cooperation on any future development but they maintain all their rights. Give me an example of what we would need them to do.

MR. HUBBARD: I think we're just trying to foster a spirit of cooperation among all owners within the shopping center and all future owners. I don't know as if there is any redevelopment plan or a specific item that we're asking for cooperation on at this point.

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CHAIRMAN LORENZINI: All right, that's fine. Okay, that's all I had. So, we'll move to the public portion of the meeting now. Anybody from the public in attendance have any questions, comments, concerns? Getting none, we'll close that and go back to the Commissioners for final comments and deliberation.

COMMISSIONER DROST: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-025, a Preliminary and Final Plat of Subdivision, and a Variation to Section 29-201a(5) of Chapter 29 of the Municipal Code to waive the requirement for a traffic and parking analysis on the subject property.

This approval shall be subject to the following conditions:

- 1. The existing reciprocal easement agreement, inclusive of all amendments therefore (REA), which is recorded against the Southpoint Shopping Center and provides for shared parking, cross access, and shared maintenance and access to common utilities and signage shall remain in effect. If changes to the REA are executed, any such changes shall continue to make adequate provisions for those elements so as to continue to satisfy all applicable Village of Arlington Heights code requirements.**
- 2. Unless the Petitioner is able to demonstrate prior payment to the Village in the amount of \$6,736 in accordance with Ordinance No. 79-159, the Petitioner shall pay that fee to the Village prior to Village Board adoption of the resolution approving the final plat of Southpoint resubdivision.**
- 3. By virtue of the Southpoint Shopping Center's location within TIF Redevelopment Project Area No. 5, the Village is desirous of facilitating appropriate redevelopment opportunities of all or portions of the shopping center. To that end, the owner(s) of Lots 1, 2 and 3 of the Southpoint resubdivision shall, upon request of the Village, reasonably cooperate with the Village in the Village's review of any appropriate future redevelopment plans for all or any portion of the shopping center; provided, however, this condition shall not be construed as a waiver of such property owner(s) rights and obligations pursuant to law, including, without limitation, the Village's zoning regulations and the existing reciprocal easement agreement, inclusive of all amendments thereto, recorded against the Southpoint Shopping Center.**
- 4. The Petitioner shall comply with all applicable federal, state and Village codes, regulations and policies.**

CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: Roll call please.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

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MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Congratulations, you received a unanimous approval. This is going to the Board of Trustees. Sam, is there a date?

MR. HUBBARD: Yes, I don't know quite the date yet, but it will go at the next available meeting. We're anticipating properly next meeting this month or first meeting in April.

CHAIRMAN LORENZINI: Okay, so thank you. That's it.

MR. BAUER: Thank you.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 7:56 p.m.)



Item: Windsor School - 2/8/17

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 2/8/17

Type

Minutes

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PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING BEFORE THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

COMMISSION

RE: WINDSOR SCHOOL - 1315 EAST MINER STREET - PC# 16-026
AMENDMENT TO SPECIAL USE ORDINANCE #90-082

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall,
33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on
the 8th day of February, 2017 at the hour of 7:56 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
LYNN JENSEN
BRUCE GREEN
GEORGE DROST
SUSAN DAWSON

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN LORENZINI: Next item on the agenda is the public hearing
Windsor School, PC# 16-026, an amendment to Special Use Ordinance No. 90-082. Is the

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Petitioner here?

MR. SCHULZ: We are.

CHAIRMAN LORENZINI: Please come forward, raise your hand, I'll swear you in. Please raise your right hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. You can have a seat. Just so, I know we've got some new people in attendance here tonight, but you saw what happened at the first one. This next hearing is going to pretty much go the same way. We'll have the Petitioner give a presentation, the Staff will give a report. Each of us will ask questions, and then we'll open it up to the public for anybody who has comments and questions or concerns. Then we'll come back to the Commissioners for final questions.

So, with that, would you state your name, spell it please for the court reporter?

MR. SCHULZ: Good evening. I'm Ryan Schulz, S-c-h-u-l-z. I'm the director of facilities management for Arlington Heights School District 25.

Well, good evening. I'm here kind of as a continuation to the last meeting. We're going to present some options of what we looked at for traffic and parking here at Windsor Elementary School.

First, I'll get into some of the existing conditions of the site. I just want to provide a heat map on kind of where our student population is. If you look in the center, the green little star, that is where Windsor is located at, kind of showing where the student population is located around the school. One thing you'll notice and it doesn't really make sense until we start looking at the traffic, but a lot of the population is south and east of the building. Once we get into the traffic flow, you'll kind of see that's what makes it difficult to get students up to our building, just by how we need to rotate them around the building to get them to drop off on the right side of the road. So, that's one of the difficulties of this school in how it's set up and where the student population is located. Just getting people rotated up to the building is difficult because people want to go straight north and then come back down on Windsor Avenue. So, it causes a lot of traffic up into the more surface streets of the community around there.

I just want to provide, it's hard to see for people looking at the presentation in the audience, but the 1.5 mile radius for bus service is in there. Again, pretty much everybody is in that again for, that they would not receive busing. Also, I want to highlight that Kensington is part of the equation there, too, where a lot of the population is south of Kensington. So, it's a traffic-related barrier where some parents may not want to allow their students to cross that street.

Going to some more existing conditions, I just want to kind of rehash where we're at with parking. Again, the right box is where our parcel ends on the west side. So, currently there's 89 parking spots on site. There's 435 feet of onsite vehicles stacking to our parking lot, and the lot right now is limited to our communications and foundations program where approximately 55 students use it for drop-off and pickup.

The green line on the right and to the north show the current kind of morning drop-off zone. The majority of the students are being dropped off and picked up on Windsor onto the east side of the page here. I just want to rehash some of those items that we've kind of already talked about.

I also want to show where our current crossing guards are located.

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Currently, we have crossing guards at Miner and Dryden as well as Miner and Windsor, and then also at the Kensington-Windsor intersection. Currently, the traffic on Windsor is limited to southbound in the morning only. We'll show later on that we recommend that traffic be limited on both morning and afternoon just because of the current congestion on the street.

This is kind of the existing data. This is where parking spaces are on site, how many students we have, staff. So, I just kind of want to point out that right now we have an enrollment of 509 students. That ratio is 0.17 spaces per student. If you look down at the bottom, Steve Corcoran with Eriksson Engineering can get into it more if we need to get into more detail, but that's the traffic engineering guidelines that they use for coming up with how many parking spaces at the elementary school. It happens to be exactly what the recommendation is, so 0.17 spaces, again it's dividing out how many students we have to spaces. So, that's how we come up with that 0.17 number.

Also pointing to some other, right now we currently have 88 staff, so there's approximately one space on site. Again, that's not taking into account the overflow parking between our building and Miner which we also own. Also, giving you more data with classrooms and onsite stacking, street stacking, number of crossing guards and number of traffic helpers. I've missed that one, it's actually four right now, so that's how many traffic helpers we have in the morning helping out with, morning and afternoon helping out with student helpers.

Existing morning drop-off, I wanted to get into it a little bit and just kind of put it to a timeline. So, I want to go down to the key at the bottom. We kind of looked at it, we wanted to kind of put it into simple terms on when we really see traffic and when it clears up by. So, again the green is, really if you're out there, it's tough to distinguish that it's school traffic or community traffic at that point.

So, at about 8:50, just before 8:50, the traffic starts picking up. We start seeing more and more people bringing their students to the area. Then right at about, again about 8:50, that's when it starts getting heavy. At 8:52, students enter the building, and somewhere in between, you know, 8:55-ish, the traffic starts fading away, right. Parents are dropping off, students are getting into the building, and then right around 9:00 o'clock is when the street is really empty.

The videos are in the presentation. I won't get into all of them. I'll try to show a little bit of the aerial video because I think it really shows how the traffic flows and how it's setting up there. But again, I just want to put it in a timeline. This is a typical day, it's not taking into account whether it's a, it was a Monday morning that we looked at this and we did it a couple of times. We looked at it a couple of times and it played out pretty, you know, regularly at the same way.

I'm going to ask Sam, Sam, are you able to click on it and do it double time?

MR. HUBBARD: I don't know if we're connected to the Internet here. I'm going to try, so I apologize. I wasn't aware you were going to have to share aials.

MR. SCHULZ: Yes, okay. All right, so that video won't show up. But again, what it shows is that we had our drone out there doing aerial footage of drop-off in the morning from about, you know, a little bit 8:50 until about 9:00 o'clock, so about ten minutes of air time, and it shows the whole process in the morning. That shows the very busy times on Miner and Windsor and it shows the clearing out. I really wish we could see this, but again it shows that the traffic is relatively quickly through the area. By like 8:59 to 9:00 o'clock, the streets are relatively,

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they're empty. So, I apologize that that's not showing up.

Again, kind of the same thing with some street level footage. I drove through there and took video through the traffic in streets showing some of the areas during these heavy times and trying to show that on Windsor Avenue, because the traffic is limited to southbound, the traffic is people pulling out after they drop their kids off. Really it's plenty wide, the street is relatively wide there in that location. The problem is when people pull out from the curb, as would be in any condition even if we had it onsite, so if we put a road or an access lane onsite, we would still encounter this condition where cars are pulling back into the driveway.

So, the video again shows, yes, there is traffic, we know there is traffic. But again, it helps show that the flow on Windsor is fairly well. We understand that there's a lot of cars on there, and pulling out is the difficulty.

Again, this is a picture of Windsor Avenue looking south at 9:00 o'clock. So, again the vehicles in approximately ten minutes are out of the area.

COMMISSIONER DROST: Is that a weekday?

MR. SCHULZ: It's a Monday, yes. A Monday, yes. It was during the school drop-off, I promise you that.

Afternoon pickup kind of went through the same thing. I just want to kind of show where vehicles are kind of staging right now. So, the red lines show where vehicles stage in the afternoon to pick up their students. The dash line on Miner is kind of more sporadic parking. Some people use it, some days it's heavy, some days it's not. So, it's more sporadic there on the north side of Miner, but generally these are the locations that cars are staging and picking up their students.

I just want to point out that the one area that a bottleneck occurs is on, I'll call it East Miner. East Miner, just to the east of Windsor, the street is a lot narrower there than it is in front of the school. It's approximately six feet narrower than what it is in front of the school. So, it becomes really hazardous there with cars going east and west, so we'll show you later that we're going to recommend that during student drop-off and pickup, that that corner has no parking because it allows traffic to flow through there a little bit easier. It also prevents students from crossing two intersections, or two streets to get to their vehicles.

So, again this is the staging as it currently is. Again, cars kind of spill over onto Campbell on the west side, and also the east side as well from Windsor.

Again, another video footage on this. We'll get into the old timeline here, but kind of the same thing where you can see in this picture that cars, this is Windsor Avenue, the main picture that you see up there. The intersection to the left is Miner. So, again cars stage, and by about 3:20, Windsor Avenue is filled with cars and that's when cars start going to all the side streets. So, about 3:20 or so, typical day is when cars are full on Windsor, so staging on Windsor is full, and cars are spilling onto Campbell and Miner and all other different surface streets that we just showed.

Again, some more surface video. 3:35 is when the bell rings to let people out. Video kind of drives through there a couple of times and shows the traffic flow. You'll see in the video if you're able to watch it that vehicles coming northbound, they are coming northbound in the afternoon. There aren't a lot, but again it's a hazard that we think that we should recommend doing away with as much as possible because that interaction is just another hazard that we don't need to have on a daily basis.

So, here is the typical timeline. 3:00 o'clock during a typical day,

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vehicles start beginning to stack staging for pickup. Again, there are some parents along Windsor Avenue that start staging their vehicles. By about 3:20, it's full on Windsor Avenue. That's when we consider it starting to pick up at about 3:20. About 15 minutes later at 3:35, the students are dismissed. By 3:45, there's a ten-minute period after they're dismissed when vehicles are starting to pull out. Then after that, it's kind of the same thing where it's hard to distinguish school traffic from regular community traffic.

So, in the afternoon, it's a little bit different. I would consider it moderate vehicle impact, 25 minutes of moderate, and there's probably 20 minutes of heavy. Again, it's not vehicle traffic, it's just vehicles on the street parking. So, there's just a lot more vehicles sitting there before they pick up their students.

I want to get into some of the proposed conditions now. This is the intersection of Miner and Windsor looking east. So, the school is just to our right side, kind of where the stop sign is at. We looked at, we talked to the crossing guard at this location and looked at the traffic study. What we came to is that the crosswalk on the east side, the one that's circled red, doesn't have that much volume, and the crossing guard kind of validated that as well.

So, we're proposing to put a crosswalk on the north side of that intersection as well to allow students to flow out of the area a little bit easier. So, again that's validated by traffic counts, student volume, and then talking with our crossing guard as well. So, we would still leave the one on the east side again for neighborhood access and during the summer months so that they could still use that as a crosswalk, but again the intent here is to allow the crossing guard to kind of work a U-shape there more regularly so they can move students north and east better.

Proposed conditions generally, this is going back to kind of the initial slide showing where we're going with parking. We're increasing onsite parking by 12 spaces. Again, that's not counting the overflow parking between our building and Miner. Onsite vehicle stacking will increase by about 90 feet, and then we're planning to bring additional students onsite for drop-off into that west lot. We're proposing to bring 170 extra students through that lot to alleviate some of the traffic and potentially increase in students in the future through that lot.

We're also going to continue having the crossing guard up at Miner and Windsor, continue using the Windsor Street as a drop-off/pickup area but then again changing it so that in the morning it's restricted as it currently is, and then also in the afternoon from approximately 3:00 to 4:00 p.m., so it allows parents to stage and then clear out of there.

Again, here are some of the other areas on the street more, kind of showing where parents could stage in the afternoon. The big one here is encouraging people to stage north on Windsor because there's plenty of space there between Miner and Euclid, and then also staging west on Miner. Again, Miner is a lot wider in front of our property and Miner School, six feet wider, so there's a lot of area to stage west of Windsor, and then again getting into our new parking lot staging in there. Then we know there are still going to be parents staging on Windsor and Campbell to the south because if they stage on Windsor and Campbell then they don't have to cross the street. They just walk to their vehicle on the right side and can get in their vehicle.

Back up to the other corner, the northeast corner of Miner and Windsor, we're proposing during drop-off and pickup, that that area be restricted parking, again because of the width of the street and vehicles passing east and west. So, during drop-off and pickup, we propose not allowing any vehicle parking where it's highlighted in orange. Still allowing

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people to park on the south side of Miner because again students would only have to cross one street to get to their cars, and then again highlighting that in the afternoon we would restrict traffic to southbound on Windsor.

Another option that we considered or is being proposed after talking to Village Staff is the proposed land-bank parking. As discussed before, it's still an option. It will be written into the agreement that will go before the Village Board is that these 19 spaces, again it's really hard to see, it's just to the west of the parking lot. It's a dark grey on the slide. 19 additional land-bank parking spaces should Village Staff or the Village come to us and say we see an additional problem in the future where we would need to have additional parking spaces for our building. So, that is still again in the works with the 19 spaces, the land-bank parking spaces.

Kind of doing a comparison, kind of the same charts we did before, looking at the blue columns, parking spaces onsite would be 101. As our enrollment is currently projected to grow to 596 students in 2020, the ratio would remain the same onsite, again not counting the overflow parking. Staff we're projecting could go up to 95, that would be on the high end. I don't anticipate that it would get that high based on the conversations that we've had. Again, based on classrooms, we would be up to 32 classrooms. Onsite stacking would increase drastically. Again, street stacking would stay the same.

Then we also have the morning and afternoon CAF programs. So, in the morning right now at 7:00 o'clock, approximately up to 80 students are enrolled that could come to the building early. Everyday it's not 80, but they are enrolled so they come early at 7:00 o'clock. We project kind of using the same percentages that up to 90 students, potentially more based on the expanded areas that we have in the building, that more students could be enrolled in that program. So, again looking at the spaces, the ratio for students and then actually for staffing would remain relatively the same with our proposed 12-space increase on the parking.

So, just kind of a summary of responsibilities on who would take what. Arlington Heights School District 25, we'd encourage more people to use the west parking lot for drop-off and pickup in the lane that's provided.

Review student population to determine which students would be dropped off into one lot versus which would be dropped off on the street. So, again that would just be determining more or less geographically what students would make the most sense to come in that lot. We don't want to do it by grade because if a student has a brother or sister in another grade, they're still going to come through that lot. So, most likely we're going to have to divide it up by parent groups or north, south, east, west type of thing to determine what is going to be best for using that lot.

Consider additional staff members to Windsor to assist getting students in and out of vehicles, kind of similar to what we have now. Really looking at that and how staffing would be distributed between that west lot and then again on Windsor Street on how staff would help out with that.

Continue communication with families as to expectations for drop-off and pickup.

Encouraging car pooling, biking and walking. Include a map for recommended drop-off and afternoon staging areas.

Continue with the provided land-bank parking option to add 19 spaces if it's determined that they're needed based on enrollment or based on our site, what's happening in the neighborhood.

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Over to the Village side, this would be working with Village Staff to restrict northbound traffic on Windsor at morning drop-off which is currently in place as well as in afternoon pickup. So, that would be just changing out the signage, getting the proper approvals for that.

Place No Parking signs on the north side of Miner, east side of Windsor, and that should stay during morning drop-off and afternoon pickup. Place No Parking signs during drop-off and pickup on east side of Windsor, north of Miner.

Reconfigure Miner and Windsor crosswalks to be north, south, east and west sides, so all four of the streets there would have a crosswalk.

No Parking between the new entrance and exit of the parking lot, so the U-shaped area, making sure that there is no parking allowed there to allow the vision that we need.

Police will continue monitoring traffic issues related to proposed posted regulations, jaywalking, street right of way, et cetera.

So, that's in summary what we are proposing. I just also want to just show some of the things that come into consideration when we're looking at these things. Barriers to walking and biking at the school and just in general are: distance and, in Arlington Heights there's generally a median in most of the neighborhood schools that students are pretty close; traffic-related dangers which here we really identify Kensington as being the busiest street that these students will be crossing; weather conditions, again very variable on how parents want to drop the kids off based on weather, rain, snow; crime or perceived crime potential, again it's very low in Arlington Heights but you could hear something on the news that would prevent you from wanting to allow your kid to walk to school; student's age and student guardian convenience, again the convenience of dropping off your kid and picking them up, going to a grocery store or whatever you have to right afterwards.

So, that's our proposal. I just want to say that we did go over this with these members, with Village Staff, the Police Department, Engineering, Charles Perkins and his staff, as well as Dr. Bein and Stacey Mallek with our department to kind of review this, kind of get it back on the same page of where we're going with this just in general. So, all of this has been reviewed with multiple people within the Village. So, that's the presentation.

CHAIRMAN LORENZINI: Thank you. I forgot to ask, does the Petitioner agree with all the conditions in the Staff report?

MR. SCHULZ: Yes.

CHAIRMAN LORENZINI: Okay, thank you. You can have a seat. Sam will give the Staff report now.

MR. HUBBARD: So, before I get into the Staff report, the Village Manager asked that I make you aware of some of the limitations of working for school district projects. Last summer in response to an Illinois Supreme Court decision, the state legislation passed a new law making it clear that public schools are subject to local zoning codes, which is the reason why they're before us this evening. It does, however, consign certain limitations on the use of the zoning authority. The statute says a municipality exercising its zoning power should do so in a reasonable manner that neither regulates educational activities nor frustrates a school district's statutory duties.

The law then goes on to say that the municipality should do what it can to streamline the zoning process and minimize the administrative burden on the school

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district. What this means is that the review of a project from a school district is not the same as that for a private development. As an example, while the law clearly permits the review of a proposed addition or building to ensure it meets the zoning code, it does not likely permit questioning the district's justification for the size of an addition or building since it can be perceived as regulating educational activities and/or frustrating the school district's statutory abilities.

So, I just want to communicate this to the Plan Commission. I think we can all agree that we share the same goals and values here, and I have no doubt in my mind that child safety is absolutely a top concern of School District 25. As we saw at the last meeting, this is also of most importance to the Plan Commission. Again, I think we all want the same thing here. We just want to be cognizant that in working to achieve the shared objectives, that we are working within the authority as outlined by the state of Illinois.

CHAIRMAN LORENZINI: Who asked to read that, Sam?

MR. HUBBARD: The Village Manager.

CHAIRMAN LORENZINI: Okay, well, I think, you know, our intentions here are just good intentions. We're just concerned about the safety of the school children. I don't know if that was really necessary, but since you read it, do the Staff report next please.

MR. HUBBARD: So, in the last two weeks, there have been multiple phone calls and e-mails with the school district and Village Staff trying to resolve some of the issues that came up during the last Plan Commission hearing specific to parking and some of the concerns with drop-off and pickup during arrival and dismissal. These phone calls and e-mails ultimately culminated in a meeting between District 25, their traffic consultant, Village Staff, the Police Department, Community Development Department and Engineering Department. At that meeting, the district presented the same slide show that you just saw and included the proposed solutions to a lot of the items that we raised during the Plan Commission meeting two weeks ago.

We have reviewed these items at the Staff level and we agree that when they are implemented they will help to improve the safety during arrival and dismissal as well as help reduce some of the congestion on the public right of way. So, we can talk about them and show you the plans, but I don't want to be overly repetitive here.

Again, this is the site as it exists today. You can see the current parking lot configuration. This is kind of a neighborhood aerial. The red areas which seem to have gone a little goofed up in the presentation are showing where the parking is proposed to be prohibited on the north side of Miner Street and on the east side of Windsor.

So, this is the land-bank parking option and this was not in the packet that went out to the Plan Commission at the last meeting. But it was presented at the meeting two weeks ago. There is a condition of approval that is recommended by Staff that requires the school district to construct that land-bank parking as seen on the left of the screen which would include 19 spaces at the request of the Village, if the Village did deem that this parking is necessary. The school district is aware of the inclusion of this condition and they are agreeable to its inclusion.

Here you see the stacking plan for cars within the new parking lot. Again, this was a plan that the Plan Commission did not see until the meeting two weeks ago. But it was included in the packet this time for their review. This does show the stacked parking and how cars can fit into the expanded parking area. We did review this plan at a Staff level and we believe that it does provide the additional stacking that will allow the district to bring additional students into the parking lot for drop-off and pickup beyond just the special education students

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that are in this interior parking lot now.

Again, here we see the drop-off and pickup loading zones. You'll see that there is 200, I'm sorry, 525 feet of new stacking space within the parking lot that kind of goes around here. Again, it does allow the district to open up this interior parking lot to additional grade levels or students judged by location as deemed, you know, most appropriate by the school district. I would point out that if stacking does reach the limits here, rather than overflow on to Miner Street, it could wrap around here and continue through the auxiliary parking area if necessary. Although we don't anticipate this to be a problem, we do want to point it out that rather than overflow north onto Miner Street, it can wrap around to the west instead.

There were several other recommendations recommended in the updated traffic study that the school district provided which was also provided to the Plan Commission. You've heard of all of them this evening. They're the additional crosswalk at Miner and Windsor, the restricted parking as was identified in the aerial that you just saw, as well as the restriction to northbound traffic on Windsor during dismissal times. So, again we have reviewed these proposed improvements and we do agree that they are going to help improve safety during arrival and dismissal and help to reduce congestion along Miner Street and Windsor during arrival and dismissal.

I would mention that annually the school district and representatives from the Village meet to discuss these procedures and what's working and what's not. So, you know, these operations are always subject to annual review and improvement and changes if necessary. The Village and the school district can certainly sit down more than that if it's deemed necessary.

I would like to get into some of the conditions of approval. Staff is supportive of the application and we are recommending approval subject to conditions 1 through 7 as identified in the Staff report as shown above. I would like to say that we tried to avoid getting really specific as far as, you know, different strategies and items that the school district can do relative to drop-off and pickup operations. We do have this kind of catchall condition in there which says that the school district shall continue working with the Village and neighbors on addressing any future pickup and drop-off concerns.

We also understand that, you know, there are always probably going to be ways that, you know, we can make minor improvements to the operations based on the changing characteristics of the school, you know, number of students, where these students are coming from, how they're getting to school. So, we didn't want to, you know, recommend a specific condition and then, you know, have it lock the school district into a certain thing only to find out that, you know, a different improvement may be needed in the future.

Several of the conditions that had been recommended at the last meeting have been removed because the school district has already addressed them. But there is only one item outstanding that we're asking the school district to provide to the Village now prior to the Village Board adoption of the ordinance granting approval. That's for the revisions to the engineering and landscape plans and photometric plans and other plans that reflect the new parking lot orientation. I know that they've been working on that, you know, over the last two weeks, but those are, you know, they're pretty detailed plans and they will have to be coordinated.

So, I'm confident that they'll be able to provide that to us prior to ordinance adoption, but really we feel like the major issues at this point have been addressed and we are supportive of the application and happy to answer any questions.

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CHAIRMAN LORENZINI: Thank you, Sam. Motion to approve the Staff report into the public record?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Thank you. Okay, we'll move to the questions from the Commissioners now. Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: Well, I think that, first of all, I want to commend you for the presentation you just made with the PowerPoint. I particularly liked the videos because they actually gave me a very graphic sense of the traffic issues. I was surprised to see that we're really talking fairly small windows where traffic would be disruptive. So, that was very well displayed with what you have provided to us and it's too bad that those videos didn't work in your presentation tonight.

So, I really don't have any further questions on it other than at the end I want to come back to your parking. I don't understand the requirement of having one parking space for approximately every six students when all of the parking spaces are going to essentially be taken up by staff. So, I'm not clear what in the world leads to traffic engineers where were requiring to have 100 places for the students when the students don't drive and you probably won't get 100 parents that are going to give you time and the spaces will all be taken up by staff anyway. So, what's the meaning of that?

CHAIRMAN LORENZINI: Could you please state your name and spell it for the court reporter?

MR. CORCORAN: Certainly. Steven Corcoran, C-o-r-c-o-r-a-n, with Eriksson Engineering. First of all, we calculated the parking based on the actual counts of the staff, you know, that was in our study. The ITE, the Institute of Transportation Engineer ratio, the 0.17 parking spaces per student, that's coming out of our parking generation manual that says all these surveys that other traffic engineers have done and collected on average an elementary school has parking demand of 0.17 spaces per student. It's not the students who are parking, we know that. It's just we need a way to proportion it to different size schools and we do it based on the number of students because normally the staff, again the ratios change a little bit by district by district in terms of how many students per staff. But we just use that as our metric to measure the, or to develop our ratios for the parking ratios.

So, it's not their parking. It's just like when we do retail for the Village, you know, the parking demands, so many spaces per thousand square feet, obviously the building is not parking. It's just representative of how many customers are in the building at one time. So, it's just a ratio.

COMMISSIONER JENSEN: Thank you for that. I don't have any further questions.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: I just want to say I thought the video was really a cool thing. It really helped me put it in perspective of what's there. So, I have no questions.

CHAIRMAN LORENZINI: Commissioner Drost?

COMMISSIONER DROST: I don't have any questions but I've got one

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comment on Commissioner Jensen. When I was in grammar school in the eighth grade in Chicago, we had one student that did drive to school. So, it gives you an idea how historical I am.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: I was going to wait for public commentary, but I did have a few things that I wanted to bring up as Staff report was going. First of all, you mentioned, not Staff report, I apologize, in the district report, you mentioned four staff are present on the property at pickup. Could you clarify where?

MR. SCHULZ: No, that was four crossing guards. That was four traffic helpers.

COMMISSIONER DAWSON: I mean drop-off, I'm sorry, drop-off. Are you including the communications and foundations staff in that number?

MR. SCHULZ: Shelly, do you want to talk to that one? Shelly is the principal, she'll state her name then.

CHAIRMAN LORENZINI: Please state your name and spell it.

MS. FABRIZIO: Hi, Shelly Fabrizio, F-a-b-r-i-z-i-o. We were talking about, and it's really two to four depending on the day, primarily parents. I do have a staff member out there every morning and then myself as I can be.

COMMISSIONER DAWSON: So, you are including the parent volunteers in that number?

MS. FABRIZIO: I sure am.

COMMISSIONER DAWSON: Because as you know, I know the drop-off very well, and there's usually one staff member and then yourself. You're out there quite frequently as well.

MS. FABRIZIO: Yes.

COMMISSIONER DAWSON: So, just to clarify, it's parent volunteers, not still staff volunteers in that number. Okay, and then you mentioned the crossing guard at Windsor and Miner?

MR. SCHULZ: Yes.

COMMISSIONER DAWSON: I would just recommend that if you're going to have that crossing guard during a U-shape, it's going to clog traffic. You need two crossing guards then, because the amount of time it takes, I am backed up on Miner all the time getting through that intersection. Now if you're adding a whole, just got to go from here to here to here, it's going to make it worse. You're going to need two crossing guards if that's the plan. Otherwise it's just going to get clogged in that area. You can tell me traffic studies all you want, I drive it everyday, so there is a difference.

Is there any thought about, could you, where is the drop-off going to be, or the lineup, the morning lineup after the addition? Is it going to be on this new locked up area or partially on this new locked up area? I thought I saw it in the plans. Where's the plan, the architectural drawings? Not the parking lot, the actual architectural drawings.

MR. SCHULZ: Can you go to our slide maybe even? They might show it a little better, there you go, that's perfect.

COMMISSIONER DAWSON: Right. So, you see the asphalt surface play area? Do you know where we do the morning lineup?

MS. FABRIZIO: Oh, no, lineup will be on that play area, yes.

COMMISSIONER DAWSON: So, by moving, I didn't know --

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MS. FABRIZIO: However, I just want to add that I'm not sure, we have not talked about it, until we see it, I mean we may decide that we love the students coming in as they will hopefully just right from the parent's car and we won't do lineup. So, there is always that possibility.

COMMISSIONER DAWSON: All right. Okay, it just didn't occur to me two weeks ago and it occurred to me as you were talking. If we're doing lineup on this new asphalt area, if you were to add a sidewalk around the outside of this parking lot, parents could do, you could split drop-off. You could have parents dropping off in this additional parking lot and block off the south side of spots so parents don't park there and actually have two drop-off areas. Because now, because you know, most of the parents want to see their kids lineup. Right or wrong, we can't stop them, okay.

MR. SCHULZ: Right.

COMMISSIONER DAWSON: If you're lining up on that area and there is a sidewalk there, they might feel very comfortable dropping off there and allowing the kids to walk on the sidewalk. That could naturally create two drop-off zones which would alleviate a huge amount of the problem with drop-off. So, it's just something to think about if that's anything you thought about.

So, I really would like to hear from the audience because I know that people in the audience are much more experienced with it even than I am.

CHAIRMAN LORENZINI: Thank you, Commissioner Dawson. Okay, now I have a couple of questions. First of all, I'd just like to say you've obviously done a lot of work since the last presentation. I thought the report was very succinct and you did a lot of good improvements and it was presented very well. So, I appreciate that.

A statement was made about 170 students using the west parking lot. How does that, how do you know that's going to happen? How do the parents know that, how are you even sure the 170 are going to use that lot? I don't think it's a traffic issue, I think it's more of a communication with parents.

MR. CORCORAN: Well, it's a little of both and maybe I'll start in the school district because part of it is we were looking at the numbers as far as the total number of students with the expansion. The idea is to reduce the amount of drop-off on Windsor today even though we have, I think it's roughly 15 or 18 percent increase of students, we're actually dropping the drop-off traffic about 15 percent with this new plan. So, that's where we came up with the, it's actually 165 additional students beyond this existing communication and foundation students.

Again, as I mentioned, they've been looking at it in terms of grades or geographic and it's starting to make more sense to look at it from the geographic. Basically, the people are going to be coming from the west anyway and driving, right now, right there now they're driving past here and making a right on Windsor. Number one, it's going to be an incentive for them, they don't even have to go through the Windsor-Miner intersection now like they do today. They can just go through the parking lot and then go back west, and that's what our traffic study was partially based on. People can turn back west and have less traffic and congestion at the four-way stop.

So, that's from an incentive part of it. Then from an assignment of the school, you know, they can assign, in some school districts I work in to help segregate different classes of students and drop-off areas, they basically use colored sheets of paper that allow them to basically give them a permit to come into that lot. There's other ways to do it, too.

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CHAIRMAN LORENZINI: Okay, that's fine. I know it was also discussed about encouraging new staging areas. Again, how is that encouragement going to be done?

MS. FABRIZIO: So, once this is all done, we'll be sending out information to our parents weekly. We have a school messenger system so every parent gets e-mails from me all the time. We would encourage parents to walk as we do now. It's really, I think the most difficult part as it is with any school is when it snows or rains. Parents want to drop-off their children. Otherwise, we do have a nice group of parents that walk their children, other kids walk together like a walking school bus. But we would do it via e-mail, letters, et cetera.

CHAIRMAN LORENZINI: All right. Sam, I think these are for you. It was discussed with No Parking signs in front of people's homes. Is that allowable? Can you do that?

MR. HUBBARD: Yes, the Village does have the authority to do that. What they would do is, you know, they would send a letter to the affected property owners and --

CHAIRMAN LORENZINI: And just do it?

MR. HUBBARD: Well, no, they would send a letter and, you know, make them aware of it and initiate a dialogue. If any one of those homeowners objected to that, they could contact the Village and then there may be specific requirements such as Village Board approval needed. Or if there was no objection, then you know, we would just go ahead and install those new signs.

CHAIRMAN LORENZINI: There was a discussion about adding a recommendation to add another crosswalk on the north side of Miner, so I have a question. Is the Engineering Department okay with that? Now, I'm an engineer but not a traffic engineer so I don't know if you can just put crosswalks wherever you want.

MR. HUBBARD: Yes, they don't have to do the same notification for a crosswalk. They did review the proposed crosswalk and they thought that was a good recommendation and were in agreement.

CHAIRMAN LORENZINI: All right. That's the end of the questions for now from the Commissioners. We'll go to the public. Is there anybody present that would like to make a comment or a statement? Just come forward, please state your name and spell it.

QUESTIONS FROM AUDIENCE

MRS. WILLIAMS: Good evening. Stephanie Williams, last name Williams, W-i-l-l-i-a-m-s. Well, I can tell you that I live and breathe this drop-off system for seven years. We started this system by the parents, and I need to make that clear as Sue made it clear. The drop-off in the morning is parent volunteers.

Currently, we have 28 families that volunteer throughout the year. That's 10 percent of our families that volunteer to help. We can't ask them anymore, we just can't. We need staff out there to help us because it's dangerous. It is dangerous.

I wish you could have solved the video because I was on there; I was there that morning. There was no snow out there. When there is snow and there's a lot of snow, you will see children jumping over these snow mounds. We are taking, as volunteers, we have to open up the car doors, lift them out of the cars and put them over the snow.

One suggestion that I suggested to Shelly was that on the sidewalk where we're dropping off, to pave that entire area so our custodian can come and move all that snow away. There's a grassy area that just this snow is piled up in. It's a problem. It gets muddy.

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Go there in the spring, it's mud. When it gets icy, it's slick. It's very, very dangerous, that drop-off area.

When we started this drop-off area three years ago, the district kindly enough made us a yellow strip on the curb. So, you could clearly see as a parent where you were supposed to drop your kids off. I asked the following year we need that repainted, and I was told that the Village said no.

There is no way on that street for our parents to know where they're supposed to drop-off. I asked can we paint something in the street, I was told no. We asked for signage, I was told no. So, if you go down Windsor, the only thing it says is you can't park here. But there is nothing else on there that indicates this is where you can open up, you know, stay in your car and open up your door and let us get your children out.

Again, this is all run by parent volunteers. We have one staff member out there Tuesday through Friday that helps us. Shelly is out there when she can, but that's it.

I don't know if cutting in, not a total lane but cutting into the road so we're off of Windsor a little bit, we go into the grass area, we have a cut-in lane, that might help. But we need something out there. Also, when you're talking about letting off approximately 170 students onto that driveway, are they having to walk around the entire building to go line up each morning? That needs to be clear, because if you're letting Kindergartners, five-year-olds walk around the building on their own, that's going to be a safety issue as well. It needs to be clear how they're going to get to line up before we approve this.

All I can say is that if the district I think is making it out that they developed this, they didn't. It was our PTA saying we need to do something for the safety of these kids because it's dangerous out there. Cars were pulling in and out, kids were getting out on either side of the car, and it was really dangerous. We stepped up as parents and said, hey, we want to do something.

But I can tell you, I am sick and tired. I can't beg and plead people, can you please come out and just give me 20 minutes of your morning? They just don't do it anymore, and I can't really do it any, I mean I'm there one more year and I won't be there anymore. So, it's probably going to die off as far as volunteers from the parents. So, I think the school district needs to say tonight, yes, we will have staff members now helping our students get out of their cars. Thank you.

CHAIRMAN LORENZINI: Thank you, Ms. Williams. Anybody else want to say anything? State your name please and spell it.

MRS. RAITANO: Jacqueline Raitano, it's R-a-i-t-a-n-o, also a parent at Windsor. I've had kids there for eight years, I've got four more to go. So, it's important to me.

I just, I agree with almost everything that's been said tonight, reported in the studies, but I wanted to put the parent perspective spin on it from someone who actually lives east of the school. It makes sense when you're saying to eliminate the parking areas where you are, it sounds safe. But then when you consider what the parents who are coming there what their traffic flow is, what their plan is, it doesn't make as much sense.

Coming from the east, I don't know if you can put in the map up like the streets that show the, I guess that's good enough. So, coming from the east heading down Miner, I normally would park on the north side of Miner. Actually to be honest, my kids walk to and from school because I avoid dismissal like the plague. It's a nightmare over there. But it still happens, I have to go get them for one reason or another.

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Half the times I have to go pick them up, they don't know I'm coming to pick them up. It's just something like we have to go get to somewhere else, and so they head down walking east on Miner, so I'm coming the other way. I tell them to just keep walking if they don't see me and then we find each other somewhere along Miner because I'm not going to get in that pickup area on Windsor. I can't unless I get there a half an hour early. You can see by the study that shows you the cars are already full at 3:20, I think it's full way before that on many days.

So, if I cannot park on the north side of Miner, I need to, to park on the east side I have to turn around somewhere. Because of the streets around that area, there is no just go around the block quick, it's I have to go all the way up to Euclid, make a left on Euclid, it's four blocks, make a left off of Euclid again four blocks back to turn around to be going the other way. I can do that but I also see most parents are just going to turn around in a driveway or make a U-turn.

The other option would be to head, if I don't see something going on the part of Miner where you're talking about eliminating parking, I would turn on to Windsor and that's the other part where you're eliminating the parking. Again, I would have to make a U-turn, turn around in someone's driveway, both of which are not extra safe situations with kids walking around. I don't see someone doing the equivalent of going around eight blocks versus just turning around in the next driveway next to them. That's just not what they're going to do.

I also see a problem with, if there's no parked cars on the north side of Miner, there is space there, there is enough space to fit a car, and I see cars who are not part of the Windsor pickup or drop-off trying to get around that backlog and making a second lane to get around them and then you've got two vehicles trying to get through the intersection at the same time. I just dropped off kids at South Middle School the other day, the traffic backed up on to South Street from Highland and I watched cars go drive around five cars to get through the intersection there at South and Highland. Those are middle school areas there, this is not the same situation. I don't think that would be a safe place to have an extra lane of cars.

If it says No Parking, I also would like to know, is it clear that parents wouldn't be able to sit in their cars? Because if I see a No Parking sign and I think, well, I'm sitting here, I'm not parking if I'm not getting out of my car and turning it off. That would have to be clearly marked on the sign somehow.

So, those are just my concerns as a parent. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody have any other public comments? Okay, if there's no more, we'll close the public hearing portion and go back to the Commissioners for final questions and deliberation. Commissioner Dawson, would you like to start?

COMMISSIONER DAWSON: Yes, I would obviously. I want to emphasize the big problem here, and I'm really sad that Commissioner Warskow isn't here because she and I are the active parents who deal with these issues everyday, the problem that you have is that parents, the vast majority of parents just completely disregard safety. You'd be surprised how few parents, they're always in a rush to get to work and they disregard the safety of children all the time. We've seen kids before, the PTA put together the drop and go, we've seen kids almost hit by cars. We've seen so many dangerous situations.

So, something really needs to be done. Despite the Village Manager's perspective, and I'll go ahead and do some research on this myself as to what the definition of educational activity is, I don't feel that we're giving the school district a closer scrutiny.

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In fact, I feel quite the opposite. If this was any other development plan, we would say no, we wouldn't allow it. The only reason that this is going forward is because it's a school district.

So, and I don't think we're in any way restricting the educational aspect of what they're doing. We're talking about going to and from school which is not educational. So, I feel quite strongly that we're not doing anything wrong. But I'll go, you know, we all know definitions can be more encompassing than they appear until you research it so I'll look into it tomorrow.

But I do feel that it's important that the Plan Commission know that the parents started the drop and go process after years of complaining to the Village and the school district about the dangers and nothing was done until the parents did it. So, if we have this line in here that says continue to work with the Village and neighbors in addressing future concerns, I guarantee you nothing will be done. I guarantee it. If the parents, who are out there in sub-zero temperatures freezing to make sure their own kids are safe, stop volunteering and we lose that, it will go back to the way it was because nothing else will change.

So, I do appreciate that we have one staff and I do appreciate that Principal Fabrizio is out there every time she can, yelling at the parents who are not keeping their kids safe, and that they're trying. Absolutely I see that they're trying. But if we do not tell the school district that they have to have a certain number of staff there helping, then it will not happen.

So, despite the Village Manager's perspective on this, I strongly disagree. Until we have more definitive information, I can't be, I don't see any change really. I don't even know what sign we're putting up. We are adding a crosswalk, I still don't see where we have a plan here. So, I would really like the school district, Superintendent Bein said two weeks ago that they would commit staff. I would like to hear tonight how many staff they're going to commit because two isn't enough. So, are we going to commit more?

If you think I'm overreaching, then I've said my piece and that's fine. I can still vote no and I can still say what I have to say. Even if we vote no tonight, this is just a recommendation, they can ignore our no vote and go on to the Trustees. But I want it in the record for the Trustees to read that I'm very disappointed with the Village and I'm very disappointed with the school district on how they have let this situation go on for so long without coming up with a global solution to keeping our kids safe. So, that's all I have to say.

CHAIRMAN LORENZINI: Thank you. Would you like to respond to Commissioner Dawson's comments as far as staffing goes?

MR. HUBBARD: I would say that we can recommend that the school district add more staff. To require them is beyond the authority of the Plan Commission.

COMMISSIONER DAWSON: I didn't ask them to require.

MR. HUBBARD: The way I understood --

COMMISSIONER DAWSON: I asked her to stand here and tell me that she will; she said she'll commit more staff. I don't know what that means. If she says yes, I recognize that two staff isn't enough and we will absolutely look into committing more, I would appreciate that. But I haven't heard anything. Give me something that I can come back six months from now and say you said this and it hasn't happened.

DR. BEIN: Hi, Laurie Bein, B-e-i-n, superintendent. I believe that was in an introductory slide that we would look to add personnel to drop-off/pickup. I can't tell you exactly how many at this point. For that we need to see how many are needed. I can't tell you a hundred

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percent that it's staff members, but that we would look to add whatever type of personnel we need. If there were not parents who were able to partner with us, of course we would need to utilize staff members. But we also, we may have to look at hiring people just for this purpose if there aren't teachers who are available at that time.

So, I can't tell you exactly it will be teachers or staff members, but we did put it in the slide and you have my word that we will look at increasing the number of adults that are there to assist.

CHAIRMAN LORENZINI: State and spell your name please.

MS. MALLEK: Hi, Stacey Mallek, M-a-l-l-e-k, assistant superintendent for business. I think in addition to what Dr. Bein is saying and why we can't commit to a certain number of staff tonight is we can't look at this just as Windsor School. You're aware we've already brought four schools to you.

We have a traffic issue when we're trying to bring 600 kids into a building in a 12-minute window everyday and pick them up at all of our schools. To add the number of staff it would take to make all of those situations perfect is not a decision that we can make tonight and we can't add staff without going to our board and that would need to be a Board of Education decision.

CHAIRMAN LORENZINI: Thank you. Anything else, Commissioner Dawson?

COMMISSIONER DAWSON: I would just recommend, I absolutely understand this is a global issue and it can't be solved tonight globally. But I would love to see some sort of joint committee put in place between parents and the school board working at a global solution for this problem, encouraging, finding ways to encourage more car pooling. We talked at the last meeting about software that's available because parents do take responsibility for this, too, I don't disagree. But I want to see more collective action and I just frankly haven't seen it. That's all.

CHAIRMAN LORENZINI: Thank you. Commissioner Drost?

COMMISSIONER DROST: Yes, I'm no Betsy DeVos, but I would like to at least add a couple of comments here. We have had some precedent in the past for some parochial schools where they've brought, actually had to hire police personnel to help regulate the issues of traffic at the school. If I recall, that might have been St. Cecilia up north because it was a Japanese school. There were, you know, ways that those were solved.

There is also staggering times, you know, you don't just keep on doing it because you've done it and you have to kind of figure out ways to improve the flow because it just seems kind of strange that you've got this impact over a 10-minute period and that it becomes like a nuclear bomb that hit the neighborhood after the 9:00 o'clock rush hour.

So, you know, there's probably solutions and I'm just throwing those out, not to beat a dead horse. But the concerns are in splitting up, and Commissioner Dawson makes a good point, between public safety issues and education, and public safety is really a key element here. Just a comment.

CHAIRMAN LORENZINI: Thank you. Commissioner Green?

COMMISSIONER GREEN: I agree that there is no perfect solution, but I can throw my two cents worth in. I think I gave you the story I dropped my granddaughter off at Green Brier School, and once or twice so far this school year the police showed up. They went along and they were pushing the parents away from blocking sidewalks and things, and that had a great

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impact that lasted a long time.

So, if you could work out a situation with the Police Department where they will show up randomly every couple of weeks or months or whatever it takes, it lasts a while with the parents before they go back to the old habits. So, I'm giving you my two cents worth.

CHAIRMAN LORENZINI: Thank you. Commissioner Jensen?

COMMISSIONER JENSEN: Yes. I think that there are some issues that probably could be dealt with by the Village, and I would encourage Ms. Williams to put in writing the things you have asked the Village to do and have been turned down. That should be included, I would ask Sam to make sure that that goes with the material goes to the Board because the Board obviously can make some changes in policies or exceptions to deal with the issues you raised relative to snow and painting the curb and a variety of other things. So, I think it would be nice to enumerate those and get them included with the material that goes to the Board.

It's a little difficult for me to reconcile the presentation that was made, especially the videos, in which you have a 10 or 15-minute period for pickup and drop-off which clearly is very intense because you're dealing with 600 kids either coming or leaving. But 10 or 15 minutes out of the day when people would be going places doesn't seem like a lot. So, it's a little hard to reconcile the chaos that the parents have expressed when you look at it from, you know, half an hour in the course of the day, 15 minutes in the morning and 15 minutes at night.

But it clearly is a problem that has to be addressed. It's clear that with the regimen of streets and so forth, there is no way there's going to be a perfect solution. So, some of the things that have been suggested, even staggering the times might help a little bit. So, I think I would try to think out of the box, the school district should think out of the box a bit about those

kinds of things that are very simple and if they can in fact be implemented.

So, other than that I don't have anything else.

CHAIRMAN LORENZINI: Thank you. I don't have too much to add to what everybody said about it. I think again, it was a good study; I think you've made a big improvement since the first presentation. Actually without tearing down the building and starting from scratch, I think you're doing about as much as you can at this point.

But as Commissioner Jensen and Dawson alluded to, ours is just a recommendation. We're kind of like a sanity check before it goes to the Board of Trustees. They have the final say-so. We're just here to give our common sense recommendation, that's what pretty much we're here for.

But I do think we should add something to the motion. So, Staff, if there aren't enough parent volunteers, not saying they have to, but just say they should look at the staffing and add people if possible, something to that effect.

MR. HUBBARD: You want to put a formal encouragement of the --

CHAIRMAN LORENZINI: That's a good word.

MR. HUBBARD: Okay, we want to encourage the school district to, you know, reevaluate, I mean the number of employees and function of a school is, we're treading dangerous grounds as far as including things in the recommendation.

COMMISSIONER DROST: It's our schools, too, you know.

COMMISSIONER DAWSON: So, we brought this up two weeks ago at the last meeting about, and I specifically said that it costs a lot of money to add staff and I knew that it costs money to add staff and that I sympathize with the district to that end because I don't want

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my kids to lose the education that they have, the amazing teachers that they have. We have an amazing school district, that's why people move here. But Superintendent Bein said, no, don't worry about it, we will add staff. So, that's all I was asking was for that to be reiterated because I get that there is a way of priorities here and I get that children's safety is a priority but so is quality education, and we have to find a happy ground to that.

I'm just disappointed that that statement couldn't, now I'm hearing stay out of this, board, and that's what frustrated me. That very much frustrated me because I'm asking for a sidewalk. I think that's appropriate to what this Commission should ask for. I'm asking for increased acknowledgment that a solution needs to be found here. I don't see much that's changed between two weeks ago other than a whole lot more information about why I should stop asking these questions.

So, all I'm saying is this is a problem in our entire Village and it has to be addressed. I still tonight don't really believe that it's going to get addressed.

CHAIRMAN LORENZINI: Any further comments or motions?

COMMISSIONER DAWSON: If anyone didn't pick that up, he's asking for someone to make a motion.

COMMISSIONER DROST: Yes.

COMMISSIONER JENSEN: Okay, I will make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-026, an Amendment to Special Use Ordinance 90-082 to allow an addition to the existing elementary school; a Variation from Section 5.1-3.6 of Chapter 28 to decrease the required exterior side yard setback from 40 feet to 12.9 feet for the existing building; a Variation from Section 5.1-3.8 of Chapter 28 to increase the maximum allowed impervious surface coverage from 50 percent to 50.1 percent or more as depending on the revised parking lot layout; and a Variation from 11.4-4 to reduce the required number of parking spaces from 222 spaces to 101 spaces.

This approval shall be subject to the following conditions:

- 1. Prior to Village Board ordinance adoption, the Petitioner shall address the following:
 - A. The Petitioner shall revise the engineering, landscape, and other necessary plans to reflect the revised parking lot layout as shown on Sheet C2.1 and dated as revised on 1/24/17, which plans are subject to review by the Village and must be in conformance with all applicable Village regulations.****
- 2. The school district shall convert the additional onsite land-bank parking into paved parking spaces as shown on Sheet CSK-1 dated 1/25/17 prepared by Eriksson Engineering upon the request of the Village.**
- 3. The school district shall continue to work with the Village and neighbors on addressing any future pickup and drop-off concerns.**
- 4. Compliance with all Design Commission conditions of approval.**
- 5. The school district shall enter into a maintenance agreement that assigns future maintenance of the restrictor structure to the school district, or the**

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- school district shall propose an alternate screening system on this restrictor which is acceptable to the Public Works Department.**
- 6. The school district shall provide additional side shielding on the parking lot fixture should it be determined that light spillover has created a nuisance to neighboring residential properties.**
- 7. The Applicant shall comply with all applicable federal, state and Village codes, regulations, and policies.**

COMMISSIONER GREEN: I'll second that.

CHAIRMAN LORENZINI: Roll call vote please.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: No for the comments I've already stated.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye with comment.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes.

COMMISSIONER DROST: The comment is basically to incorporate the discussion that we had to continue the process of trying to solve some of the problems here and to look at them not necessarily that we've done them before but, and we're not really the right place, right board to be able to suggest what those solutions are, but that they need to be talked about, they need to be worked out. That's one of the, you know, ongoing ones, and I hope the Village Trustees, you know, take into consideration Commissioner Dawson's comments.

CHAIRMAN LORENZINI: Okay, so you've received an almost unanimous approval with several comments. The next step is the Board of Trustees for their final vote.

MR. HUBBARD: We're tentatively targeting February 20th.

CHAIRMAN LORENZINI: Thank you. Any further business, Sam?

COMMISSIONER JENSEN: I'll just ask, Sam, I assume it's appropriate that Ms. Williams can give you some comments that somehow will be transmitted to the Board?

MR. HUBBARD: Yes. If you want to send me an e-mail and you could summarize your comments, I can relay those.

COMMISSIONER JENSEN: I think it should be in writing unless that's what you're talking about.

MR. HUBBARD: Yes. If you want to do it in an e-mail with an attachment, that's fine.

COMMISSIONER DAWSON: I would also suggest Mrs. Raitano's comments as well as she's the one who is more familiar with the issues in that.

COMMISSIONER GREEN: Just to remind you, your comments are a part of the record so that will be passed on as well.

CHAIRMAN LORENZINI: Okay, I guess this hearing is done. Any other business? Sam, anything else before we close?

COMMISSIONER DAWSON: The only other thing I wanted to raise was

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after this came about, I questioned why parents from Windsor didn't attend. I think it's important that the Board know and maybe the Village know that they have the impression that they wouldn't be allowed to participate and ask questions. So, I think that, that was an eye-opener to me as someone who's been on this board for eight or nine years and obviously know how it works, I think we need to do a better job of communicating, because I think maybe we might get more attendance at Plan Commission if they were aware that it was such an opportunity to communicate.

So, I just wanted to get that out. I'd like to see, think of ways in which we maybe can get that out to the community.

COMMISSIONER DROST: Yes, we usually get that out through a referendum when you propose a tax increase.

COMMISSIONER DAWSON: Oh, yes, that's comes out quite clearly. Yes, that will do it. Let's do one of those. No.

COMMISSIONER DROST: That's one way and I'll leave it at that.

CHAIRMAN LORENZINI: Okay, I think we're done with this.

COMMISSIONER JENSEN: Motion to adjourn.

COMMISSIONER GREEN: I'll second that

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Meeting is adjourned. Thank you for coming.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 9:22 p.m.)

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, ROBERT LUTZOW, depose and say
that I am a digital court reporter doing business in the State of Illinois;

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that I reported verbatim the foregoing proceedings and that the foregoing
is a true and correct transcript to the best of my knowledge and ability.

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2017.

NOTARY PUBLIC



Item: Arlington Heights Police Station - 200 E. Sigwalt St. - PC#16-024

Department: Planning & Community Development

Requested Action

Amendment to PUD Ordinances 05-041 and 78-026

Variations Identified

1. A Variation from Chapter 28 Section 11.4 to reduce the number of required parking spaces to from 620 to 434 parking spaces for the Municipal Campus.
2. A Variation from Chapter 28, Section 11-2-8 Minimum drive aisle Width to Reduce the drive aisle in the rear parking lot from 24' to 22' for Police vehicle parking.
3. A Variation from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.

Recommendation

The Staff Development Committee reviewed the proposed request recommends approval of the proposed PUD amendment, and variations:

1. A Variation is requested from Chapter 28 Section 11-2-8 Minimum Drive Aisle Width to Reduce the Drive -Aisle from 24' to 22' in the rear Police Vehicle Parking Area.
2. A Variation is requested from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.
3. A Variation is requested from Chapter 28 section 11.4 to reduce the number of required parking spaces from 620 to 434 parking spaces for the Municipal Campus.

Subject to the following:

1. Final engineering plans, details, and calculation shall be required prior to the issuance of a Building Permit.
2. Location of Fire station dumpster shall be determined prior to issuance of a Building

Permit.

3. All mechanical equipment shall be completely screened.

4. The petitioner shall comply with the Design Commission recommendation of February 14, 2017.

5. The petitioner shall comply with applicable federal, state, and Village codes, regulations and policies.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
Legal Notice	Correspondence
Aerial	Exhibits
Written Justification for Parking Variation	Correspondence
Police Station Reviewed by Neighbors	Exhibits
Neighborhood Meeting Notes	Correspondence
Written Justification for Variations	Correspondence
Plat & Sub Minutes	Minutes
DC Staff Report	Board or Commission Report
DC Motion - DRAFT	Correspondence
Plat of Survey	Exhibits
Preliminary Stormwater Management Calculations	Exhibits
Architectural Plans	Exhibits
Construction Staging Plan	Exhibits
Engineering Plans	Exhibits
Floor Plan with Sizes	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 1	Correspondence
Petitioner Response to Department Comments - Round 1	Correspondence
Department Comments - Round 2	Correspondence
Petitioner Response to Department Comments - Round 2	Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Charles Witherington-Perkins
Meeting Date: February 22, 2017
Date Prepared: February 17, 2017
Project Title: Police Station Redevelopment
Address: 200 E. Sigwalt St.

BACKGROUND INFORMATION

Petitioner: Charles Witherington-Perkins, Director of Planning & Community Development
Address: Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

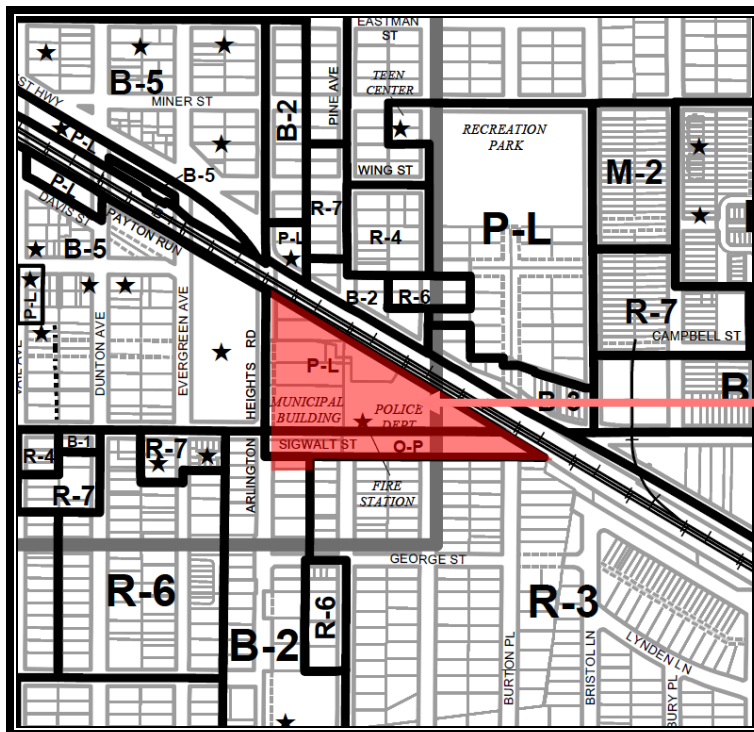
Existing Zoning: P-L: Public Land

Requested Action:

- Amendment to PUD Ordinances 05-041 and 78-026

Variations Identified:

1. A Variation from Chapter 28 Section 11.4 to reduce the number of required parking spaces to from 620 to 434 parking spaces for the Municipal Campus.
2. A Variation from Chapter 28, Section 11-2-8 Minimum drive aisle Width to Reduce the drive aisle in the rear parking lot from 24' to 22' for Police vehicle parking.
3. A Variation from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.



Subject Site

NORTH

Surrounding Properties:

Direction	Zoning	Existing Land-Use	Comprehensive Plan
North	B-2, General Business District and P-L, Public Land District	Existing strip retail center, two business/professional office buildings, and Gateway Park	Offices Only, Parks
South	O-P, Off-Street Parking District	Parking lot	Government or Institutional
East	B-3, General Service, Wholesale, and Motor Vehicle District	Gas station and two auto repair facilities	Commercial, Parks
West	M-2, Limited Heavy Manufacturing District	Commercial retail and office building, high rise residential building	Mixed Use

Background:

The Village of Arlington Heights has experienced significant growth since the 1950's, going from a Village of 8,727 residents in 1950 to an estimated 76,996 residents in 2015 and an anticipated population of 86,059 residents by 2040. Growth of the community since has led to a redeveloped Arlington Heights Municipal Campus (AHMC) including a new Village Hall, Fire Station #1, improved parking lot, and civic plazas, all of which were completed by 2008. The existing Police Station is the last original part of the Municipal Campus, and it is outdated and too small for current and future needs.

The existing Arlington Heights Police Department building is located at 200 E. Sigwalt Street, between Village Hall and Fire Station #1. The current building is 37,435 square feet and was constructed in 1978 for a staff of 92 police employees. Today, the Police Department has 139 employees. The Department is out of space and the building no longer meets their needs. Potential future growth of the Department is modest and largely dependent on the growth of the community from re-development and initiation of new police programs.

In 2010, the Village completed a Police Station feasibility study. In 2014, the Village of Arlington Heights retained the services of an architectural firm to conduct another feasibility study to determine if renovation or replacement of the police station building on the existing Municipal Campus is viable. The goals of the study included verification of the space requirements of the Police Department, analysis of parking requirements, review of a previously developed existing building condition report, and development of preliminary site and floor plans with corresponding project budgets. The study was completed and accepted by the Village Board on September 8, 2015, and it concluded that renovation/expansion of the existing police building is not a viable option due to numerous architectural, structural, mechanical, electrical, plumbing, and fire protection issues. However, the study did conclude that building a new police facility, meeting modern day standards, is feasible on the existing AHMC site.

In 2016 the Village retained Legat Architects and McClaren, Wilson, & Lawrie Inc. to prepare construction drawings for the Police Station.

The proposed design concept is a two-story, 70,500-square foot facility that includes a basement and a 10,000-square-foot garage. Construction of the facility is anticipated to begin this summer. Riley Construction has been hired as Construction Manager.

The current concept was developed after the Village spent several years studying the 37-year-old facility. Recent space-needs studies resulted in the 38,000-square-foot building needing significant mechanical, electrical and plumbing (MEP) repairs and replacement just to maintain it as a serviceable building for the operational needs of a 24/7, 365 days a year Department. Instead of investing millions of dollars in the aging structure that is outdated and inadequate for today's policing needs, the Village Board decided to move forward on a redevelopment of a new Police Station.

Construction of the new Police Station, which will be built between Village Hall and Fire Station 1, is estimated to cost \$27.985 million. Funding for the construction, architectural and engineering expenses, parking improvements, demolishing the current facility and renting a temporary space for the Police Department was covered through selling a bond issue for \$32.9 million with 2.93% interest.

The planned layout of the first and second floors of the new Police Station is designed to promote functional adjacencies aimed at enhancing the effectiveness of police services. The proposed layout of the first floor includes a public information desk, booking

area, the patrol division and the records areas. Plans for the second floor includes the investigations and community services divisions, administration, a workout area and locker rooms. The basement would include a firing range, training room and evidence storage. The Village is also planning to renovate and utilize a portion of Village Hall's 4th floor for long term Police Department storage and long term off site storage in the Police Annex (former unused Fire Department facility). Utilization of existing facilities helps provide cost effective solutions.

Following the Village Board's early review of the Police Station design on December 5, the project was discussed on a preliminary level at the Design Commission on December 13, 2016 and was reviewed by the Plat and Subdivision Committee on December 14, 2016. A meeting to review the plans with the neighborhood south and west of the Police Station was held on January 18, 2017. Earlier this week, on February 14, the Design Commission held a public meeting to formally review the architectural design of the project and unanimously recommended approval of the Police Station architecture.

The Village is currently vetting several temporary location possibilities for the Police Department that will keep the Department together in one location while a new station is being built, will be a cost effective solution, and will adequately provide for a fully functioning Police Department.

For more details go to www.vah.com to view "Police Building" project updates.

Existing Conditions:

As indicated, the existing Police Station building is part of the AHMC, which is approximately 4.73 acres in size and includes the Village Hall building, the municipal garage to the north of the Village Hall, Fire Station #1 to the east of the Police Station building, and the parking areas on the south side of Sigwalt Street. The existing Police Station building is approximately 37,435 square feet in size and when combined with Fire Station #1 (16,343 sq. ft.) and Village Hall (approximately 75,000 sq. ft.), there is a total of 128,778 sq. ft. of floor area on the AHMC. The subject property has a triangular shape and is bounded by the Union Pacific Railroad (UPRR) to the northeast, Sigwalt Street to the south, and South Arlington Heights Road to the west.

The AHMC contains a total of 441 parking spaces which are divided between the parking lots on the south side of Sigwalt Street (95 spaces), the multi-story parking garage attached to the Village Hall building (271 spaces), and the parking area to the rear of the existing Police Department (75 spaces).

When the Plan Unit Development was amended in 2005 for the Village Hall and Fire Station #1, no parking variations were granted with that approval.

Project Description:

The Village is proposing the demolition of the existing police station building to allow for the reconstruction of a 70,500 sq. ft. building in its place. Additionally, there would be changes to the surface parking lots to the rear of the existing building, which would reduce the overall parking for the police building by only 7 spaces. Further details on the parking demand for the AHMC will be provided within the Traffic & Parking section of this report.

In order to accommodate the new Police Department building, modifications are necessary to the main driveway entrance to the AHMC. These include the following:

- A two lane cross section is proposed with one ingress and egress lane versus a three lane cross section. The existing loading zone by Village Hall remains.
- The driveway into the municipal garage has been straightened.
- Existing driveway conflicts once customers enter the garage have been eliminated. This cleans up traffic flow and access into the Municipal parking garage.
- A clearly delineated pedestrian access from the public parking in the garage, to the police station front door is being developed. Currently customers going to the Police Station are forced to walk in the driveway at certain points due to lack of sufficient sidewalk width.

Finally, the existing garage stair tower at the southeast corner of the garage is creating numerous conflicts and solutions to this issue have been studied.

The decision has been to maintain the existing southeast garage stair tower and utilize the second floor landing to provide secure access into the Police Department of that location.

Zoning and Comprehensive Plan

In order for the project to proceed forward, a number of zoning actions are required. First, an amendment to the underlying PUD Ordinances (05-041 and 78-026) are required to allow for construction of the new Police Department building. Facilities that are owned and operated by the Village of Arlington Heights are permitted uses within the P-L District, and therefore the continued use of the subject property as a police station is consistent with the zoning classification of the subject property.

The Village's Comprehensive Plan designates the future use of the subject property as "Government". The proposed Police Department redevelopment and PUD amendment is therefore consistent with the Comprehensive Plan.

Site Related Issues

The Staff Development Committee has worked closely and will continue to with Legat Architects and McClaren, Wilson, Lawrie and Riley Construction to develop the new Police Station. As part of the formal zoning review process, a few key issues were identified resulting in requested variations. For each variation, written justification has been provided addressing the following criteria.

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.
- The plight of the owner is due to unique circumstances.
- The variation, if granted will not alter the essential character of the locality.

The following variations have been identified:

A Variation is requested from Chapter 28 Section 11-2-8 Minimum Drive Aisle Width to Reduce the Drive -Aisle from 24' to 22' in the rear Police Vehicle Parking Area.

The use of the rear parking facility for continued Police Department operations and Police personnel vehicle only is critical to the functioning of the Police Department. The existing parking lot is currently configured in the existing situation with a 22' drive wide aisle. The Staff Development Committee concurs with the written justification, which outlines the unique shape of the property and minimal impact that this variation would have. See attached Police Station Written Justification for Variations.

A Variation is requested from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.

The petitioner has submitted written justification for this variation addressing the three criteria listed above. As noted in the written justification, the Village typically meets or exceeds all Village regulations for landscape requirements. However, in this situation, it is not practical to install the landscape island. Currently the municipal campus does not provide any onsite stormwater detention. In order to provide onsite stormwater detention that will have a regional benefit to the community, underground stormwater detention vaults need to be installed on the property. The only location where these underground stormwater detention vaults can be installed, are under the paved parking lot at the rear of the Police Station building. Due to the vault elevations necessary, the clearance to permit a typical landscape island to be installed on top of the detention vault is insufficient. The Staff Development Committee concurs with the petitioner's written justification for this variation.

A Variation is requested from Chapter 28 section 11.4 to reduce the number of required parking spaces from 620 to 434 parking spaces for the Municipal Campus.

Use of the property for a continued Police Department operation is critical to the long term safety of the Village of Arlington Heights. The existing Municipal Campus currently contains 441 parking spaces. The proposed plan results in a loss of 7 spaces for a total of 434 spaces. No additional personnel will be added at this time as a direct result of the new Police Station. The detailed traffic and parking study dated December 8, 2016 and revised February 14, 2017 clearly illustrates that there is sufficient parking supply for the Municipal Campus given the unique functions of the Village Hall, Police Station, and Fire Station #1. More details on the traffic and parking is identified in the Traffic Study, as well as the parking and traffic section in this report. The Staff Development Committee concurs with the written justification for the parking variation that addresses the three variation criteria noted earlier in this report.

Traffic & Parking

Section 6.12-1 requires a "traffic and parking study prepared by a qualified professional engineer or prepared in a manner acceptable to the Village". The document prepared by Village conforms to this requirement.

In 2015, the feasibility study provided a preliminary estimate of the parking needs for the AHMC based on their parking survey during November of 2015. This study concluded that the worst case peak parking demand for the AHMC, as based on the parking survey, was 317 spaces. Therefore, it is expected that a reduction from 441 total spaces to 434 spaces on the campus will not create a parking shortage. A detailed analysis of the parking as required by the Zoning Code is outlined below.

	Square Footage	Occupancy	Parking Ratio	Parking Required
VILLAGE HALL				
Office (includes basement and 4th floor)	39,724		1 space / 300 SF	132
Council Room	2,400	160	30% of the Occupancy	48
Public Meeting Rooms	3,100	207	30% of the Occupancy	62
Departmental Meeting Room (9 meeting Rooms)	2,237	149	30% of the Occupancy	45
Departmental Lobby Space	2,372		1 space / 300 SF	8
Mechanical/Miscellaneous	25,382		N/A	
Administrative Vehicles			1 space / vehicle	20
Total	75,215	516		315
POLICE STATION				
Office	25,657		1 space / 300 SF	86
Multi-Purpose/Training/Conf. Room/Lobby Areas	6,329	422	30% of the Occupancy	127
Miscellaneous (Holding/Fire Range/Evidence Storage/Locker Rooms, etc.)	38,304		N/A	
Police Squad Car Interior Parking Area	N/A		N/A	
Police Vehicles			1 space / vehicle	81
Total	70,290	422		294
*8 Municipal Vehicles can be deducted since they are driven home by employees				(8)
FIRE STATION #1				
Office	322		1 space / 300 SF	1
Multi-Purpose/Training	323	21	30% of the Occupancy	6
Fire Apparatus Bay	5,812		N/A	
12-Bunk Rooms	1,320	12	1 space / employee	12
Miscellaneous/Mechanical	8,566		N/A	
Total	16,343	33		19
Total	161,848	971		
Total Required				620
Total Provided				434
Surplus (Deficit)				(186)

MUNICIPAL CAMPUS PARKING**Existing Supply**

Visitor	Village Vehicles	Employees	Daily Fee	TOTAL
53	40	250	98	441

MUNICIPAL CAMPUS PARKING**Proposed Supply**

Visitor	Village Vehicles	Employees	Daily Fee	TOTAL
53	40	243	98	434

Historical Municipal Parking Campus Peak Capacity					
	2005	2009	2014	2016	Proposed
Total Spaces	485	453	441	441	434
Peak	301	240	292	244	268
Occupied	62%	53%	66%	55%	62%
Vacant	186	213	149	193	166

*Proposed capacity assumes theoretical 10% increase in peak parking.

2005 counts included higher commuter parking prior to Vail Avenue garage expansion.

2016 Municipal Campus Parking Summary Findings

Between November 14 and November 18, 2016 the Police Department conducted parking counts Monday through Friday on the Municipal Campus at 9:30 am, 2:30 pm, and 6:00 pm. See Traffic & Parking Study for detailed counts.

MUNICIPAL PARKING PEAK DAYTIME CAPACITY November 14 to 18 2016						
		Supply	Occupied	%	Vacant	%
Visitor	Mon. 6:00 pm	53	22	41%	31	59%
Employees	Fri. 2:30 pm	150	113	75%	37	25%
Police lot	Fri. 6:00 pm	75	58	77%	17	23%
Daily fee	Tues. 2:30 pm	98	56	57%	42	43%
Village Vehicles	Fri. 6:00 pm	40	34	85%	6	15%
Fire Dept.	Wed. 2:30 pm	25	7	28%	18	72%
TOTAL	-----	441	290	65.8%	151	34.2%

The following is a summary of the findings:

- Peak Capacity at the Municipal Campus occurred on Thursday, November 17, at 2:30 pm when 248 spaces, 56% of the parking spaces were occupied with 193 spaces, 44% vacant.
- Meeting attendees for the week of November 14 to November 18, 2016 ranged from 20 attendees to 211 attendees at different times throughout the day.
- Maximum peak capacity taking a worst case scenario of different days and different hours, illustrated occupancy of 290 spaces, 65.8% occupied, with 151 spaces vacant, 34.2% vacant.
- Daily fee parking was not fully utilized no less than 42 spaces were available at any given time.
- Visitor parking on levels 2, 3, and Lot O had minimal usage during the day. However, Lot O was heavily utilized during early voting.
- Employee parking had a peak capacity at 2:30 pm on Friday, November 18, with 113 spaces occupied 75% and 37 vacant or 25%.
- The Police parking lot had a maximum capacity on Friday, November 18, at 6:00 pm with 58 spaces occupied or 77%.

Additionally, the Village analyzed projected traffic impacts of the Municipal Campus. It is expected that traffic flow through-out the site will be improved as a result of the reconfigured police vehicle movement. Traffic counts at the Municipal Campus main driveway were conducted in November 2016. The data generated by these traffic counts are summarized in the Traffic and Parking Study. Based upon the counts, peak hour traffic inbound and outbound into the Municipal Campus occurred at 2 PM with a total of 93 trips. Maximum trips during a 24 hour period occurred on Monday, November 21, 2016 with a total of 1,046 inbound and outbound trips. Peak hour trips leaving the Municipal campus southbound were 51 between 5 PM and 6 PM on Monday, November 21, 2016. While modifications to the main driveway are proposed, no negative impacts are projected. In addition, police vehicles will utilize the east driveway between the new Police Station and the existing Fire Station, reducing impact upon the main access point to the Municipal garage. This new layout will reduce vehicle/pedestrian conflicts at the entrance to the municipal garage.

Landscaping & Tree Preservation

As required by the Zoning Ordinance, a Tree Preservation plan and landscape plan has been submitted. The landscape plan has been developed to provide a variety of species throughout the Police Station portion of the Municipal Campus. While the majority of the existing site and proposed is currently paved or covered with buildings, the landscape area along Sigwalt Street has been nicely developed to provide as much green space as possible with a variety of plant material, while at the same time providing secure safety measures now needed for public safety buildings.

Design Commission

The project was reviewed on a preliminary basis by the Design Commission in mid December. Based upon the input from the Design Commission, a number of modifications have been made to the design and on February 14, the Design Commission made a motion to approve the architecture of the new Police Station. Details on the Design Commission action are included in the packet of materials.

RECOMMENDATION

The Staff Development Committee reviewed the proposed request recommends approval of the proposed PUD amendment, and variations

- A Variation is requested from Chapter 28 Section 11-2-8 Minimum Drive Aisle Width to Reduce the Drive -Aisle from 24' to 22' in the rear Police Vehicle Parking Area.
- A Variation is requested from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.
- A Variation is requested from Chapter 28 section 11.4 to reduce the number of required parking spaces from 620 to 434 parking spaces for the Municipal Campus.

Subject to the following:

1. Final engineering plans, details, and calculation shall be required prior to the issuance of a Building Permit.
2. Location of Fire station dumpster shall be determined prior to issuance of a Building Permit.
3. All mechanical equipment shall be completely screened.
4. The petitioner shall comply with the Design Commission recommendation of February 14, 2017
5. The petitioner shall comply with applicable federal, state, and Village codes, regulations and policies.

Charles Witherington-Perkins, Director of Planning & Community Development
February 17, 2017

C: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON FEBRUARY 22, 2017, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 16-024, an Amendment to Ordinance 78-026 and Ordinance 05-041 and Variations to Section 11.2-8 and Section 6.13-1.2(b) of Chapter 28 of the Municipal Code to allow the redevelopment of the Police Department property, said property located at 200 East Stewart Street in Arlington Heights, IL, legally described as:

PARCEL 1
P.I.N. 03-29-350-013, 03-29-350-001
PART OF SECTIONS 29 AND 32, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT 310 FEET EAST OF THE NORTH WEST CORNER OF THE NORTH EAST QUARTER OF THE NORTH WEST QUARTER OF SAID SECTION 29, THENCE NORTH PARALLEL WITH THE WEST LINE OF THE EAST HALF OF THE SOUTH WEST QUARTER OF SECTION 29 AFORESAID 250 FEET; THENCE EAST PARALLEL WITH SECTION LINE 30 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER OF SECTION 29, A DISTANCE OF 74.19 FEET; THENCE EAST PARALLEL WITH THE SECTION LINE 188.56 FEET; THENCE NORTH EAST PERPENDICULAR TO THE SOUTH WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD COMPANY 51.83 FEET TO A POINT IN SAID RIGHT OF WAY LINE; THENCE SOUTH EASTERLY ALONG SAID RIGHT OF WAY LINE TO A POINT 100 FEET DUE SOUTH OF THE NORTH LINE OF THE NORTH WEST QUARTER OF SECTION 32, THENCE WEST PARALLEL WITH SECTION LINE TO A POINT 100 FEET DUE SOUTH OF THE PLACE OF BEGINNING; THENCE NORTH TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS.

PARCEL 2
P.I.N. 03-29-350-016
THAT REAL ESTATE DESCRIBED AS COMMENCING AT A POINT 141 FEET NORTH OF THE SOUTH WEST CORNER OF THE EAST HALF OF THE SOUTH WEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID EAST HALF, 10.97 FEET; THENCE SOUTHEASTERLY 98.73 FEET TO A POINT 316.5 FEET NORTH OF THE SOUTH LINE OF SAID EAST HALF AND 201.6 FEET EAST OF THE WEST LINE OF SAID EAST HALF; THENCE SOUTH PARALLEL TO THE WEST LINE OF SAID EAST HALF, 49.9 FEET; THENCE NORTH PARALLEL TO THE SOUTH LINE OF SAID EAST HALF, 58.4 FEET; THENCE SOUTH PARALLEL TO THE WEST LINE OF SAID EAST HALF, 91.19 FEET; THENCE EAST PARALLEL TO THE SOUTH LINE OF SAID EAST HALF, 188.56 FEET; THENCE NORTHEASTERLY PERPENDICULAR TO THE SOUTH WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, 53.90 FEET TO A POINT IN SAID SOUTH WESTERLY RIGHT OF WAY LINE; THENCE NORTHWESTERLY ALONG SAID RIGHT OF WAY LINE TO ITS INTERSECTION WITH THE WEST LINE OF THE EAST HALF OF THE SOUTH WEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE SOUTH ALONG THE WEST LINE OF SAID EAST HALF TO THE POINT OF BEGINNING (EXCEPT THE WEST 40 FEET THEREOF), IN COOK COUNTY, ILLINOIS.

PARCEL 3
P.I.N. 03-29-350-004
THAT PART OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT 141 FEET NORTH OF THE SOUTH WEST CORNER OF THE EAST HALF OF THE SOUTH WEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, RUNNING THENCE NORTH 106 FEET, THENCE EAST 310 FEET, THENCE SOUTH 106 FEET, THENCE WEST 310 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 4
P.I.N. 03-29-350-005
THAT PART OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH WEST CORNER OF THE EAST HALF OF THE SOUTH WEST QUARTER OF SAID SECTION 29, RUNNING THENCE NORTH ALONG CENTER OF HIGHWAY 144 FEET, THENCE EAST 310 FEET, THENCE SOUTH 141 FEET TO SECTION LINE, THENCE WEST ALONG SECTION LINE 310 FEET TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS.

PARCEL 5
P.I.N. 03-29-350-013, 03-29-350-014
THAT PART OF THE EAST HALF OF THE SOUTH WEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE WEST LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER THAT IS 250 FEET NORTH OF THE SOUTH WEST CORNER THEREOF; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER A DISTANCE OF 340 FEET, THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER A DISTANCE OF 17 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID EAST HALF OF SAID SOUTH WEST QUARTER, A DISTANCE OF 58.4 FEET, THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER, DISTANCE OF 49.9 FEET, THENCE NORTH WESTERLY 98.73 FEET TO A POINT IN A LINE 141 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER, SAID POINT BEING 188.56 FEET WEST OF THE WEST LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER, THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER, 188.56 FEET TO THE WEST LINE OF SAID EAST HALF OF THE SOUTH WEST QUARTER, THENCE SOUTH 91.19 FEET TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS.

And other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD (847) 368-5794.

ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald FEBRUARY 7, 2017 (4463726)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the DAILY HERALD. That said DAILY HERALD is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora, Glenview

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published February 7, 2017 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Laurel Baitz
Authorized Agent

Control # 4463726

RECEIVED

FEB 10 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Police Station Written Justification for Parking Variation

The following is a written justification of the request for a parking variation for the Police Station to be located at 200 E. Sigwalt Street:

A variation is requested from Chapter 28 section 11.4 to reduce the number of required parking spaces to 434 parking spaces for the Municipal Campus.

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone. Use of the property for a continued Police Department operation is critical to the long term safety of the Village of Arlington Heights. The existing Municipal Campus currently contains 441 parking spaces. The proposed plan results in a loss of 7 spaces for a total of 434 spaces. No additional personnel will be added as a direct result of the new Police Station. The detailed traffic and parking study dated December 8, 2016 and revised February 2, 2017 clearly illustrates that there is sufficient parking supply provided on the Municipal Campus for the unique Village functions of the Village Hall, Police Station, and Fire Station #1.

The plight of the owner is due to unique circumstances. The plight of the owner in this particular situation is due to unique circumstances in the nature of Government buildings. For example, the existing Police Station is approximately 38,000 square feet and will be replaced by 70,500 square foot facility, yet there will be no increase in employees. The expansion of the facility is being made in order to meet current enforcement standards such as long term evidence storage, forensics holding cells etc. Many components of the building, that are critical for Police Department operations, do not generate additional traffic or parking to the campus. These elements include, but are not limited to the Shooting range, the holding cells, long term evidence storage, men's and women's locker rooms, fitness center and various other facilities. In addition, the Police Department office space calculation illustrates a parking requirement of 86 parking spaces, when the maximum day shift is 60 employees. The multipurpose training facilities, conference rooms and lobbies require 127 spaces per code, yet many of these rooms are only utilized by exiting police personnel, such as roll call room. The lobby has a square footage of over 2,000 square feet and is calculated at a ratio of 30% of the occupancy, yet in reality will not be utilized in such a manner. Also, 81 spaces is required for police vehicle parking, however, there is never an occasion when all vehicles would be parked on site. Also, with respect to the Village Hall, the office space under a typical office space calculation requires 132 parking spaces, yet Village Hall has a maximum number of 95 employees and summer interns/part time. In addition, the department and public meeting room's calculation for the Village Hall assume all meeting rooms are utilized at the same time, which in reality that does not occur. Lastly, the Fire Station per the code requirements has a requirement of 19 parking spaces based upon occupancy of 33. Yet the maximum number of employees at the site at any time is 9.

The variation if granted will not alter the essential character of the locality. The variation is granted will continue to allow the Municipal Campus and Police Station to remain at its current location and will not alter the essential character of the locality. The parking study with extensive counts taken over several time periods, indicate even at peak times, there was always excess parking available.

Arlington Heights Police Station

For several years the Village of Arlington Heights has studied existing building deficiencies with the Arlington Heights Police Station. Feasibility studies were commenced in 2010 and more recently in 2015 evaluating building deficiencies and developing “best fit” options for a new Police Station on the Municipal Campus. In 2016 the Village retained Legat Architects and McClaren, Wilson, & Lawrie Inc. to prepare construction drawings for the Police Station.

The proposed design concept is a two-story, 70,500-square foot facility that includes a basement and a 10,000-square-foot garage. Construction of the facility is anticipated to begin next summer. Riley Construction has been hired as Construction Manager.

The current concept was developed after the Village spent several years studying the 37-year-old facility. Recent space-needs studies resulted in the 38,000-square-foot building needing significant mechanical, electrical and plumbing (MEP) repairs and replacement just to maintain it as a serviceable building for the operational needs of a 24/7, 365 days a year Department. Instead of investing millions of dollars in the aging structure that is outdated and inadequate for today's policing needs, the Village Board decided to move forward on a redevelopment of a new Police Station.



Construction of the new Police Station, which will be built between Village Hall and Fire Station 1, is estimated to cost \$27.985 million. Funding for the construction, architectural and engineering expenses, parking improvements, demolishing the current facility and renting a temporary space for the Police Department was covered through selling a bond issue for \$32.9 million with 2.93% interest.

The planned layout of the first and second floors of the new Police Station is designed to promote functional adjacencies aimed at enhancing the effectiveness of police services. The proposed layout of the first floor includes a public information desk, booking area, the patrol division and the records areas. Plans for the second floor includes the investigations and community services divisions, administration, a workout area and locker rooms. The basement would include a firing range, training room and evidence storage. The Village is also planning to renovate and utilize a portion of Village Hall's 4th floor for long term Police Department storage and long term off site storage in the Police Annex (former unused Fire Department facility). Utilization of existing facilities helps provide cost effective solutions.

A neighborhood meeting to review the plans with the neighborhood was held on January 18, 2017. The Plan Commission will conduct a Public Hearing on February 22, 2017 at 7:30 pm to consider an amendment to the existing planned unit development.

The Village is currently vetting several temporary location possibilities for the Police Department that will keep the Department together in one location while a new station is being built, will be a cost effective solution, and will adequately provide for a fully functioning Police Department.

For more details go to www.vah.com to view “Police Building” project updates.

Neighborhood Meeting Notes

January 18, 2017

Village Attendees:

Tom Glasgow: Trustee

Nick Pecora: Deputy Police Chief

Charles Witherington-Perkins: Director of Planning & Community Development

Public Attendees:

203 notices were mailed to adjacent property owners approximately two weeks prior to the meeting

Seven members of the public attended

Meeting Notes

After general introductions a brief introduction was made to the neighbors in attendance outlining the site plans, floor plans, exterior elevations, and design concepts.

- *Storm water detention neighborhood flooding:* Questions were asked regrading impact on potential flooding in the neighborhood to the south. It was explained to the residents that currently the Municipal Campus has no onsite detention as part of this project, large underground detention vaults will be placed underneath the surface parking lot behind the Police Station building to retain stormwater on the property before it released into the regional storm system. This will result into an improvement of a today's existing conditions. The residents seemed pleased with this inclusion in the project.
- *Green technology:* Questions were asked about Green Technology in the project. It was explained that energy efficient lighting, sensors in offices and compliance with required energy codes would be followed as part of this project. It was further explained that Geothermal heating system was explored, but ruled out. Geothermal is no longer being considered, not only due to maintenance and reliability concerns on three specific projects that were visited by Village Staff, but also due to the fact that a geothermal system would require 50 plus wells to be installed, 500 feet deep in the parking lots on the south side of Sigwalt Street, resulting in significant noise and disruption to the neighborhood.
- *Generator noise level concerns:* A question was asked regarding the noise of levels of the generator and concerns with the impact on the neighborhood. It was explained that the generator will be placed at the rear of the building with a screen wall, (still under design and evaluation) which should help minimize noise to the neighborhood.
- *Lighting into the neighborhood:* There were questions regarding light levels on the proposed Police Station that may impact the neighborhood. It was explained that at this time, specific light fixtures have not been selected as we are not at that point in project design. However, lighting levels would be designed to be compliant with Village Code, while providing sufficient lighting to the Police Station without negatively impacting the neighborhood.
- *Dirt and noise during construction into the neighborhood:* There were several questions regarding impact from construction activity into the neighborhood that will be relayed to Riley Construction.

- *Construction start time:* There were concerns that construction activity would start before the approved construction hours of 7 am to 7 pm. These hours will also be relayed to Riley Construction.
- *Dirt on the street and will the streets be cleaned daily:* It was explained that the streets would be kept clean by Riley Construction as needed, which at certain phases of the project, may not necessarily be daily.
- *Fire Department traffic through the north/south streets:* There was a concern that Fire Department traffic through the north/south streets would increase and impact the residential homes. This item will be relayed to the Fire Department.
- *Construction traffic on Pine or Belmont:* There were concerns that construction traffic would utilize Pine or Belmont. It was explained that construction traffic would be directed to use Sigwalt Street and Davis and not the north/south residential streets. It was further explained that construction employee parking would most likely be located further east on Davis Street in the parking lane and these issues would also be relayed to Riley Construction.

After discussion of exterior design there was general positive feedback and appreciation for the approach and design with respect to inclusion of warmer color stone as well as maintaining a lower profile architectural design that is compatible with neighborhood to the south.

At the conclusion of the meeting, the attached handout was provided to the neighbors with additional copies given, so that they could pass on to their neighbors who were not in attendance of the meeting.

Charles Witherington-Perkins
Director of Planning & Community Development

Police Station Written Justification for Variations

Charles Witherington-Perkins

The following is a written justification of the requested variation for the proposed Police Station to be located at 200 E. Sigwalt Street:

A Variation is requested from Chapter 28, Section 11-2-8 Minimum Drive Aisle Width to Reduce the Drive -Aisle from 24' to 22' in the rear Police Vehicle Parking Area.

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

Use of the rear parking facility for continued Police Department operations and Police personnel vehicle only is critical to the functioning of the Police Department. The existing parking lot is currently configured in the existing situation with a 22' drive aisle width. This is necessitated by the unique shape of the property and existing pinch points on the site between the existing Municipal garage and Village Hall generator and utility enclosure and the new police squad parking garage structure. The existing Alta survey illustrates the current 22' drive aisle, which will remain in place in order to maximize onsite parking. No public parking is allowed in this area, and no issues with onsite circulation have occurred with Police vehicles and police personnel use, as a result of this existing condition.

The plight of the owner is due to unique circumstances

The plight of the owner in this particular situation is due to a number of unique circumstances, not the least of which is the unique character of the property. The Arlington Heights Municipal Campus has numerous site constraints including Arlington Heights Road on the west property line; Sigwalt Street on the south; and the Union Pacific Northwest railroad tracks running at a northwest-southeast angle creating a triangle shaped property. In addition, the Police Station needs to be built between the existing First Station on the east corner of the property, and the existing Village Hall and existing Municipal Parking garage. These site constraints, in addition to the ones noted above make it imperative for this variation to be granted. Additionally, the Village is seeking to maximize the limited availability for onsite landscaping to screen the parking from the railroad to the north.

The Variation, if granted, will not alter the essential character of the locality.

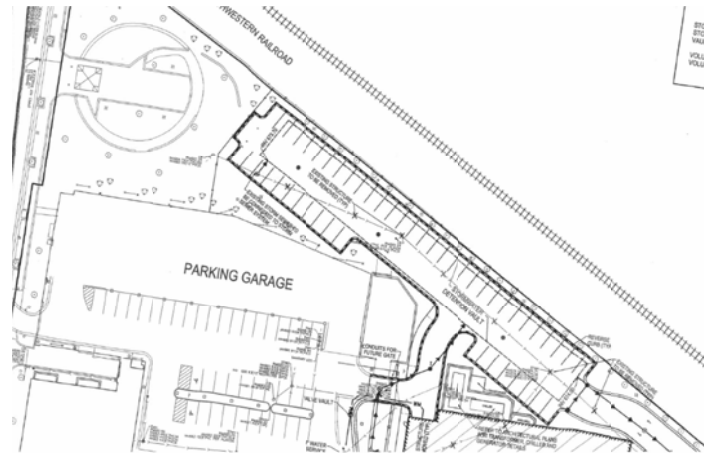
The variation, if granted will continue to allow the existing parking lot configuration to remain at the rear of the building screened between the buildings and the embankment of Union Pacific Northwest railroad tracks. No public is allowed access to this parking lot and no public will utilize the parking area or have visibility to this area. By granting such variation, the public will not notice or be affected by such a request. However, by not granting the variation may result in the loss of 18 to 20 onsite parking spaces, which may result an increase parking demand upon the parking lots on the south side of Sigwalt Street, which would have a detrimental impact on the neighborhood.

A Variation is requested from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

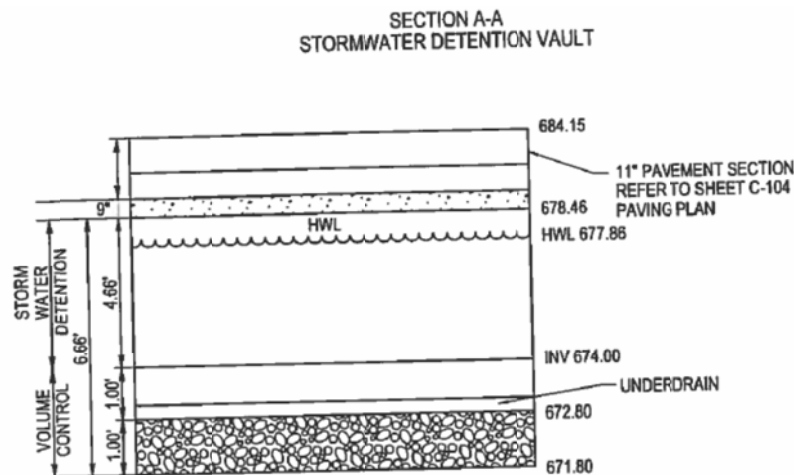
The police surface parking lot in the rear of the building, along the railroad tracks contains a row of 31 parking spaces. The Village is requesting a variation from the requirement to install one landscape island at this location. The Village typically meets or exceeds all Village regulations for landscape requirements. However, in this situation, it is not practical to install the landscape island. Currently the municipal campus does not provide any onsite stormwater detention. In order to provide onsite stormwater detention that will have a regional benefit to the community, underground stormwater detention vaults need to be installed on the property. The only location where these underground stormwater detention vaults can be installed, are

under the paved parking at the rear of the Police Station building. These detention vaults run under the surface parking lots almost the entire length of the surface parking area. Due to the limited space between the existing Municipal parking garage and the railroad right of way, there are no other practical locations to install the underground detention vaults.



The plight of the owner is due to unique circumstances.

The plight of the owner in this particular situation is due to unique circumstances including the unique character of the property. As previously noted, the Arlington Heights Municipal Campus has numerous site constraints, including Arlington Heights Road, Sigwalt Street, and Union Pacific railroad tracks as well as existing structures such as the Village Hall, Municipal parking garage, and the Fire Station. Due to the vault elevations necessary, as well as the release points for the stormwater detention, the underground detention vaults do not provide sufficient clearance to permit a typical landscape island to be installed on top of the detention.



The Variation, if granted will not alter the essential character of the locality.

The variation, if granted will not alter the essential character of the locality and will continue to allow the existing surface parking lot at the rear of the building to be utilized. In addition, by allowing underground stormwater detention to be installed at this location, it will provide significant regional benefits by detaining stormwater on site that currently goes immediately into the storm sewer system. Additionally, next to this area is an extensive row of trees and landscaping that will be planted between the parking lot curb edge and the property line with the railroad right of way. All additional landscaping requirements are being met or exceeded with extensive landscape screening being maintained adjacent to the Municipal parking garage, as well as landscaping within existing landscape islands.

**REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:**

December 14, 2016

Project Title: Police Station Redevelopment
Address: 200 E. Sigwalt St.
Petitioner: Charles Witherington-Perkins – Director of Planning & Community Development
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

Requested Action:

- Amendment to PUD Ordinances 05-041 and 78-026

Variations Required:

- None identified at this time.

Attendees: Charles Witherington-Perkins – Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The existing Arlington Heights Police Department building is located at 200 E. Sigwalt Street, between Village Hall and Fire Station #1. The current building is 37,435 square feet and was constructed in 1978 for a staff of 92 police employees. Today, the Police Department has 139 employees. The Department is out of space and the building no longer meets their needs. Potential future growth of the Department is modest and largely dependent on the growth of the community from re-development and initiation of new police programs.

In 2010, the Village completed a Police Station feasibility study. In 2014, the Village of Arlington Heights retained the services of an architectural firm to conduct another feasibility study to determine if renovation or replacement of the police station building on the existing Municipal Campus is viable. The goals of the study included verification of the space requirements of the Police Department, analysis of parking requirements, review of a previously developed existing building condition report, and development of preliminary site and floor plans with corresponding project budgets. The study was completed and accepted by the Village Board on September 8, 2015, and it concluded that renovation/expansion of the existing police building is not a viable option due to numerous architectural, structural, mechanical, electrical, plumbing, and fire protection issues. However, the study did conclude that building a new police facility, meeting modern day standards, is feasible on the existing AHMC site.

Meeting Discussion:

Mr. Witherington-Perkins explained that the Village had hired multiple consultants over the last ten years to evaluate the existing police station, the future needs for the police department, and possible scenarios for expansion and redevelopment. He stated that in 2006 there was a plan for a small addition to the rear of the police station, but that the Village opted not to move forward with this addition and instead focus on a comprehensive redevelopment of the police station. He said that the existing building was about 38,000 square feet, and the police needed about 70,500 square feet. He presented the current site plan and explained that the site was tight, but that the building would utilized as much of the site as possible in order to provide the needed space for the Police Department. He stated that the new building would maintain the required 10' setback along Sigwalt Street and the primary change to the site would be how vehicular circulation occurs within the property and he explained how the proposed circulation would function. He

provided a brief explanation of the floorplan and how the interior of the building would be organized. He outlined the changes that would occur to the main entrance to the campus, and how this would be reoriented to provide more space for the police building and better pedestrian access from the municipal garage.

Mr. Witherington-Perkins said that the Village would be using their in-house expertise to provide a traffic and parking study, and that the Engineering Department had recently completed some traffic counts that would be incorporated into this study. He stated that the peak in parking and traffic on the municipal campus occurs during early voting, and that the recent election provided good data to analyze the traffic and parking on the subject property. With regards to the exterior design, he mentioned that the project had been to the Design Commission for a preliminary review and that the architecture was designed to fit in with the architecture of the Village Hall building and Fire Station building. He concluded his presentation by stating that they would be making a formal application submittal in the near future, which would allow them to proceed with zoning entitlements to permit the project.

Commissioner Sigalos said he was supportive of the project and asked about a potential entry to the police station from the second floor of the existing parking garage.

Mr. Witherington-Perkins responded that they have done multiple studies on the feasibility of this entrance and that although they had not quite finalized the orientation of this entrance, he stated that it would be for police personnel only and not for the general public.

Commissioner Sigalos clarified that his concern was about the general public accessing the police building from this entrance and that he asked the question in order to determine what security would be in place.

Mr. Witherington-Perkins replied that the current plan was to utilize the existing stair tower and provide an entrance through to the new building, which entrance would be secured and for police only.

Commissioner Jensen stated that he was very supportive of the project and said that the Village would be wise to provide open and transparent communications with the public outlining the need for the new police station building. He suggested a bullet point list provided to the Plan Commission that would outline some of the key features of the new building and why it was necessary to construct new as opposed to renovate.

Mr. Witherington-Perkins stated that getting the word out to all residents is always a challenge but that there were other individuals who were working on it. He said that the Village website has an entire section devoted to the police station and that the feasibility study was on the website as well, but still it is hard to get the word out to everyone. He mentioned that a status update to the Board was provided last week and shown on the public access channel, and articles on the web site have also been posted over the course of the project.

Commissioner Green asked if the building would be constructed to allow possible additions in the future.

Mr. Witherington-Perkins responded that they will be looking at an alternate bid to provide a reinforced structural element that would allow a potential future expansion, although they are trying to keep costs down and do not want to overbuild the structure if possible.

Commissioner Sigalos asked if the Police Department used any space in the existing Village Hall building.

Mr. Witherington-Perkins responded that they do have some forensics space on the fourth floor of the Village Hall. He said that permanent evidence storage on the fourth floor of Village Hall is proposed along with investigation at an off-site building in order to keep costs down.

Commissioner Jensen questioned if the project budget was actually less than originally expected.

Mr. Witherington-Perkins replied that the construction budget was 27.98 million, and a 2010 study estimated that

construction cost could be around 40 million. .

Commissioner Jensen responded that this would be an important point to make during the presentation to the public.

Commissioner Sigalos pointed out that the construction cost did not include the architectural/engineering fees, furniture, soft costs, and relocation expenses.

Mr. Witherington-Perkins said that this was correct.

Commissioner Green said that this would also be a good point to make during the presentation to the public as sometimes people will hear one number and become fixated on that figure, and when the additional costs that have always been anticipated are then added to the original figure, then people may think that they have been misled.

Commissioner Sigalos asked when the Village expected to break ground on the project.

Mr. Witherington-Perkins replied that they were expecting to break ground in the summer of 2017, and that they had already issued a bond for the project.

Discussion ensued regarding the temporary relocation of the Police Department during construction of the new building.

Commissioner Green encouraged the applicant to move forward.

RECOMMENDATION

The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

**Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder**

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 1105 N. Walnut Ave.
Project Address: 1105 N. Walnut Ave.
Prepared By: Steve Hautzinger

Date Prepared: January 19, 2017

PETITION INFORMATION:

DC Number: 17-001
Petitioner Name: Brian Hyde
Petitioner Address: Greenscape Homes
4355 Weaver Parkway
Warrenville, IL 60555
Meeting Date: January 24, 2017

Requested Action(s): Approval of the proposed architectural design for a new (teardown) single-family residence.

ANALYSIS:

Summary

The proposed design is being forwarded to the Design Commission for review to determine if it meets the standards, requirements, and intent of the Village of Arlington Heights Single-Family Design Guidelines, and Chapter 28 (Zoning Ordinance) of the Village of Arlington Heights Municipal Code.

The petitioner is proposing to demolish an existing single story residence and detached garage to allow construction of a new two story residence with an attached, two and a half car garage. The subject site is zoned R-3, One Family Dwelling District. The property has a total land area of 7,920 square feet and the proposed residence will have approximately 3,563 square feet. The proposed design does comply with the R-3 zoning requirements as summarized below.

	ALLOWED	PROPOSED
Setbacks	Front: 20 feet Side: 6 feet Side: 6 feet Rear: 30 feet	Front: 33.15 feet Side: 11.07 feet Side: 6.10 feet Rear: 37.66 feet
Building Height	25 feet to the midpoint	24.8 feet to the midpoint
FAR	3,564 SF	3,563 SF
Building Lot Coverage	2,772 SF	2,244 SF
Impervious Surface Coverage Total	3,960 SF	2,879 SF

The subject property is located on a street of varied house designs ranging from smaller, single-story and split level homes with detached garages to newer two-story homes with attached front loaded garages.

There are a few concerns with the proposed design:

1. The front garage wall is very tall and steep, which is not in context with the neighborhood. The homes on this block generally have low sloping roofs, and the 16:12 and 14:12 roof pitches on the proposed design may be too strong of a contrast. It is recommended that the roof pitches be reduced to no more than 12:12.
2. The proposed design extends deep into the lot, and the side walls are large with minimal windows on the first floor level. This condition is helped by the 11 foot side setbacks, where 6 foot minimum is required, but it is recommended that landscaping be required to soften the impact of the large side walls.
3. The rear elevation lacks the character of the front elevation. It is recommended to add board and batten siding in the gable on the rear elevation to match the front.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed new single-family residence to be located at 1105 N. Walnut Avenue. This recommendation is subject to compliance with the architectural plans received on 1/17/17, and the following:

1. Reduce the roof pitches on the front elevation to 12:12 maximum.
2. Provide landscaping to soften the impact of the large side walls.
3. Add board and batten siding in the gable on the rear elevation to match the front.
4. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
5. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

_____, January 20, 2017

Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-001

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR THE NEW ARLINGTON HEIGHTS POLICE STATION TO BE LOCATED AT 200 E. SIGWALT STREET. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED ON 2/3/17, EXTERIOR MATERIAL LIST DATED 2/9/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A RECOMMENDATION TO FURTHER STUDY THE SMOOTH VERSUS RUSTICATED STONE, AND POSSIBLY SWITCHING THEM.
2. A RECOMMENDATION TO LOOK AT A DARKER GREEN COLOR FOR THE WINDOWS.
3. A RECOMMENDATION TO CONSIDER DARK VERSUS LIGHT BLINDS THAT WILL BE ON THE INTERIOR OF THE WINDOWS, SO NOT TO BE SEEN ON THE OUTSIDE.
4. A RECOMMENDATION TO LOOK AT LOWERING THE STONE BAY FEATURE ON THE SIDE ELEVATIONS.
5. A REQUIREMENT THAT THE PETITIONER RETURN TO THE DESIGN COMMISSION WITH THE DECORATIVE ENTRY LIGHT FIXTURE SPECIFICATIONS ONCE A SELECTION IS MADE.
6. A RECOMMENDATION TO ADD A TREE AT THE EAST END BY THE SALLYPORT DOOR.
7. A RECOMMENDATION TO CONSIDER ADDING A TONE OF GRAY TO THE BROWN ROOF.
8. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
9. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY TO AMEND THE MOTION AS FOLLOWS:

5. A RECOMMENDATION FOR STAFF TO APPROVE THE DECORATIVE ENTRY LIGHT FIXTURE SPECIFICATIONS, FOR APPROPRIATE SCALE, CONCEALED LAMP, APPROPRIATE BRIGHTNESS, AND MATERIAL, AND RETURN TO THE DESIGN COMMISSION ONLY IF DEEMED NECESSARY.
10. A RECOMMENDATION THAT THE SALLYPORT GARAGE DOOR BE MORE RESIDENTIAL IN NATURE, AS IF IT WERE WOOD, IN KEEPING WITH THE CHARACTER OF THE REST OF THE BUILDING.
11. A RECOMMENDATION THAT THE WIDTH OF THE STONE MOULDING ON EITHER SIDE OF THE WINDOWS BE FURTHER STUDIED.
12. A RECOMMENDATION THAT THE LIGHTING ON THE SIDE AND REAR ELEVATIONS BE FURTHER STUDIED, AND BE DARK SKY COMPLIANT.

COMMISSIONER FITZGERALD SECONDED THE AMENDED MOTION.

KINGSLEY, AYE; FITZGERALD, AYE; ECKHARDT, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

**PRELIMINARY
STORMWATER MANAGEMENT
CALCULATIONS**

FOR

**NEW POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS**

Prepared By:



Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com



Dated: December 29, 2016
Revised: January 27, 2017

Runoff Curve Number

Project: Arlington Heights Police Station By: SMM Date: 1/27/2017
 Location: Arlington Heights Checked: _____ Date: _____
 File: _____

Circle One: Present Developed Description: _____

Soil Name and Hydrologic Group (Appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	Curve Number	Area	Product of Curve Number and Area
			☒ acres ☐ sq. mi. ☐ %	
D	Impervious Area - Building and Asphalt Pave	98	1.90	186.2
D	Landscaping and Green Space	77	0.10	7.7
Totals =			2.00	193.9

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{193.9}{2} = \underline{96.95}$$

Use CN = **97**

Time of Concentration (T_c) or Travel Time (T_t)

Project: Arlington Heights Police Station
 Location: Arlington Heights
 File: _____

By: SMM
 Checked: _____

Date: 1/27/2017
 Date: _____

Present / Developed
 Tc through subarea _____

SHEET FLOW

	Segment ID	AB			
Surface Description (table 3-1)		Smooth Surface (Paved)			
Manning's roughness coeff., n		0.011			
Flow Length, L (total L ≤ 100') (ft)		100			
Two-yr 24-hr rainfall, P2 (in)		3.04			
Land slope, s (ft/ft)		0.005			
$T_t = (0.007(nL)^{0.8}) / (P_2^{0.5} s^{0.4})$ (hr)		0.04	+		= 0.04 hr

SHALLOW CONCENTRATED FLOW

	Segment ID	BC				
Surface Description (paved or unpaved)		Paved				
Flow Length, L (ft)		150				
Watercourse slope, s (ft/ft)		0.005				
Average velocity, V (ft/s)		1.44				
$T_t = L / 3600 V$ (hr)		0.03	+		+	= 0.03 hr

CHANNEL FLOW

	Segment ID	CD			
Cross-sectional flow area, a (ft ²)		0.785			
Wetted perimeter, Pw (ft)		3.14			
Hydraulic radius, r = a/Pw (ft)		0.25			
Channel slope, s (ft/ft)		0.005			
Manning's roughness coeff., n		0.012			
$V = (1.49 r^{0.667} s^{0.5}) / n$ (ft/s)		3.48			
Flow length, L (ft)		1000			
$T_t = L / 3600 V$ (hr)		0.08	+		= 0.08 hr

Watershed or subarea T_c or T_t = 0.15 hr

Arlington Heights police station



PROPOSED CONDITIONS ORIFICE/WEIR STRUCTURE RATING ANALYSIS

PROJECT NAME: Arlington Heights Police Station
PROJ. NO.: 2930
DESCRIPTION: Detention Vault
FILENAME: Orifice.xlsx
DATE: 27-Jan-17

OUTLET:

ORIFICE:	2.25 IN. DIA. @ ELEV	671.3
WEIR:	6 FEET WIDE @ ELEV	681

ORIFICE FLOW EQUATION: $Q = C_d A (2gH)^{0.5}$

WEIR FLOW EQUATION: $Q = 3.0 L (H)^{1.5}$

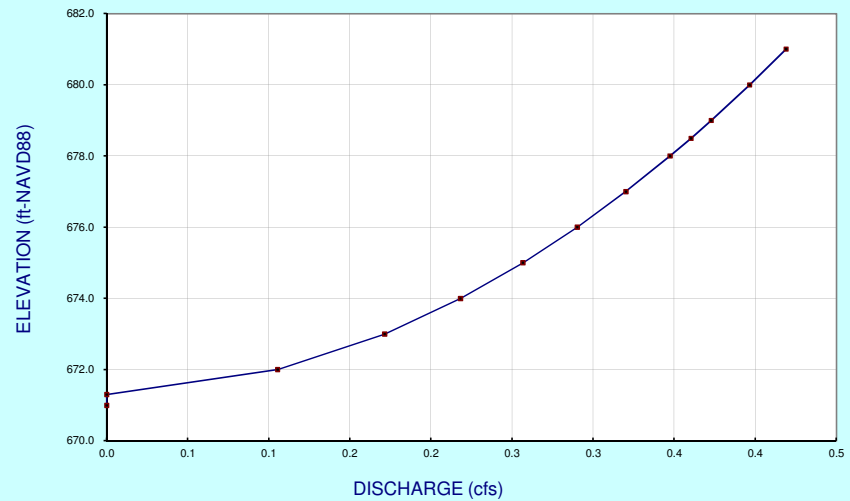
HYDRAULIC DIMENSIONS

	# 1
ORIFICE AREA (ft ²)	0.0276
ORIFICE DIAMETER (in)	2.25
ORIFICE DISCHARGE COEFFICIENT	0.61
ORIFICE ELEV. (ft-NAVD88)	671.30
TAILWATER OR CENTROID (ft-NAVD88)	671.394
WEIR LENGTH (ft)	6.00
WEIR COEFFICIENT	3.0
WEIR ELEV. (ft-NAVD88)	681.0

ELEVATION-DISCHARGE RELATIONSHIP

Elevation (feet)	Q-Orifice (cfs)	Q-Weir (cfs)	Q-Total (cfs)
671.0	0.00	0.00	0.00
671.3	0.00	0.00	0.00
672.0	0.11	0.00	0.11
673.0	0.17	0.00	0.17
674.0	0.22	0.00	0.22
675.0	0.26	0.00	0.26
676.0	0.29	0.00	0.29
677.0	0.32	0.00	0.32
678.0	0.35	0.00	0.35
678.5	0.36	0.00	0.36
679.0	0.37	0.00	0.37
680.0	0.40	0.00	0.40
681.0	0.42	0.00	0.42
682.0	0.44	18.00	18.44
683.0	0.46	50.91	51.37
684.0	0.48	93.53	94.01
685.0	0.50	144.00	144.50

OUTLET RATING CURVE



*****80-80 LIST OF INPUT DATA FOR TR-20 HYDROLOGY*****

JOB TR-20 SUMMARY NOPLOTS
 TITLE MCI#2820 ARLINGTON HEIGHTS POLICE STATION THEORET.DAT

PRELIMINARY STORMWATER MANAGEMENT CALCULATIONS

5 RAINFL 6 0.05 HUFF 1ST
 8 0.00 0.16 0.33 0.43 0.52 QUARTILE
 8 0.60 0.66 0.71 0.75 0.79
 8 0.82 0.84 0.86 0.88 0.90
 8 0.92 0.94 0.96 0.97 0.98
 8 1.00 1.00 1.00 1.00 1.00

OUTLET CONTROL STRUCTURE INVERT
 =671.30

DETENTION VAULT OUTLET PIPE
 = 674.00

9 ENDTBL
 5 RAINFL 7 0.05 HUFF 2ND
 8 0.00 0.03 0.08 0.12 0.16 QUARTILE
 8 0.22 0.29 0.39 0.51 0.62
 8 0.70 0.76 0.81 0.85 0.88
 8 0.91 0.93 0.95 0.97 0.98
 8 1.00 1.00 1.00 1.00 1.00

DETENTION VOLUME REQUIRED
 = 0.69

DETENTION VOLUME PROVIDED
 = 0.77

HIGH WATER ELEVATION
 = 677.86

9 ENDTBL
 5 RAINFL 8 0.05 HUFF 3RD
 8 0.00 0.03 0.06 0.09 0.12 QUARTILE
 8 0.15 0.19 0.23 0.27 0.32
 8 0.38 0.45 0.57 0.70 0.79
 8 0.85 0.89 0.92 0.95 0.97
 8 1.00 1.00 1.00 1.00 1.00

TOP OF DETENTION VAULT
 = 678.46

9 ENDTBL
 5 RAINFL 9 0.05 HUFF 4TH
 8 0.00 0.02 0.05 0.08 0.10 QUARTILE
 8 0.13 0.16 0.19 0.22 0.25
 8 0.28 0.32 0.35 0.39 0.45
 8 0.51 0.59 0.72 0.84 0.92
 8 1.00 1.00 1.00 1.00 1.00

9 ENDTBL
 3 STRUCT 01
 8 671.3 0.01 0.000
 8 672.0 0.11 0.000
 8 673.0 0.17 0.000
 8 674.0 0.22 0.000
 8 675.0 0.26 0.170
 8 676.0 0.29 0.340
 8 677.0 0.32 0.520
 8 678.0 0.35 0.690

8	678.5	0.36	0.770	
8	679.0	0.37	0.770	
8	680.0	0.40	0.770	
8	681.0	0.42	0.770	
8	682.0	0.42	18.44	
9 ENDTBL				
6	RUNOFF 1 001	1 0.00313	97.0	0.17 0 0 0 0 0

1

*****80-80 LIST OF INPUT DATA (CONTINUED)*****

```

6 RESVOR 2      01 1    2    0.00                0 0 0 0 0 0
  ENDATA
7 INCREM 6              0.10
7 COMPUT 7 001      01 0.0          3.04          24.0          8 2  02  24
  ENDCMP 1
7 COMPUT 7 001      01 0.0          7.58          24.0          8 2  99  24
  ENDCMP 1
  ENDJOB 2
0*****END OF 80-80 LIST*****

```

EXECUTIVE CONTROL OPERATION INCREM	RECORD ID
+ MAIN TIME INCREMENT = .10 HOURS	

EXECUTIVE CONTROL OPERATION COMPUT	RECORD ID
+ FROM XSECTION 1	
+ TO STRUCTURE 1	
STARTING TIME = .00 RAIN DEPTH = 3.04 RAIN DURATION= 24.00 RAIN TABLE NO.= 8 ANT. MOIST. COND= 2	
ALTERNATE NO.= 2 STORM NO.=24 MAIN TIME INCREMENT = .10 HOURS	

*** WARNING-NO PEAK FOUND, MAXIMUM DISCHARGE = .15 CFS.

*** WARNING - STRUCTURE 1 DELTA T IS TOO LARGE. 0 /2 > S /DELTA T OCCURED 9 TIMES STARTING WITH POINT284

*** WARNING-NO PEAK FOUND, MAXIMUM DISCHARGE = .06 CFS.

EXECUTIVE CONTROL OPERATION ENDCMP	RECORD ID
+ COMPUTATIONS COMPLETED FOR PASS 1	

EXECUTIVE CONTROL OPERATION COMPUT RECORD ID
 + FROM XSECTION 1
 + TO STRUCTURE 1
 STARTING TIME = .00 RAIN DEPTH = 7.58 RAIN DURATION= 24.00 RAIN TABLE NO.= 8 ANT. MOIST. COND= 2
 ALTERNATE NO.=99 STORM NO.=24 MAIN TIME INCREMENT = .10 HOURS
 *** WARNING-NO PEAK FOUND, MAXIMUM DISCHARGE = .38 CFS.
 *** WARNING-NO PEAK FOUND, MAXIMUM DISCHARGE = .34 CFS.

EXECUTIVE CONTROL OPERATION ENDCMP RECORD ID
 + COMPUTATIONS COMPLETED FOR PASS 2

EXECUTIVE CONTROL OPERATION ENDJOB RECORD ID
 1

TR20 XEQ 01-27-17 12:06 MCI#2820 ARLINGTON HEIGHTS POLICE STATION THEORET.DAT JOB 1 SUMMARY
 REV PC 09/83(.2) PAGE 1

SUMMARY TABLE 1 - SELECTED RESULTS OF STANDARD AND EXECUTIVE CONTROL INSTRUCTIONS IN THE ORDER PERFORMED
 (A STAR(*) AFTER THE PEAK DISCHARGE TIME AND RATE (CFS) VALUES INDICATES A FLAT TOP HYDROGRAPH
 A QUESTION MARK(?) INDICATES A HYDROGRAPH WITH PEAK AS LAST POINT.)

SECTION/ STRUCTURE ID	STANDARD CONTROL OPERATION	DRAINAGE AREA (SQ MI)	RAIN TABLE #	ANTEC MOIST COND	MAIN TIME INCREM (HR)	PRECIPITATION			RUNOFF AMOUNT (IN)	PEAK DISCHARGE				
						BEGIN (HR)	AMOUNT (IN)	DURATION (HR)		ELEVATION (FT)	TIME (HR)	RATE (CFS)	RATE (CSM)	
ALTERNATE 2 STORM 24														
XSECTION 1	RUNOFF	.00	8	2	.10	.0	3.04	24.00	2.70	---	15.50	.65	208.5	
STRUCTURE 1	RESVOR	.00	8	2	.10	.0	3.04	24.00	2.68	674.72	18.10	.25	79.5	
ALTERNATE 99 STORM 24														

+														
XSECTION	1	RUNOFF	.00	8	2	.10	.0	7.58	24.00	7.21	---	15.50	1.65	527.7
STRUCTURE	1	RESVOR	.00	8	2	.10	.0	7.58	24.00	4.20	677.86	21.70	.35	110.5

1

TR20 XEQ 01-27-17 12:06
REV PC 09/83(.2)

MCI#2820 ARLINGTON HEIGHTS POLICE STATION THEORET.DAT

JOB 1 SUMMARY
PAGE 2

SUMMARY TABLE 3 - DISCHARGE (CFS) AT XSECTIONS AND STRUCTURES FOR ALL STORMS AND ALTERNATES

XSECTION/ STRUCTURE ID	DRAINAGE AREA (SQ MI)	STORM NUMBERS..... 24
0 STRUCTURE 1	.00	
+		
ALTERNATE 2		.25
ALTERNATE 99		.35
0 XSECTION 1	.00	
+		
ALTERNATE 2		.65
ALTERNATE 99		1.65

1END OF 1 JOBS IN THIS RUN

STORMWATER DETENTION VOLUMES
UNDERGROUND VAULT

ARLINGTON HEIGHTS POLICE DEPARTMENT
JANUARY 27, 2017

VOLUME CONTROL (AGGREGATE VOIDS) (33%)

Elevation (FT)	Area (SF)	Depth (FT)	Volume (CF)	Volume (CF)	Volume (AC-FT)
672.80	7480				
		1.00	2468.40	2468.40	0.06
671.80	7480				

VOLUME CONTROL (VAULT) (50%)

Elevation (FT)	Area (SF)	Depth (FT)	Volume (CF)	Volume (CF)	Volume (AC-FT)
674.00	7480				
		1.20	4488.00	4488.00	0.10
672.80	7480				

TOTAL PROVIDED	0.16 AC-FT
TOTAL REQUIRED	0.16 AC-FT

STORMWATER DETENTION (VAULT)

Elevation (FT)	Area (SF)	Depth (FT)	Volume (CF)	Volume (CF)	Volume (AC-FT)
678.46	7480				
		0.46	3440.80	33360.80	0.77
678.00	7480				
		0.14	1047.20	29920.00	0.69
677.86	7480				
		0.86	6432.80	28872.80	0.66
677.00	7480				
		1.00	7480.00	22440.00	0.52
676.00	7480				
		1.00	7480.00	14960.00	0.34
675.00	7480				
		1.00	7480.00	7480.00	0.17
674.00	7480				

HWL

TOTAL PROVIDED	0.77 AC-FT
TOTAL REQUIRED	0.69 AC-FT

VILLAGE OF ARLINGTON HEIGHTS

NEW POLICE STATION

200 EAST SIGWALT STREET

ARLINGTON HEIGHTS, ILLINOIS 60005



SCHEDULE OF DRAWINGS

GENERAL DRAWINGS
G-001 TITLE SHEET

CIVIL DRAWINGS (UNDER SEPARATE COVER)
C-100 COVER SHEET
C-101 PRELIMINARY OVERALL SITE PLAN
C-102 PRELIMINARY GRADING PLAN
C-103 PRELIMINARY UTILITY PLAN
C-104 PRELIMINARY PAVING PLAN
C-105 PRELIMINARY VEHICLE TURNING MOVEMENT PLAN - AMBULANCE
C-106 PRELIMINARY VEHICLE TURNING MOVEMENT PLAN - FIRE TRUCK
C-107 PRELIMINARY VEHICLE TURNING MOVEMENT PLAN - POLICE INTERCEPTOR
C-108 PRELIMINARY VEHICLE TURNING MOVEMENT PLAN - SU-30

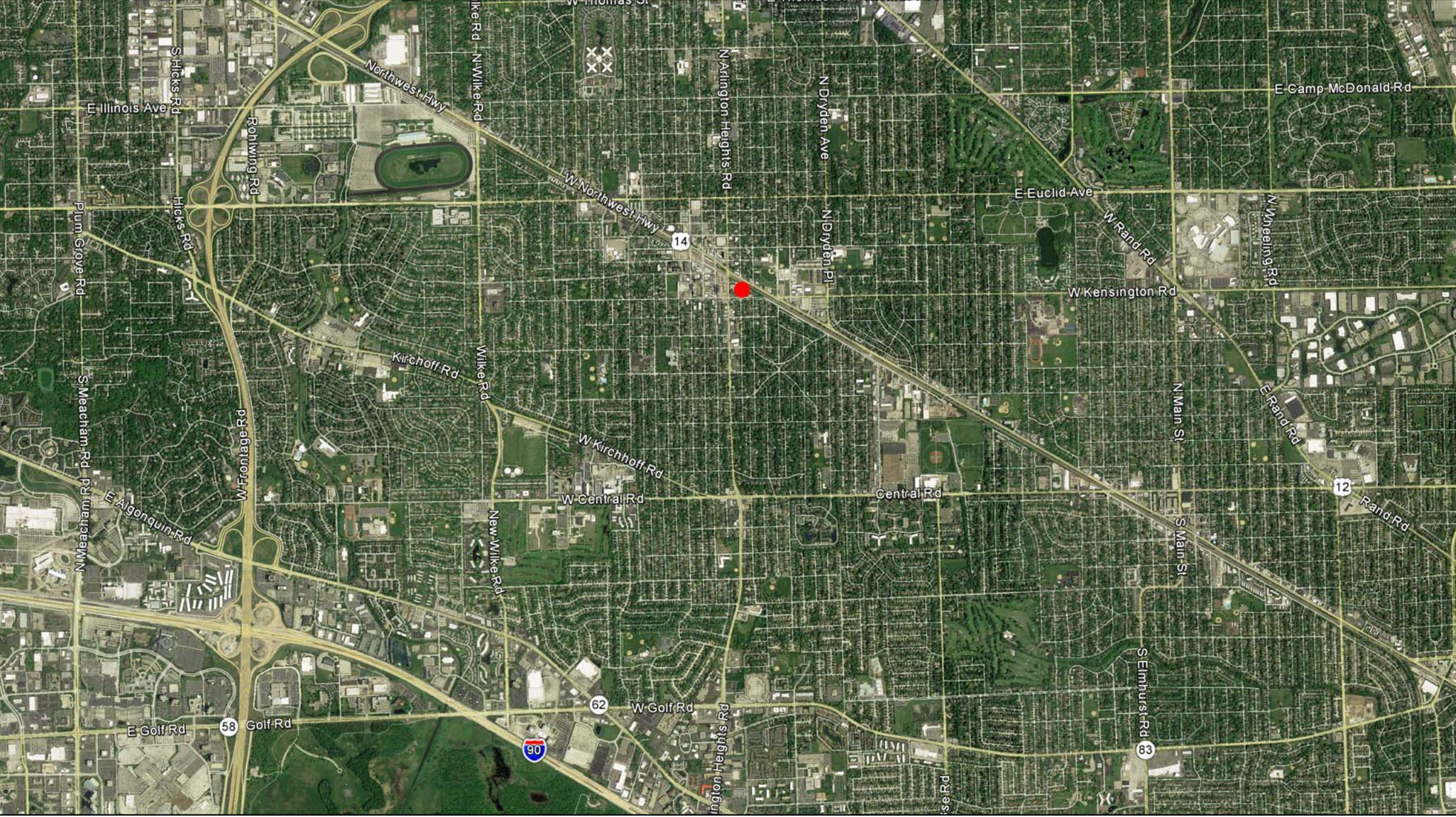
LANDSCAPE DRAWINGS
L-101 TREE PRESERVATION PLAN
L-201 LANDSCAPE PLAN - SOUTH
L-301 LANDSCAPE PLAN - NORTH

ARCHITECTURAL DRAWINGS
A-100 LOWER LEVEL FLOOR PLAN
A-101 FIRST FLOOR PLAN
A-102 SECOND FLOOR PLAN
A-103 ROOF PLAN
A-201 EXTERIOR BUILDING ELEVATIONS
A-311 WALL SECTIONS
A-301 PERSPECTIVE VIEWS
A-902 AERIAL VIEWS

BUILDING CODES

AMERICANS WITH DISABILITIES ACT	2010
ILLINOIS ACCESSIBILITY CODE	1997
ILLINOIS ADMINISTRATIVE CODE TITLE 20: CORRECTIONS, CRIMINAL JUSTICE, AND LAW ENFORCEMENT	CURRENT EDITION
ILLINOIS ENERGY CONSERVATION CODE - ASHRAE 90.1	2015
INTERNATIONAL BUILDING CODE	2009
INTERNATIONAL FIRE CODE	2009
NATIONAL FIRE PROTECTION ASSOCIATION - NFPA 101	2009
INTERNATIONAL MECHANICAL CODE	2009
NATIONAL ELECTRICAL CODE	2005
STATE OF ILLINOIS PLUMBING CODE	2014

SITE LOCATION MAP



CAMPUS PLAN



VILLAGE BOARD MEMBERS

THOMAS W. HAYES, Mayor
CAROL J. BLACKWOOD, Trustee
JOSEPH C. FARWELL, Trustee
THOMAS GLASGOW, Trustee
ROBIN LABEDZ, Trustee
BERT ROSENBERG, Trustee
JOHN SCALETTA, Trustee
MIKE SIDOR, Trustee
JIM TINAGLIA, Trustee

POLICE DEPARTMENT

GERALD MOURNING, Chief of Police
NICHOLAS PECORA, Deputy Chief
MIGUEL HERNANDEZ, Deputy Chief
ANDREW WHOWELL, Deputy Chief

POLICE STATION DESIGN TEAM

CHARLES WITHERINGTON-PERKINS, Director of Planning
SCOTT SHIRLEY, Director of Public Works
CRIS PAPIERNIAK, Assistant Director of Public Works
TOM KUEHNE, Finance Director / Treasurer
STEVE HAUTZINGER, Planning

RELEASE

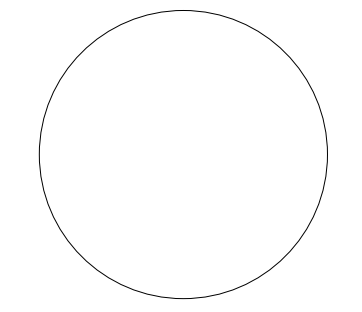
PLAN COMMISSION

DATE OF ISSUE

JANUARY 30, 2017

ARCHITECT'S PROJECT NUMBER

216057.00



SIGNATURE

DATE

REVISIONS

NO.	DESCRIPTION	DATE

PROJECT NUMBER

216057.00

DATE OF ISSUE

01.30.17

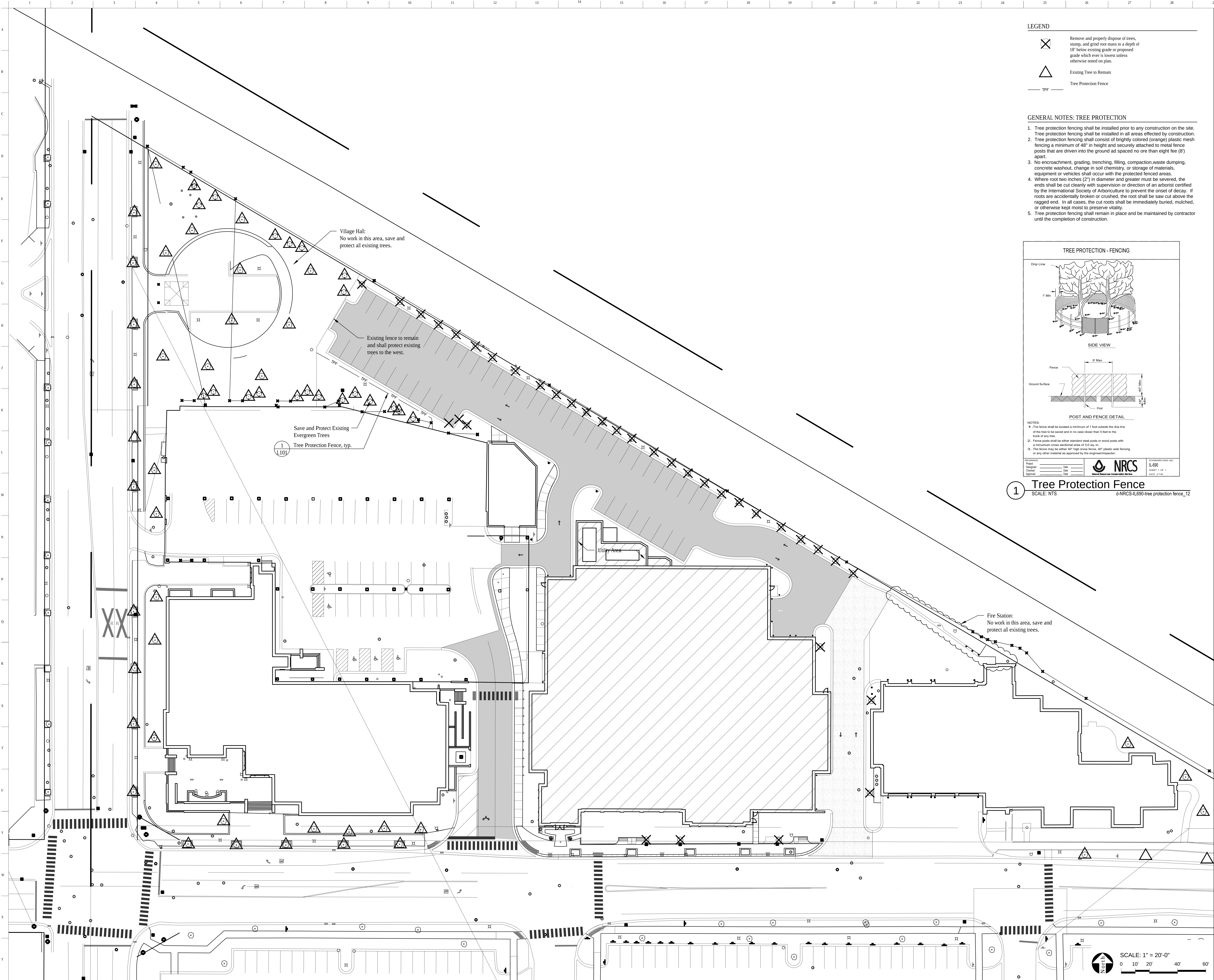
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TITLE SHEET

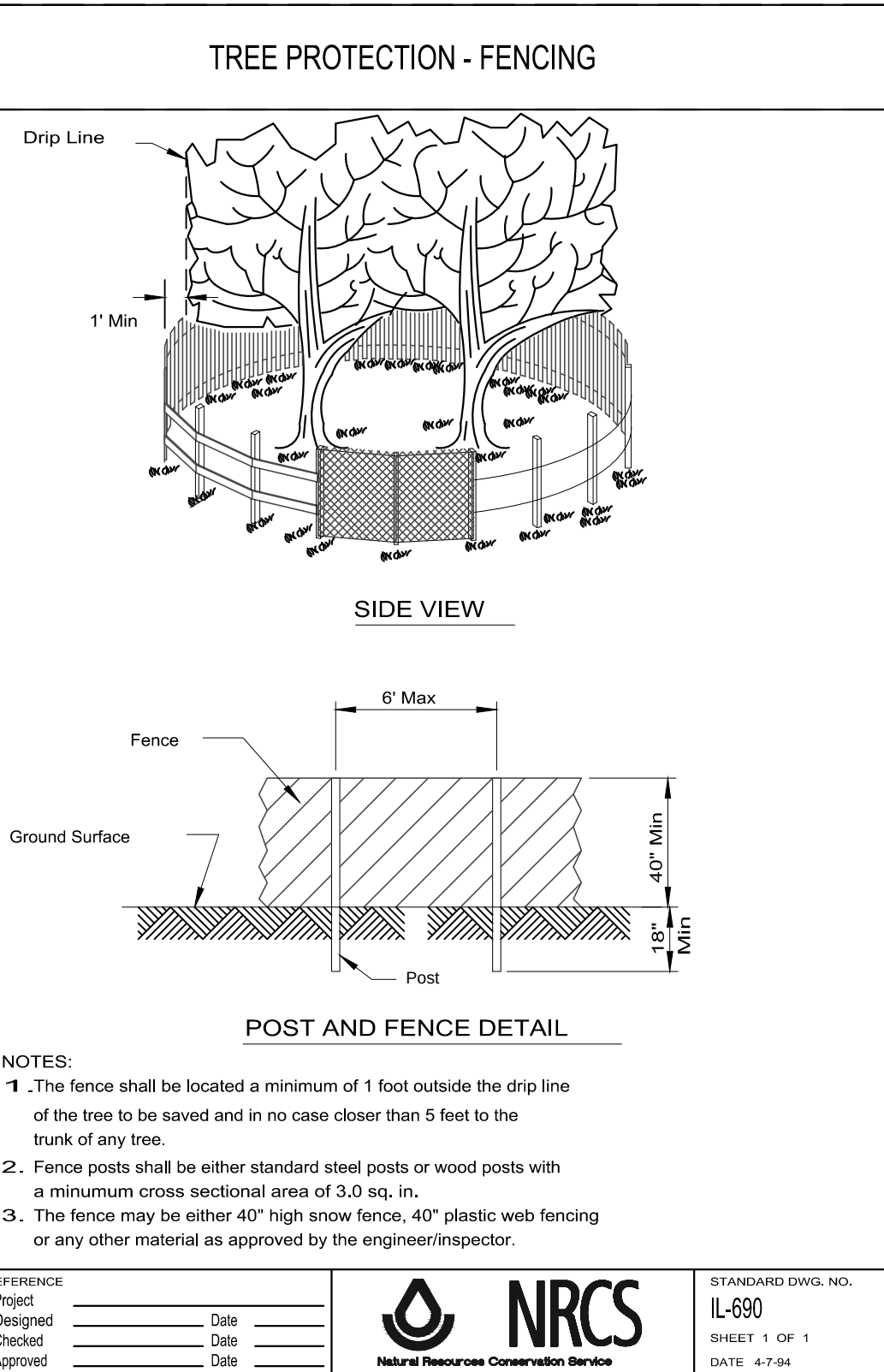


LEGEND

- Remove and properly dispose of trees, stump, and grind root mass to a depth of 18" below existing grade or proposed grade which ever is lowest unless otherwise noted on plan.
- Existing Tree to Remain
- Tree Protection Fence

GENERAL NOTES: TREE PROTECTION

- Tree protection fencing shall be installed prior to any construction on the site. Tree protection fencing shall be installed in all areas effected by construction.
- Tree protection fencing shall consist of brightly colored (orange) plastic mesh fencing a minimum of 48" in height and securely attached to metal fence posts that are driven into the ground ad spaced no ore than eight fee (8') apart.
- No encroachment, grading, trenching, filling, compaction,waste dumping, concrete washout, change in soil chemistry, or storage of materials, equipment or vehicles shall occur with the protected fenced areas.
- Where root two inches (2") in diameter and greater must be severed, the ends shall be cut cleanly with supervision or direction of an arborist certified by the International Society of Arboriculture to prevent the onset of decay. If roots are accidentally broken or crushed, the root shall be saw cut above the ragged end. In all cases, the cut roots shall be immediately buried, mulched, or otherwise kept moist to preserve vitality.
- Tree protection fencing shall remain in place and be maintained by contractor until the completion of construction.



1 Tree Protection Fence
SCALE: NTS
d-NRCS-IL690-tree protection fence_12

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HEIGHTS

NEW POLICE
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200 EAST SIGWALT STREET
ARLINGTON HEIGHTS
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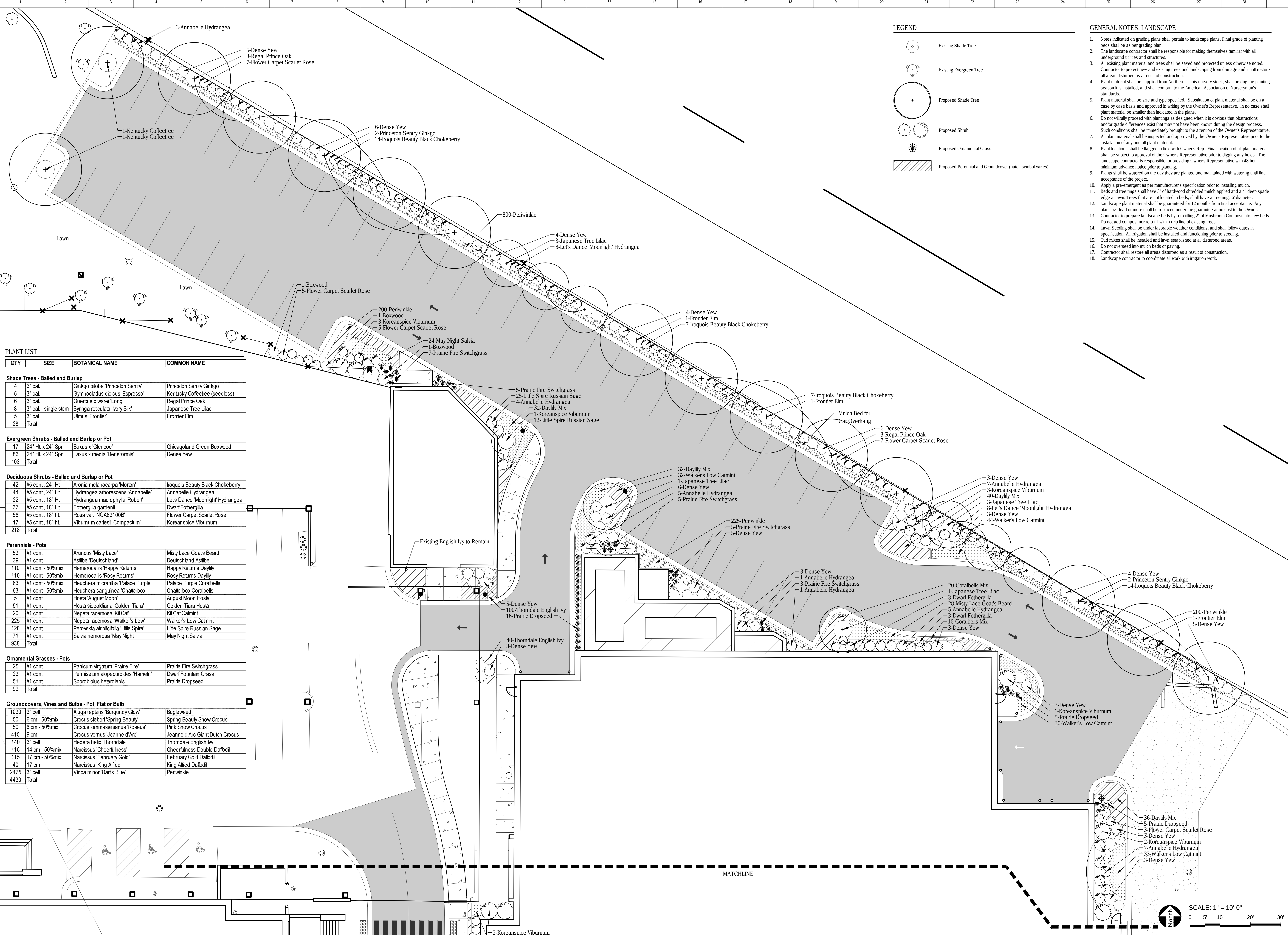
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TREE
PRESERVATION
PLAN
UPLAND PROJECT #501

L-101
Preliminary Pricing Set



Landscape Plan

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NEW POLICE
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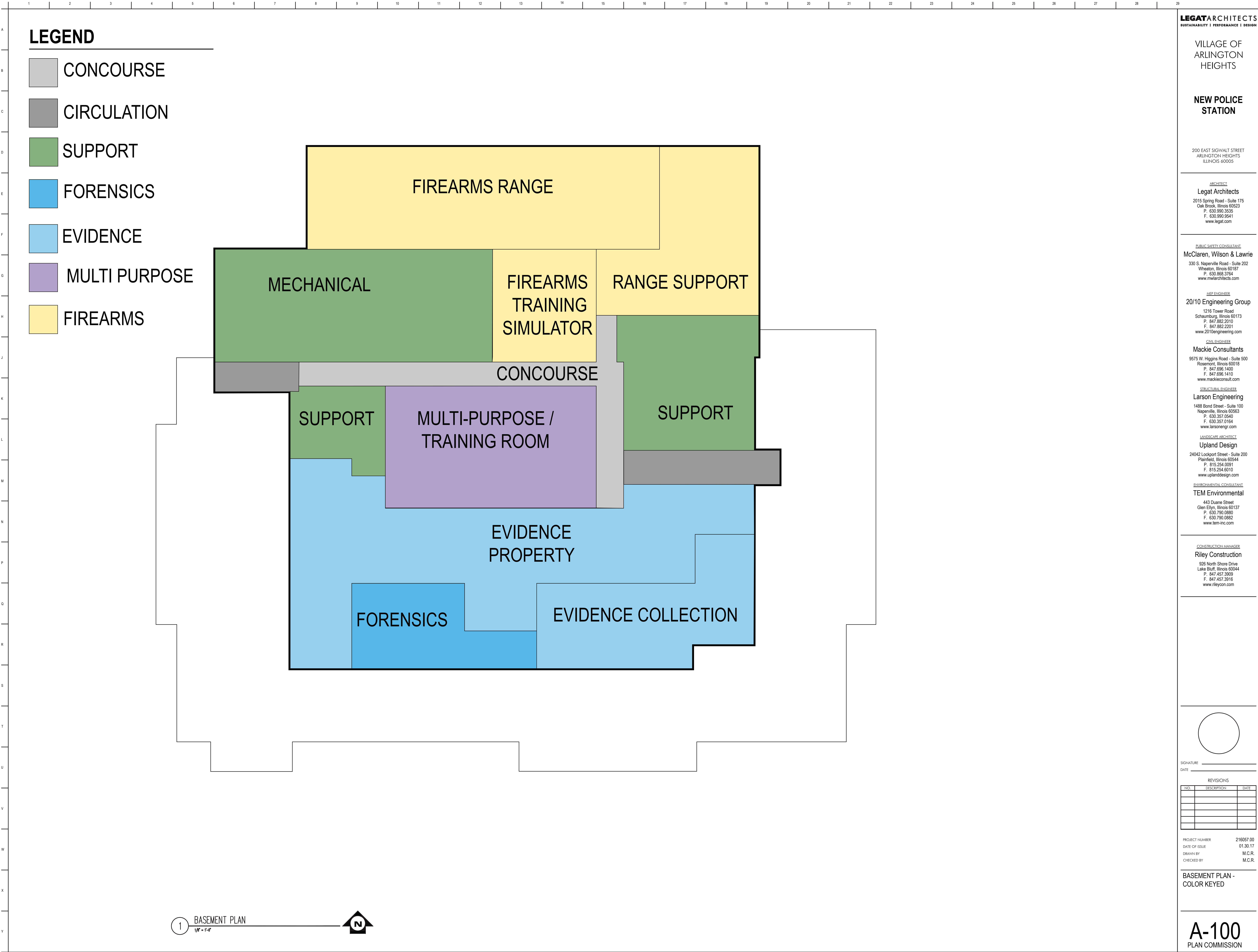
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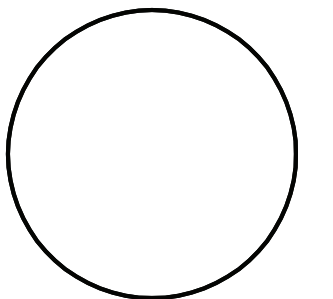
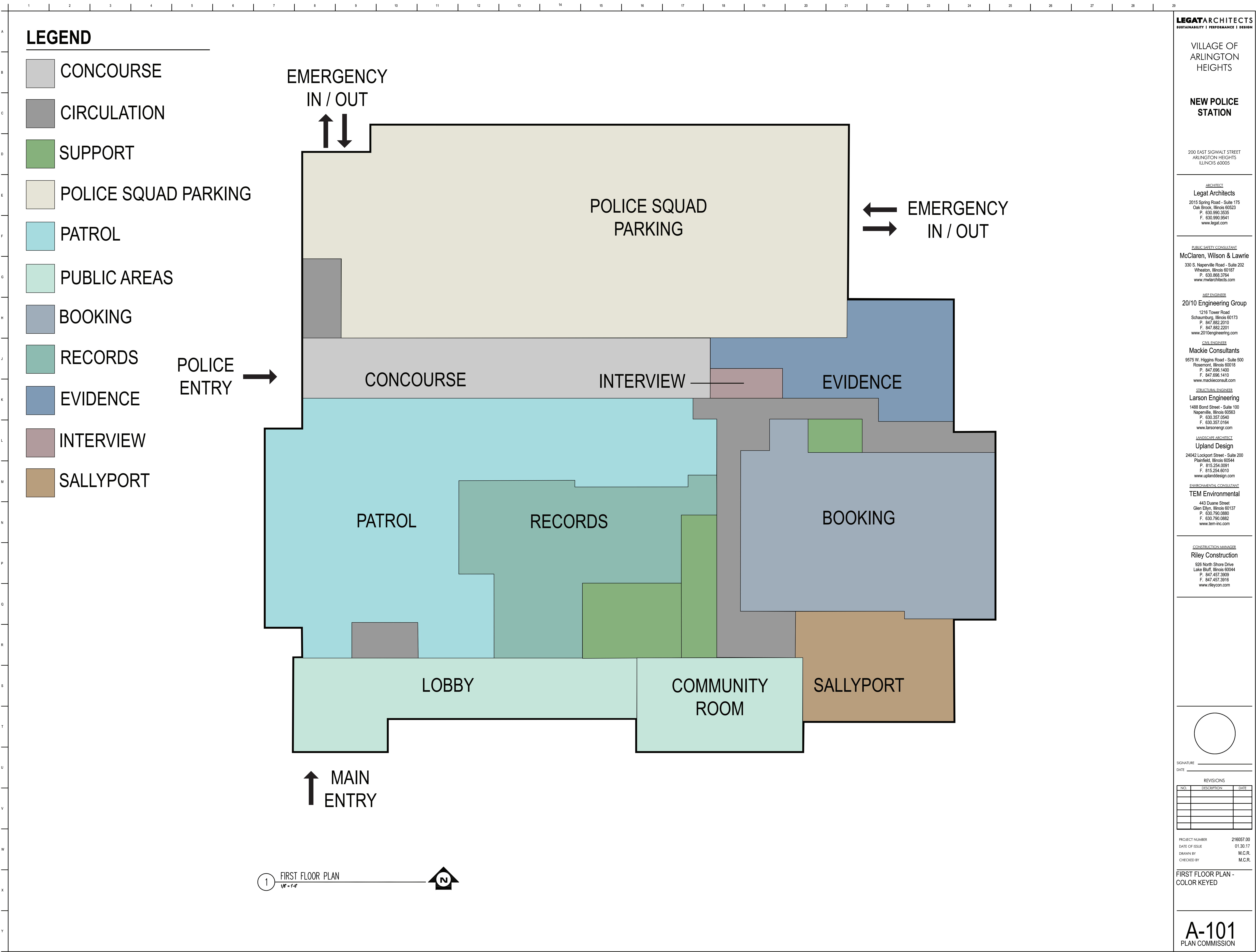
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LANDSCAPE
PLAN - NORTH

UPLAND PROJECT #501

L-202
Preliminary Pricing Set





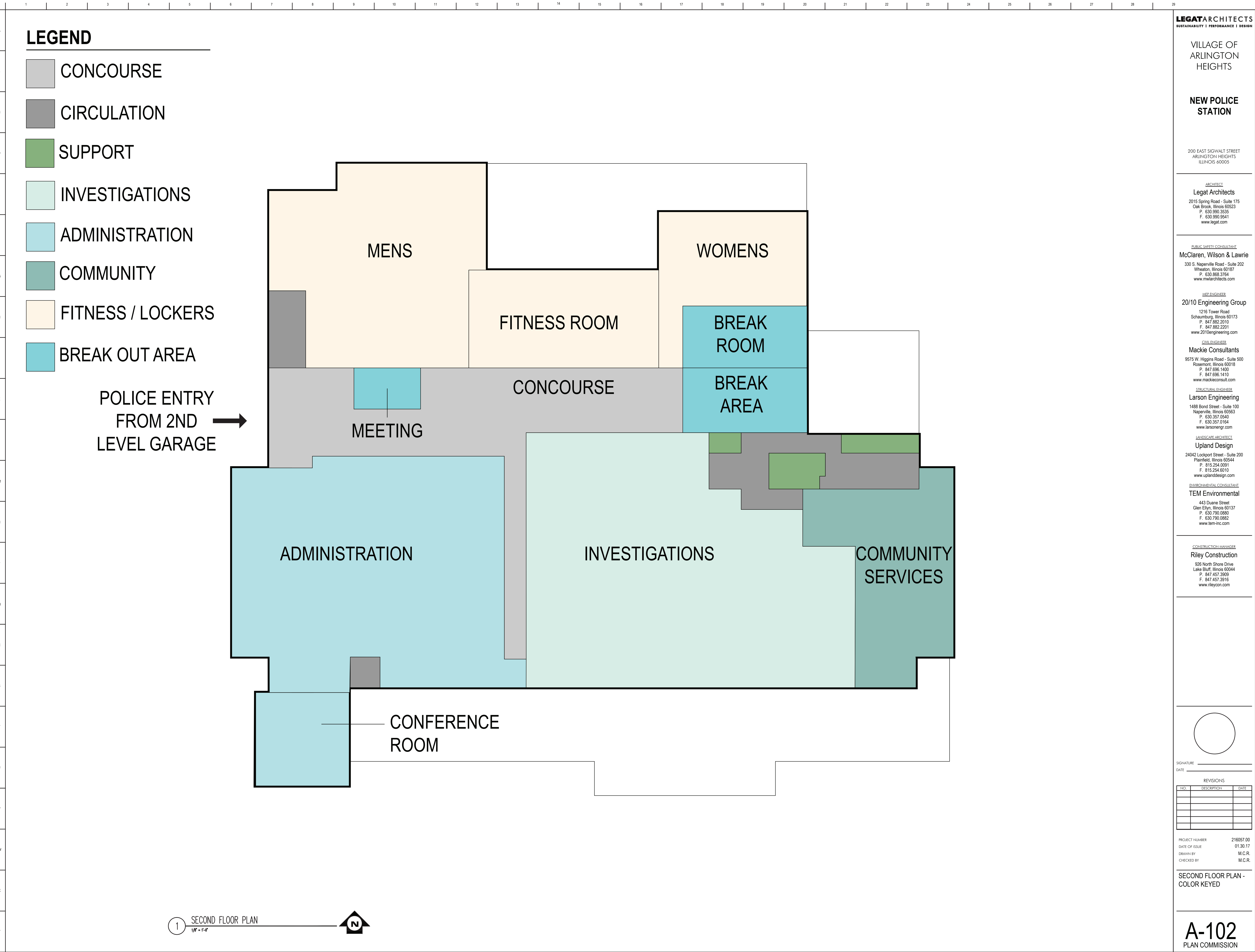
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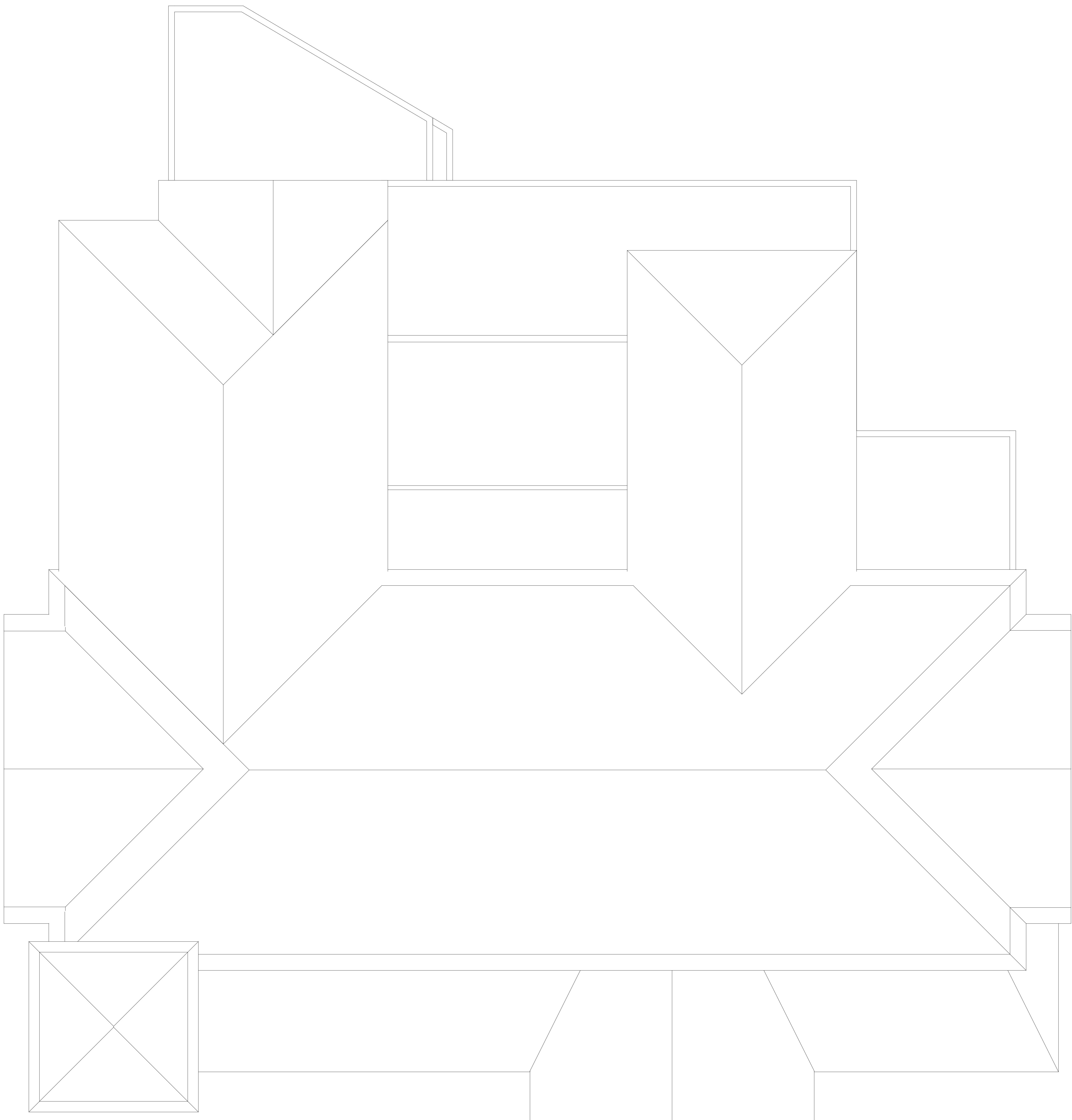
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FIRST FLOOR PLAN -
COLOR KEYED





1 ROOF PLAN
1/8" = 1'-0"

LEGATARCHITECTS
SUSTAINABILITY | PERFORMANCE | DESIGN

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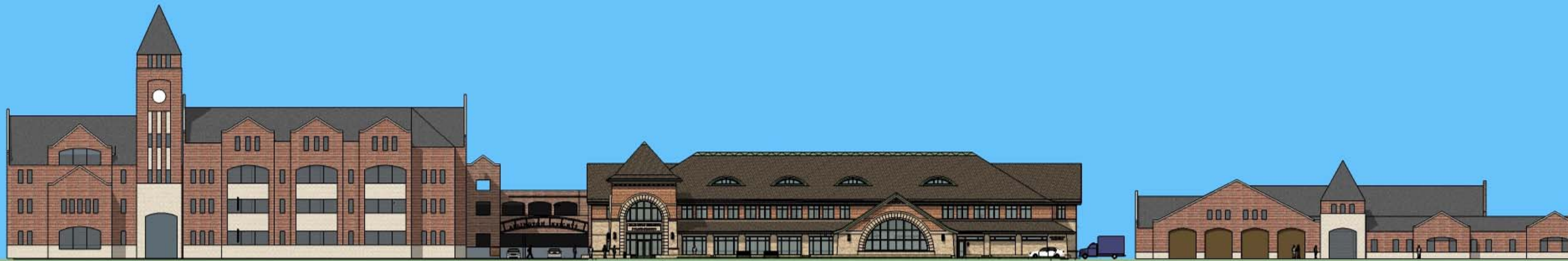
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ROOF PLAN

AR101
PLAN COMMISSION





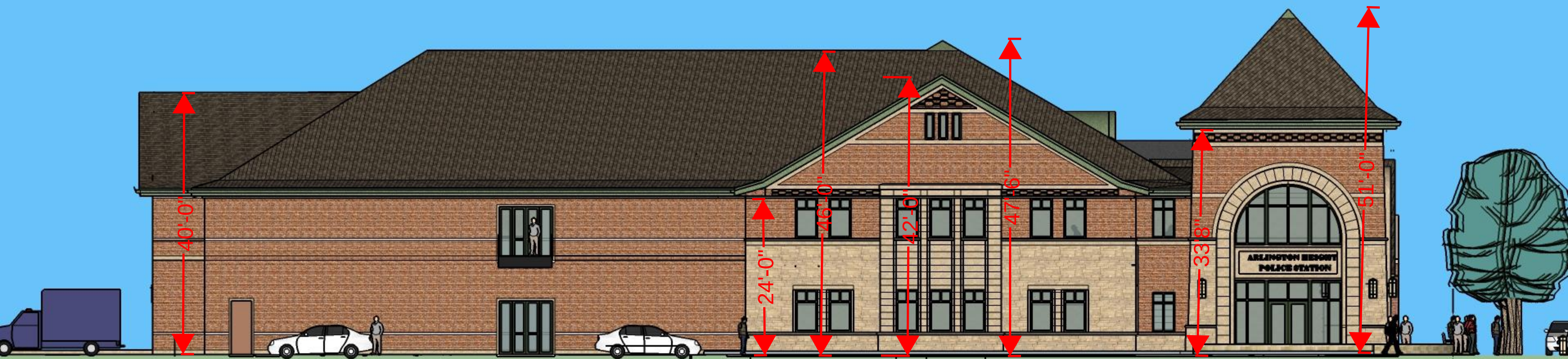


SOUTH ELEVATION

SLOPING GRADE



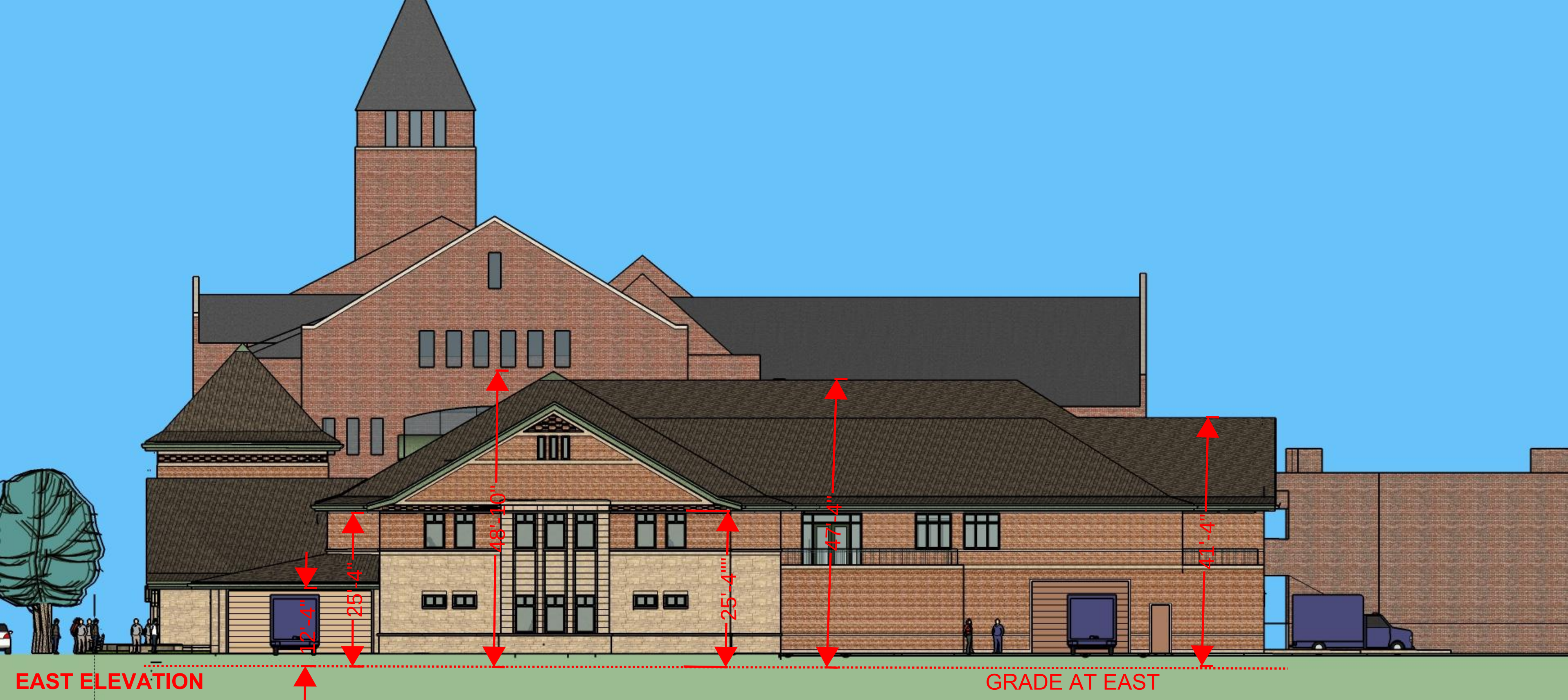




WEST ELEVATION







12'-4"

25'-4"

48'-10"

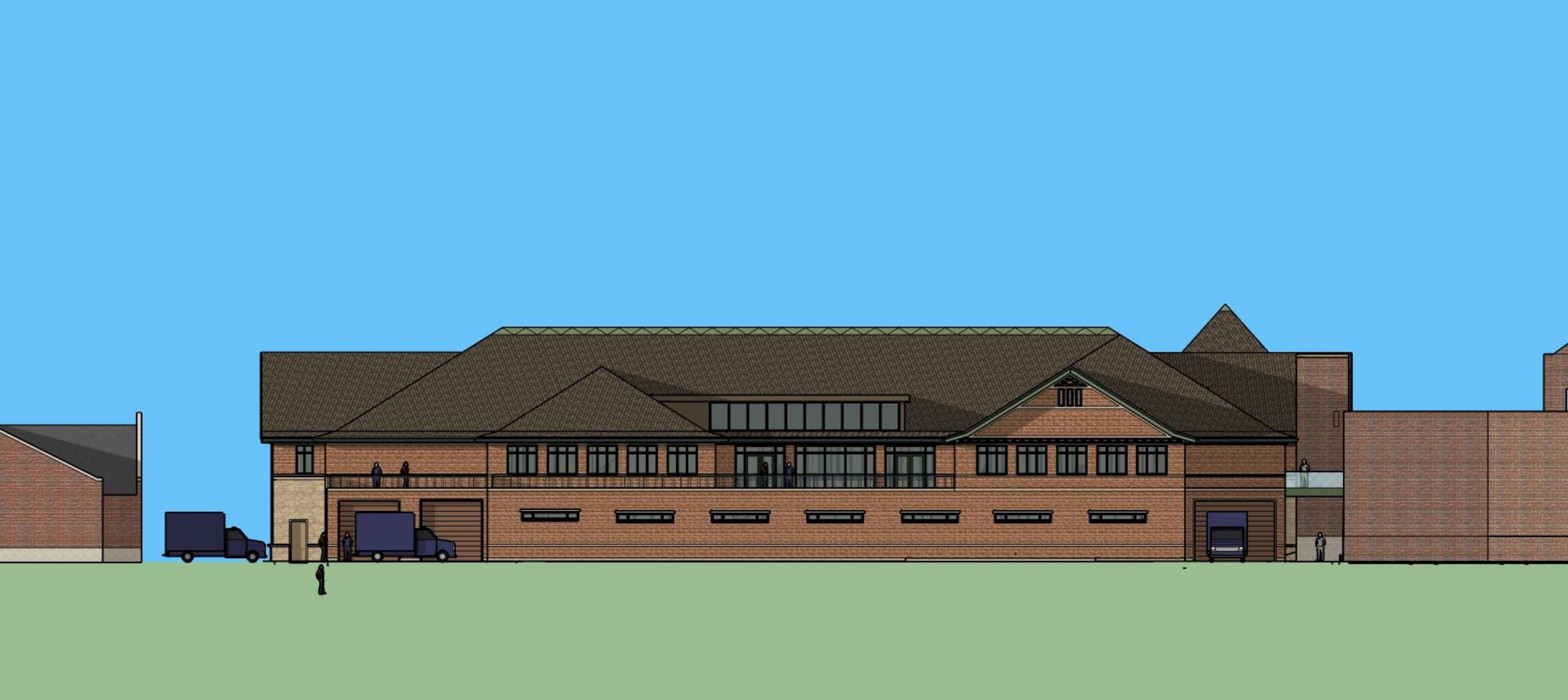
25'-4"

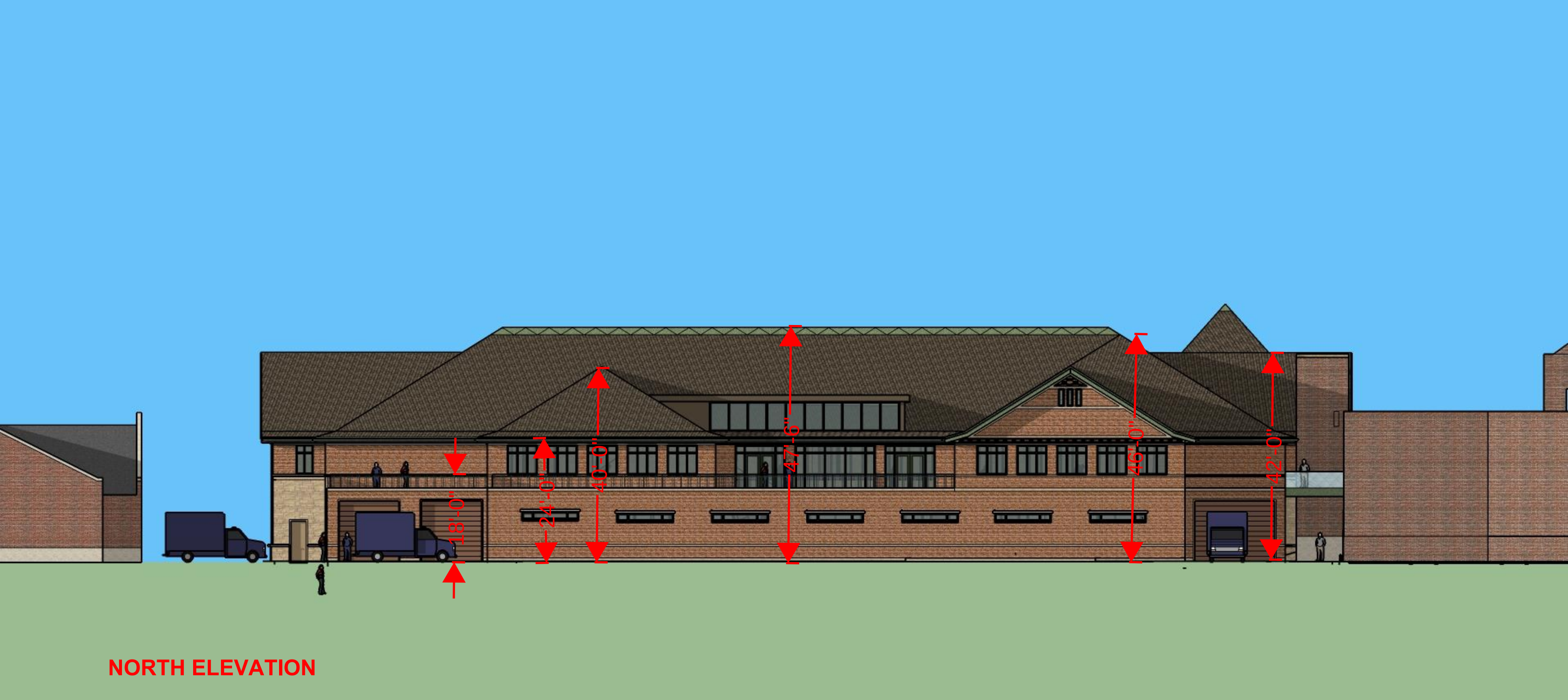
47'-4"

41'-4"

EAST ELEVATION

GRADE AT EAST





NORTH ELEVATION









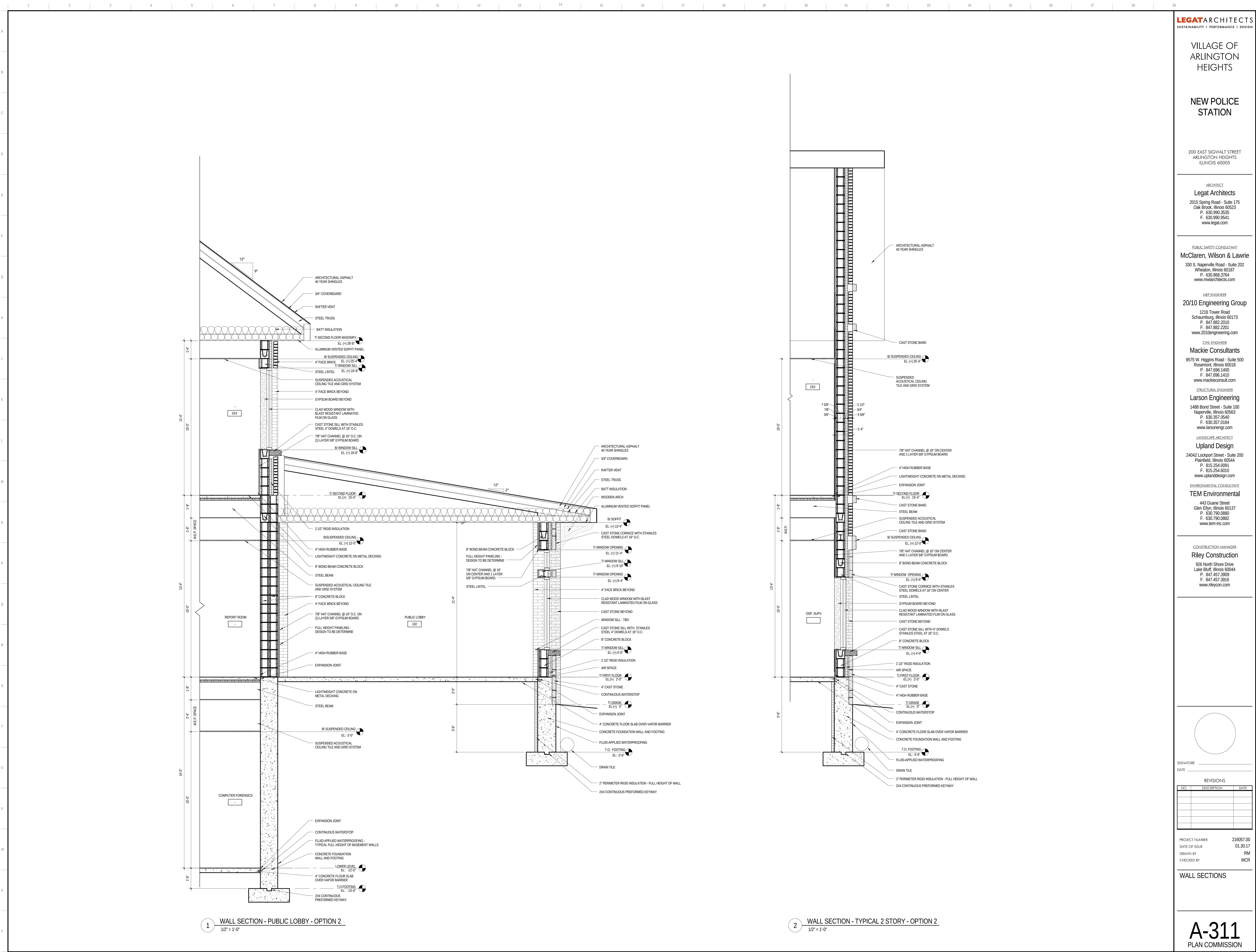












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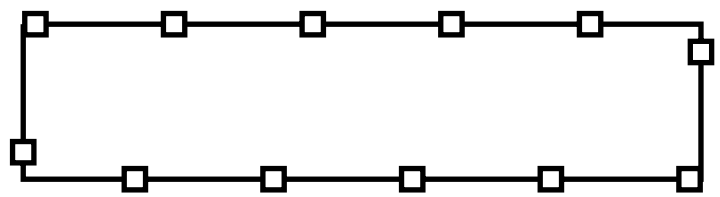
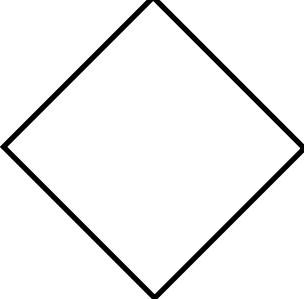
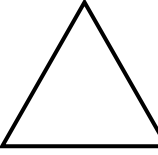
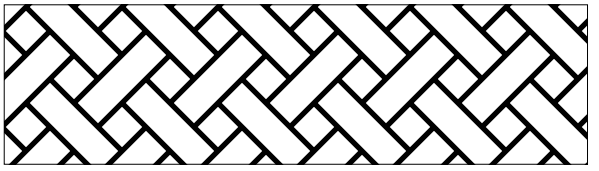
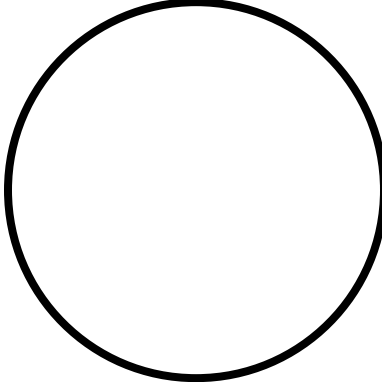
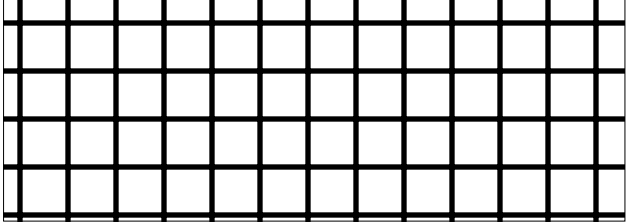
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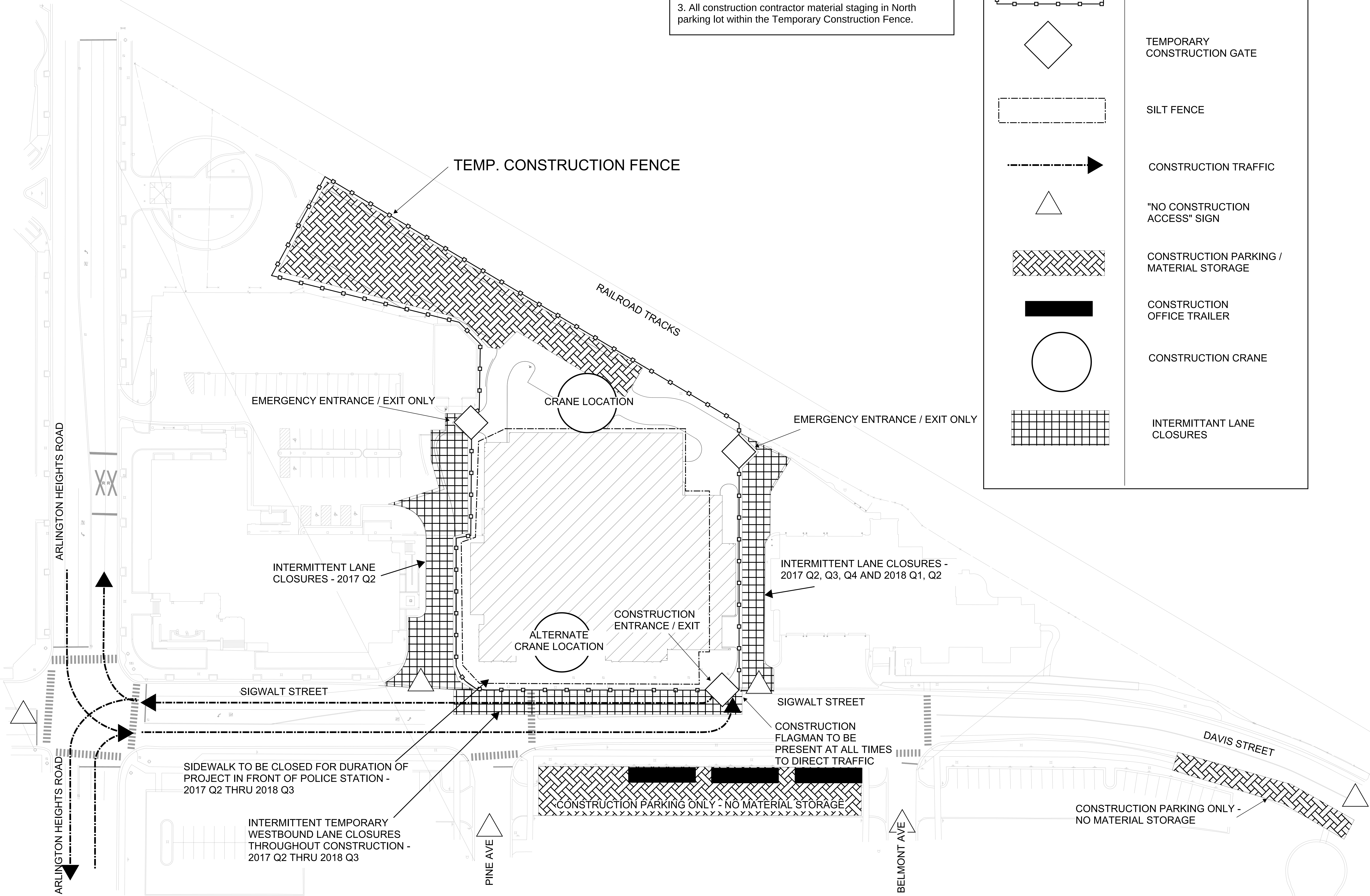
AHPD CONSTRUCTION STAGING PLAN

CONSTRUCTION STAGING GENERAL NOTES

1. All construction work hours are to be from 7am - 6pm (Monday through Friday)
2. All construction traffic access from Arlington Heights Road only.
3. All construction contractor material staging in North parking lot within the Temporary Construction Fence.

CONSTRUCTION STAGING SYMBOL LIST

SYMBOL	DESCRIPTION
	TEMPORARY CONSTRUCTION FENCE
	TEMPORARY CONSTRUCTION GATE
	SILT FENCE
	CONSTRUCTION TRAFFIC
	"NO CONSTRUCTION ACCESS" SIGN
	CONSTRUCTION PARKING / MATERIAL STORAGE
	CONSTRUCTION OFFICE TRAILER
	CONSTRUCTION CRANE
	INTERMITTANT LANE CLOSURES

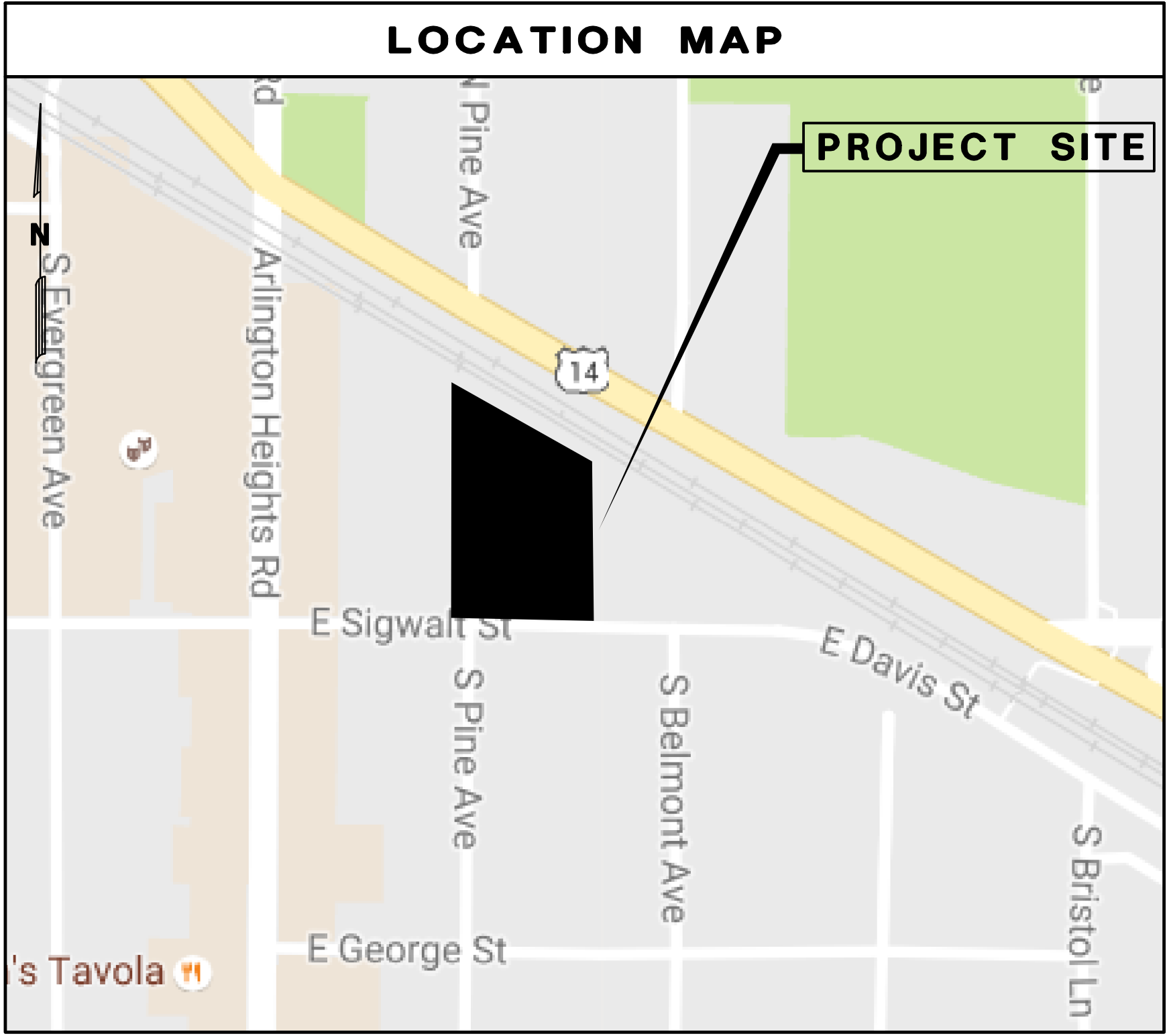


PRELIMINARY ENGINEERING PLANS FOR ARLINGTON HEIGHTS POLICE STATION VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS

LEGEND	
EXISTING	PROPOSED
SANITARY SEWER	8" PVC
FORCE MAIN	12" RCP
STORM SEWER	12" RCP
UNDERDRAIN	UD
MANHOLE	○
CATCH BASIN	○
INLET	○
CLEANOUT	○
WATER MAIN	6" WM
VALVE VAULT	○
VALVE BOX	○
FIRE HYDRANT	○
FLARED END SECTION	△
COMBINED SEWER	8" PVC
STREET LIGHT/PARKING LOT LIGHT	○
POWER POLE	○
STREET SIGN	○
FENCE	—X—X—X—X—
GAS MAIN	—G—G—G—G—
OVERHEAD LINE	—OH—OH—OH—OH—
TELEPHONE LINE	—T—T—T—T—
ELECTRIC LINE	—E—E—E—E—
CABLE TV LINE	—CATV—CATV—
HIGH WATER LEVEL	—HWM XXX—
NORMAL WATER LEVEL	—NWL XXX—
CONTOUR LINE	—XXX.XX—
TOP OF CURB ELEVATION	BC XXX.XX
TOP OF DEPRESSED CURB	BC XXX.XX
PAVEMENT ELEVATION	P XXX.XX
SPOT ELEVATION	XXX.XX
FINISHED FLOOR ELEVATION	FP • XXX.XX
TOP OF FOUNDATION	TP • XXX.XX
GRADE AT FOUNDATION	GF • XXX.XX
HIGH OR LOW POINT	○
OVERLAND FLOOD ROUTE	—
PAVEMENT FLOW DIRECTION	→
SWALE FLOW DIRECTION	→
DEPRESSED CURB AND GUTTER	—
REVERSE CURB AND GUTTER	—

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ABBREVIATIONS			
AC	ACRE	HWL	HIGH WATER ELEVATION
BC	BACK OF CURB	INL	INLET
BTM	BOTTOM	INV	INVERT
CB	CATCH BASIN	LF	LINEAL FEET/FOOT
CFS	CUBIC FEET PER SECOND	LP	LIGHT POLE
CY	CUBIC YARD	LT	LEFT
DIA	DIAMETER	L/W	LOWEST GRADE ADJACENT TO RETAINING WALL
DIWM	DUCTILE IRON WATER MAIN	MAX	MAXIMUM
EL	ELEVATION	MH	STORM MANHOLE
EP	EDGE OF PAVEMENT	MIN	MINIMUM
FF	FINISHED FLOOR	NWL	NORMAL WATER ELEVATION
FES	FLARED END SECTION	OCS	OUTLET CONTROL STRUCTURE
FT	FOOT/FEET	P	PAVEMENT ELEVATION
G	GUTTER ELEVATION	PVC	POLYVINYL CHLORIDE PIPE
GF	GRADE AT FOUNDATION	R	RADIUS
GR	GRADE RING ELEVATION	RCP	REINFORCED CONCRETE PIPE
HDPE	HIGH DENSITY POLYETHYLENE PIPE	RIM	RIM ELEVATION
HYD	FIRE HYDRANT	RT	RIGHT
HMA	HOT MIX ASPHALT	ROW	RIGHT OF WAY
SAN	SANITARY SEWER	STA	STATION
SMH	SANITARY MANHOLE	STM	STORM SEWER
SY	SQUARE YARD	SWPP	STORMWATER POLLUTION PREVENTION PLAN
TDC	TOP OF DEPRESSED CURB	TC	TOP OF CURB
TF	TOP OF FOUNDATION	T/W	TOP OF RETAINING WALL
TYP	TYPICAL	VB	VALVE BOX
VC	VERTICAL CURVE	VC	VALVE VAULT
W	WALK ELEVATION	WM	WATER MAIN
VPI	VERTICAL POINT OF INTERSECTION		



DRAINAGE CERTIFICATION	
I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SAID IMPROVEMENTS OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREA, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE IMPROVEMENTS.	
ENGINEER'S SIGNATURE	REGISTERED PROFESSIONAL ENGINEER'S SEAL

SOURCE BENCHMARK:
VILLAGE OF ARLINGTON HEIGHTS MONUMENT 57. 3" BRASS DISK IN CONCRETE 35 FEET +/- NORTH OF THE CENTERLINE OF SOUTH STREET AND 23 FEET +/- WEST OF THE CENTERLINE OF HIGHLAND AVENUE AT THE NORTHWEST CORNER OF THE INTERSECTION. ELEVATION = 684.82 (NAVD 1988)

SITE BENCHMARKS:
SITE BENCHMARK #3: NORTHEAST BONNET BOLT OF A FIRE HYDRANT LOCATED ON THE NORTH SIDE OF SIGWALT STREET NEAR THE SOUTHWEST CORNER OF THE MUNICIPAL BUILDING. ELEVATION = 685.99
SITE BENCHMARK #4: NORTHWEST BONNET BOLT OF A FIRE HYDRANT LOCATED ON THE WEST SIDE OF ARLINGTON HEIGHTS ROAD NEAR THE NORTHWEST CORNER OF THE SITE. ELEVATION = 695.93



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DESIGNED	KJM
DRAWN	MSR
APPROVED	KJM
DATE	01/04/2017
SCALE	N.T.S.

01-27-17	REVISED PER VILLAGE COMMENTS	JAD
DATE	DESCRIPTION OF REVISION	BY

COVER SHEET
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

SHEET
C-100
PROJECT NUMBER: 2930
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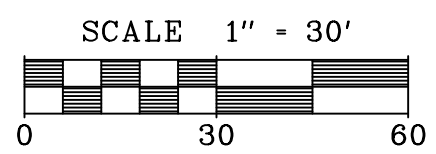
PARKING STALL SUMMARY	
EXTERIOR PARKING LOT	50 SPACES
INTERIOR PARKING AREA	28 SPACES
TOTAL PARKING SPACES	78 SPACES

- MWRD GENERAL NOTES
- A. REFERENCED SPECIFICATIONS
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
 - STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 - STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 - VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE;
 - THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
 - IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

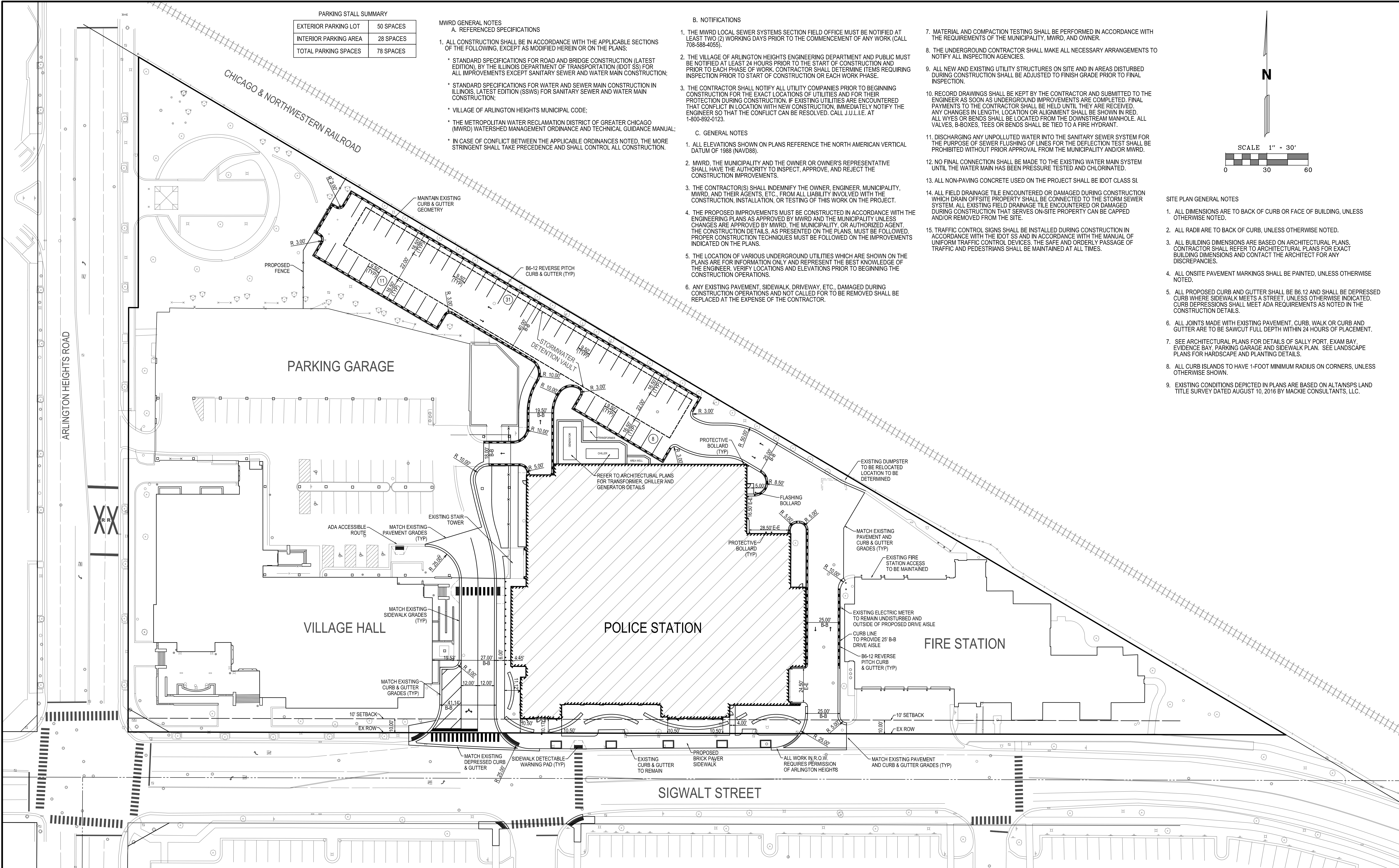
- B. NOTIFICATIONS
- THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
 - THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
 - THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.
- C. GENERAL NOTES
- ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
 - MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
 - THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
 - THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
 - THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
 - ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

- MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
- THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
- ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
- RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.
- DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY AND/OR MWRD.
- NO FINAL CONNECTION SHALL BE MADE TO THE EXISTING WATER MAIN SYSTEM UNTIL THE WATER MAIN HAS BEEN PRESSURE TESTED AND CHLORINATED.
- ALL NON-PAVING CONCRETE USED ON THE PROJECT SHALL BE IDOT CLASS SI.
- ALL FIELD DRAINAGE TILE ENCOUNTERED OR DAMAGED DURING CONSTRUCTION WHICH DRAIN OFFSITE PROPERTY SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. ALL EXISTING FIELD DRAINAGE TILE ENCOUNTERED OR DAMAGED DURING CONSTRUCTION THAT SERVES ON-SITE PROPERTY CAN BE CAPPED AND/OR REMOVED FROM THE SITE.
- TRAFFIC CONTROL SIGNS SHALL BE INSTALLED DURING CONSTRUCTION IN ACCORDANCE WITH THE IDOT SS AND IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS SHALL BE MAINTAINED AT ALL TIMES.

- SITE PLAN GENERAL NOTES
- ALL DIMENSIONS ARE TO BACK OF CURB OR FACE OF BUILDING, UNLESS OTHERWISE NOTED.
 - ALL RADII ARE TO BACK OF CURB, UNLESS OTHERWISE NOTED.
 - ALL BUILDING DIMENSIONS ARE BASED ON ARCHITECTURAL PLANS. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND CONTACT THE ARCHITECT FOR ANY DISCREPANCIES.
 - ALL ONSITE PAVEMENT MARKINGS SHALL BE PAINTED, UNLESS OTHERWISE NOTED.
 - ALL PROPOSED CURB AND GUTTER SHALL BE B6-12 AND SHALL BE DEPRESSED CURB WHERE SIDEWALK MEETS A STREET, UNLESS OTHERWISE INDICATED. CURB DEPRESSIONS SHALL MEET ADA REQUIREMENTS AS NOTED IN THE CONSTRUCTION DETAILS.
 - ALL JOINTS MADE WITH EXISTING PAVEMENT, CURB, WALK OR CURB AND GUTTER ARE TO BE SAWCUT FULL DEPTH WITHIN 24 HOURS OF PLACEMENT.
 - SEE ARCHITECTURAL PLANS FOR DETAILS OF SALLY PORT, EXAM BAY, EVIDENCE BAY, PARKING GARAGE AND SIDEWALK PLAN. SEE LANDSCAPE PLANS FOR HARDSCAPE AND PLANTING DETAILS.
 - ALL CURB ISLANDS TO HAVE 1-FOOT MINIMUM RADIUS ON CORNERS, UNLESS OTHERWISE SHOWN.
 - EXISTING CONDITIONS DEPICTED IN PLANS ARE BASED ON ALTA/NSPS LAND TITLE SURVEY DATED AUGUST 10, 2016 BY MACKIE CONSULTANTS, LLC.



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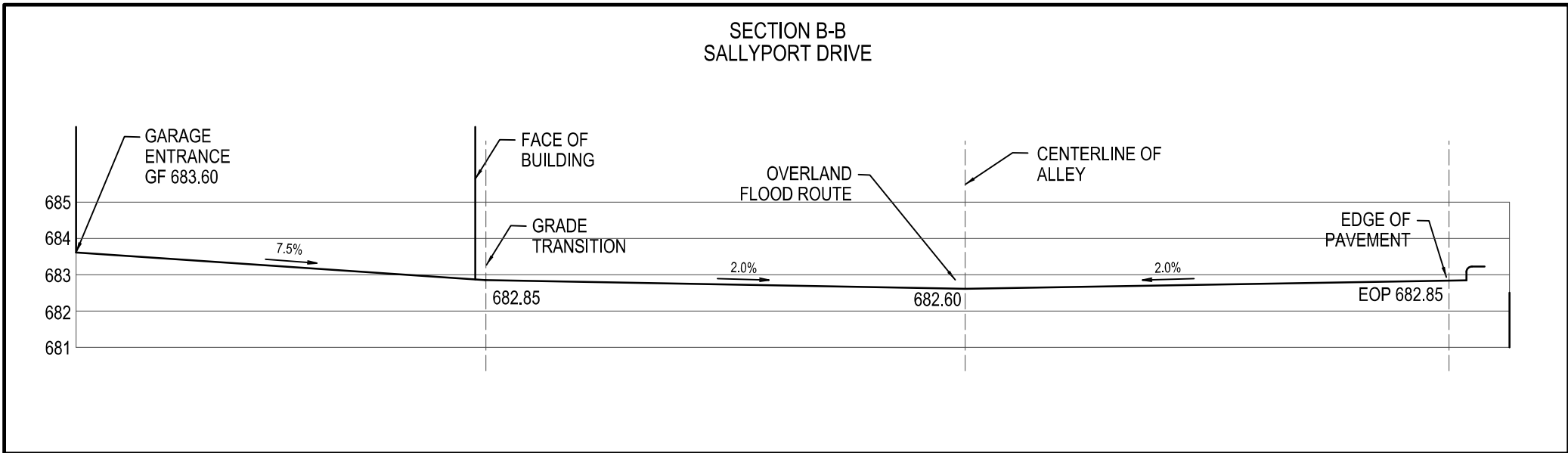
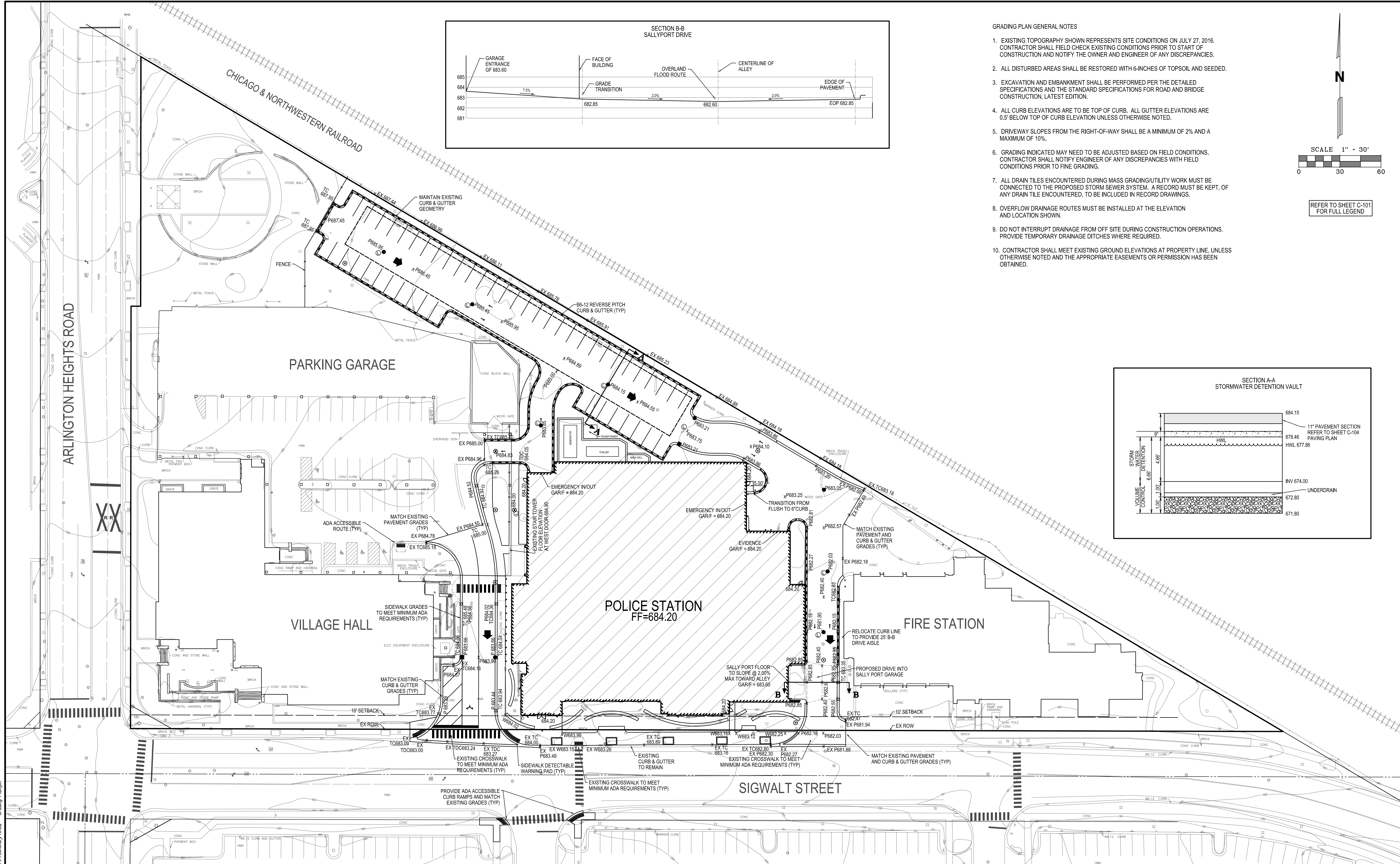
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01-27-17	REVISED PER VILLAGE COMMENTS	JAD
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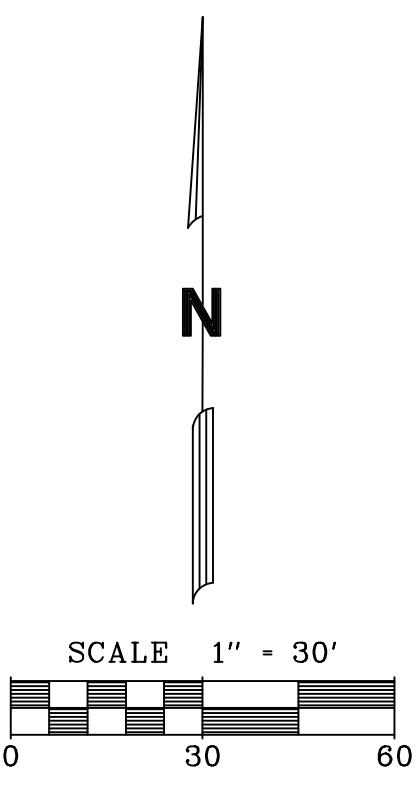
PRELIMINARY OVERALL SITE PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

SHEET
C-101

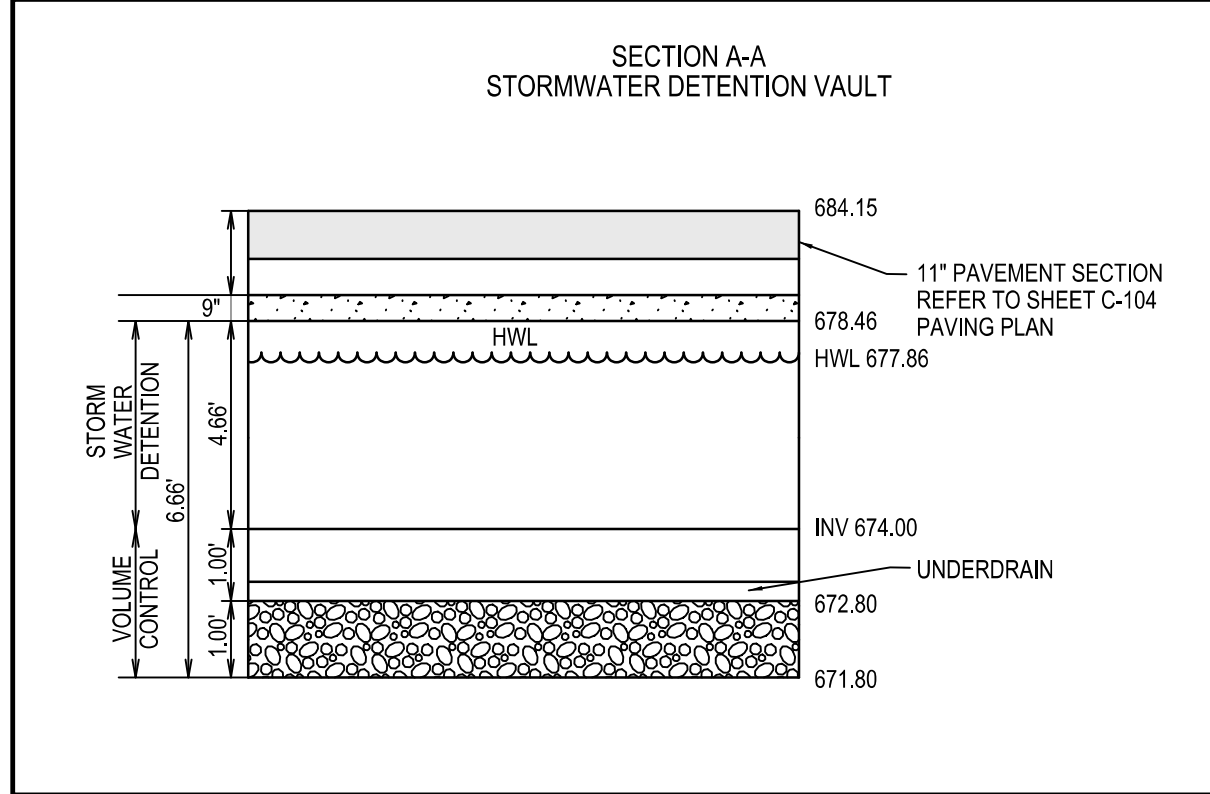
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- GRADING PLAN GENERAL NOTES
- EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS ON JULY 27, 2016. CONTRACTOR SHALL FIELD CHECK EXISTING CONDITIONS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES.
 - ALL DISTURBED AREAS SHALL BE RESTORED WITH 6-INCHES OF TOPSOIL AND SEEDING.
 - EXCAVATION AND EMBANKMENT SHALL BE PERFORMED PER THE DETAILED SPECIFICATIONS AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
 - ALL CURB ELEVATIONS ARE TO BE TOP OF CURB. ALL GUTTER ELEVATIONS ARE 0.5' BELOW TOP OF CURB ELEVATION UNLESS OTHERWISE NOTED.
 - DRIVEWAY SLOPES FROM THE RIGHT-OF-WAY SHALL BE A MINIMUM OF 2% AND A MAXIMUM OF 10%.
 - GRADING INDICATED MAY NEED TO BE ADJUSTED BASED ON FIELD CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES WITH FIELD CONDITIONS PRIOR TO FINE GRADING.
 - ALL DRAIN TILES ENCOUNTERED DURING MASS GRADING/UTILITY WORK MUST BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM. A RECORD MUST BE KEPT, OF ANY DRAIN TILE ENCOUNTERED, TO BE INCLUDED IN RECORD DRAWINGS.
 - OVERFLOW DRAINAGE ROUTES MUST BE INSTALLED AT THE ELEVATION AND LOCATION SHOWN.
 - DO NOT INTERRUPT DRAINAGE FROM OFF SITE DURING CONSTRUCTION OPERATIONS. PROVIDE TEMPORARY DRAINAGE DITCHES WHERE REQUIRED.
 - CONTRACTOR SHALL MEET EXISTING GROUND ELEVATIONS AT PROPERTY LINE. UNLESS OTHERWISE NOTED AND THE APPROPRIATE EASEMENTS OR PERMISSION HAS BEEN OBTAINED.



REFER TO SHEET C-101 FOR FULL LEGEND



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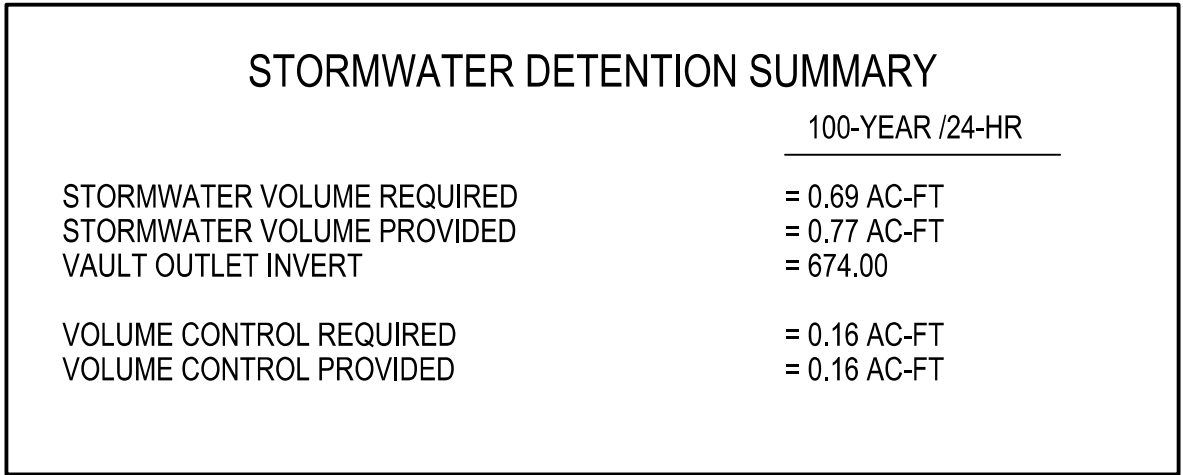
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DRAWN	MSR
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01-27-17	DATE	REVISD PER VILLAGE COMMENTS	JAD
		DESCRIPTION OF REVISION	BY

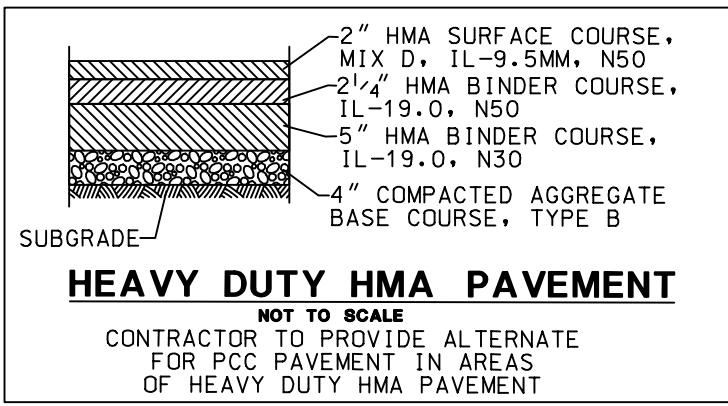
PRELIMINARY GRADING PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

SHEET
C-102

PROJECT NUMBER: 2930
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9. ALL CURBS CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO EQUALLY SPACED #4 REBARS CENTERED IN THE FLAG FOR A LENGTH OF 10 FEET ON EITHER SIDE OF THE TRENCH. SIDEWALKS SHALL BE TREATED IN THE SAME MANNER USING THREE EQUALLY SPACED #4 REBARS CENTERED IN THE SIDEWALK FOR A LENGTH OF 10 FEET ON EITHER SIDE OF THE TRENCH.

PCC SIDEWALK DETAILS

PCC PAVEMENT DETAILS

CONTRACTOR TO PROVIDE ALTERNATE
FOR PCC PAVEMENT IN AREAS
OF HEAVY DUTY HMA PAVEMENT

- HOT-MIX ASPHALT PAVEMENT SHALL HAVE A MINIMUM TOTAL COMPACTED THICKNESS AS SHOWN ON THE DRAWINGS AND SHALL BE COMPACTED TO 83% OF THE MAXIMUM UNIT WEIGHT AS DETERMINED BY ASTM D-2041.
- THE PAVEMENT SUBGRADE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 301 (SUBGRADE PREPARATION) OF THE IDOT SS. SUBGRADE SHALL BE COMPACTED TO A MINIMUM IBR OF 3.0.
- THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 351 (AGGREGATE BASE COURSE) OF THE IDOT SS.
- NO AGGREGATE BASE COURSE SHALL BE INSTALLED UNTIL THE SUBGRADE HAS BEEN APPROVED BY THE OWNER.
- HOT-MIX ASPHALT PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 406 (HOT-MIX ASPHALT BINDER AND SURFACE COURSE).
- NO HOT-MIX ASPHALT BINDER SHALL BE INSTALLED UNTIL THE AGGREGATE BASE COURSE HAS BEEN APPROVED BY THE OWNER. AGGREGATE BASE COURSE PRIME COAT (MC-30) SHALL BE APPLIED AT A RATE OF 0.25 TO 0.5 GALLONS PER SQUARE YARD, THE EXACT RATE TO BE SPECIFIED BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL NECESSARY SIGNS, BARRICADES, FENCES, ETC. TO KEEP THE CONSTRUCTION SITE IN COMPLIANCE WITH STATE AND FEDERAL LAWS. THE MUNICIPALITY MAY REQUIRE ADDITIONAL SIGNAGE OR BARRICADES. THE CONTRACTOR SHALL COMPLY WITH ALL SUCH MUNICIPAL REQUIREMENTS.
- ALL EXISTING PAVEMENT, SIDEWALK, OR CURB AND GUTTER TO BE REMOVED SHALL BE SAWCUT ALONG THE LIMITS OF THE PROPOSED REMOVAL BEFORE REMOVAL OPERATIONS BEGIN.
- PRIOR TO PLACEMENT OF BASE COURSE, THE SUBGRADE SHALL BE PROOF-ROLLED WITH A FULLY LOADED TEN WHEEL TRUCK, AND ANY SOFT YIELDING AREAS SHALL BE REMOVED AND REPLACED WITH COMPACTED CA-6 CRUSHED STONE.
- CURB AND GUTTER REMOVAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 440 (REMOVAL OF EXISTING PAVEMENT AND APPURTENANCES) OF THE IDOT SS.

11. ALL PAVEMENT MARKINGS SHALL BE PAINT.

12. P.O.C. ROADWAY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 420 (PORTLAND AND GEMENT CONCRETE PAVEMENT) OF THE IDOT SS. P.O.C. PAVEMENT SHALL BE CONSTRUCTED FOR TRUCK DOCKS OR OTHER MISCELLANEOUS AREAS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 423 (PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT) OF THE IDOT SS. POC PAVEMENT SHALL BE CLASS PV, UNLESS OTHERWISE NOTED. CONCRETE SHALL BE FINISHED AS DIRECTED BY THE OWNER OR ARCHITECT. JOINTS IN CONCRETE PAVEMENT SHALL BE PROVIDED AS FOLLOWS:

- a. JOINTS WITHIN SINGLE LANE PAVEMENT (APPROXIMATELY 12-FEET WIDE) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 420.
- b. CONTRACTION JOINTS IN TRUCK DOCK PAVEMENT OR SIMILAR CONSTRUCTION SHALL BE PROVIDED BY EXPANSION JOINT FILLER AT MAXIMUM INTERVALS BOTH TRANSVERSELY AND LONGITUIONALLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THESE GROOVES SHALL EXTEND TO 1/4 THE DEPTH OF THE PAVEMENT. SHALL NOT BE LESS THAN 18 INCH NOR MORE THAN 1/4 INCH IN WIDTH. THE EDGES SHALL BE EDGED BY AN EDGING TOOL HAVING A 1/4 INCH RADIUS. THE EDGES OF THE SLABS SHALL BE EDGED AS DESCRIBED ABOVE.
- c. EXPANSION JOINTS SHALL BE PROVIDED WHERE THE PROPOSED PAVEMENT OCCUPIES THE ENTIRE SPACE BETWEEN THE CONCRETE CURB OR COMBINATION OF CURB AND GUTTER AND AN EXISTING CURB OR BUILT-UP CURB. IF THERE IS AN EXISTING DRIVEWAY OR OTHER SIMILAR OBSTRUCTION, A ONE (1) INCH PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED BETWEEN THE DRIVEWAY PAVEMENT AND THE OBSTRUCTION. THE EXPANSION JOINT FILLER SHALL EXTEND THE ENTIRE DEPTH OF THE PAVEMENT.

13. ADA ACCESSIBLE CURB RAMPS SHALL BE PROVIDED AT ALL LOCATIONS WHERE THE SIDEWALK ADJOINS THE CURB AND GUTTER. ALL ADA RAMPS SHALL PROVIDE DETECTABLE WARNING UNDER THE DETECTOR. DETECTABLE WARNING SHALL BE THE INSTALLATION OF THESE DETECTABLE WARNINGS SHALL CONFORM TO SECTION 424 OF THE IDOT SS AND THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES.

14. HOT MIX ASPHALT BASE COURSE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 355 (HOT-MIX ASPHALT BASE COURSE) OF THE IDOT SS.

15. SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 424 (PORTLAND CEMENT CONCRETE SIDEWALK) OF THE DOT SPEC.

- a. THE SURFACE SHALL BE DIVIDED BY GROOVES CONSTRUCTED AT RIGHT ANGLES TO THE CENTERLINE OF THE SIDEWALK OR AS SHOWN ON THE ENGINEERING PLANS. GROOVES SHALL EXTEND TO 1/4 THE DEPTH OF THE SIDEWALK; SHALL BE NOT LESS THAN 1/8 IN. NOR MORE THAN 1/4 IN. IN WIDTH; AND SHALL BE PLACED AT AN EDGE OR AN EDGE OF A SLAB. THE SLAB SHALL BE LONGER THAN 6 FT. NOR LESS THAN 4 FT. ON ANY ONE SIDE, UNLESS OTHERWISE NOTED.
- b. EXPANSION JOINTS SHALL BE 1/2 IN. THICK AND CONSIST OF PREFORMED JOINT FILLER. THE TOP OF THE JOINT FILLER SHALL BE 1/4 IN. BELOW THE SURFACE OF THE SIDEWALK.
- c. EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL CURBS SUCH AS SIDEWALK POLES, TRAFFIC SIGNAL POLES, TRAFFIC POLES, AND SUBWAY COLUMNS, WHICH EXTEND THROUGH THE SIDEWALK. EXPANSION JOINTS SHALL BE PLACED AT MAXIMUM INTERVALS OF 50 FT. IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB OR WHERE AN EXPANSION JOINT IN THE PAVEMENT OR CURB IS LOCATED, THE SIDEWALK SHALL BE PLACED IN LINE WITH THE EXPANSION JOINTS AS NEARLY AS PRACTICABLE. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK AND DRIVEWAY RAMP AND CURBS WHERE THE RAMP ABUTS A CURB.

VILLAGE HALL

POLICE STATION

FIRE STATION

SIGWALT STREET



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DESIGNED	KJM
DRAWN	MSR
APPROVED	KJM
DATE	01/04/2017
SCALE	1" = 30'

**PRELIMINARY PAVING PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS**

SHEET

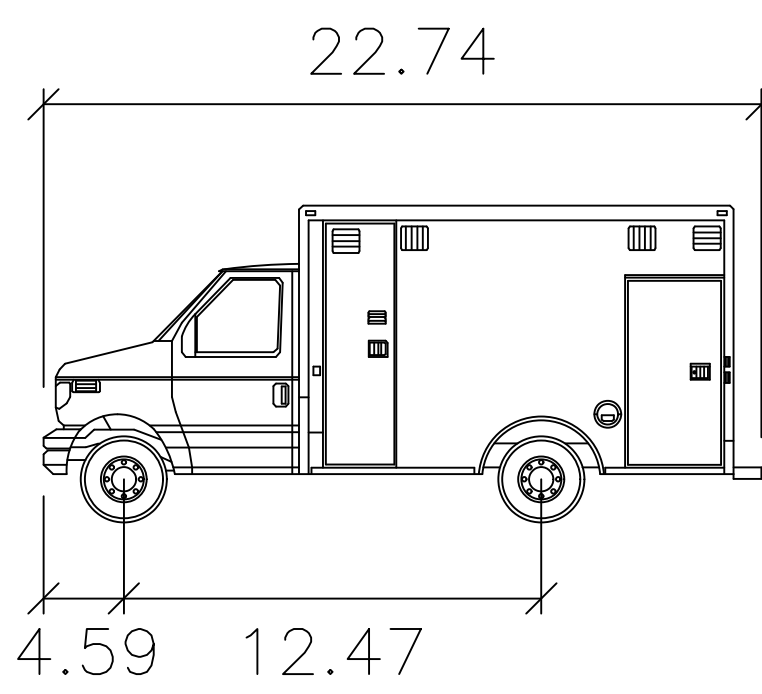
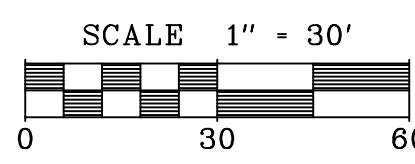
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PROJECT NUMBER: 2930

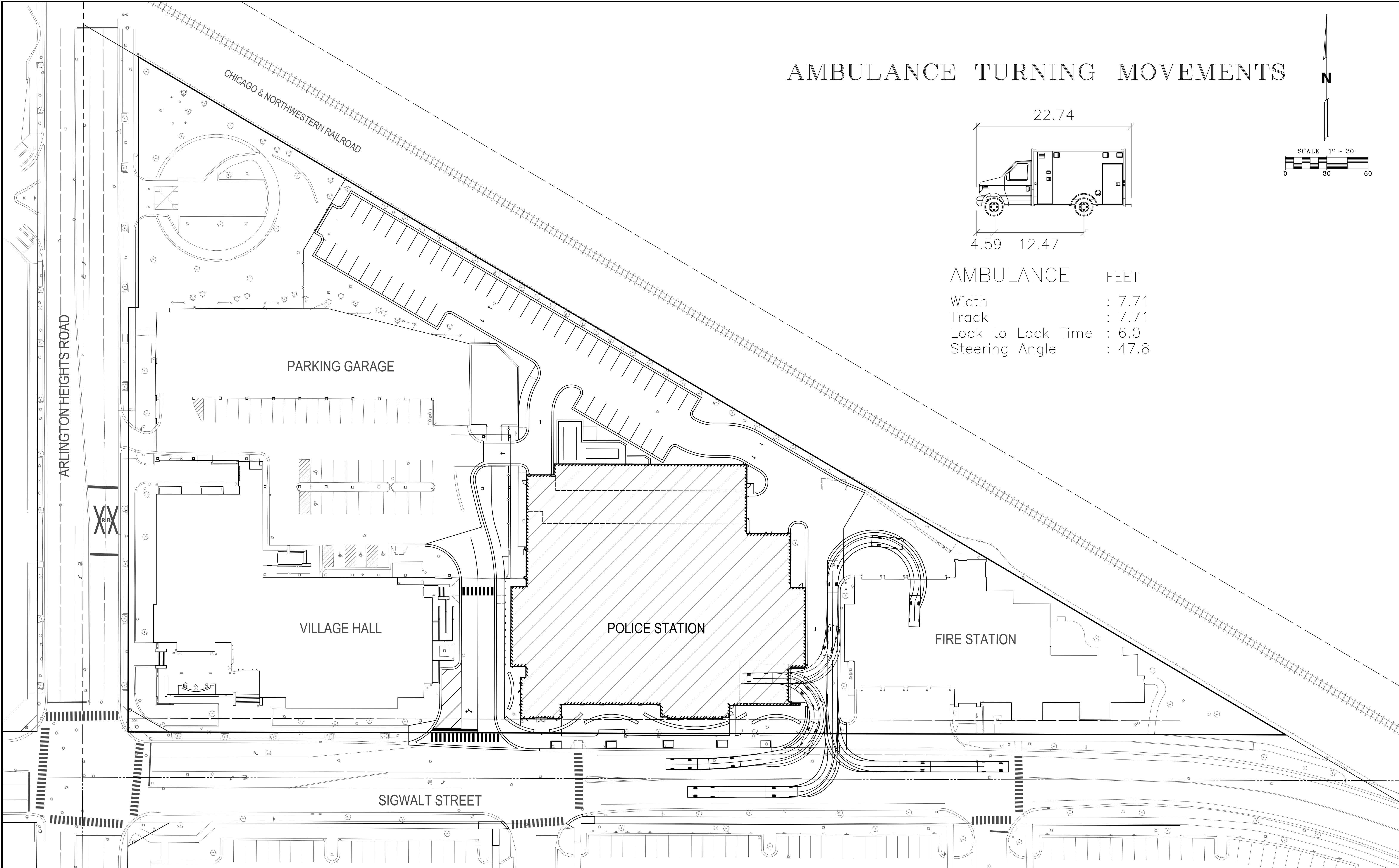
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ILLINOIS FIRM LICENSE 184-002694

AMBULANCE TURNING MOVEMENTS



AMBULANCE	FEET
Width	: 7.71
Track	: 7.71
Lock to Lock Time	: 6.0
Steering Angle	: 47.8



1/10/2017 11:49:20 AM
M:\2017\Engineering\Photos\Arlington Heights\Vehicle Turning Movement Exhibit - Ambulance.pdf



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Rosemont, IL 60018
(847)696-1400
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CLIENT:
VILLAGE OF ARLINGTON HEIGHTS

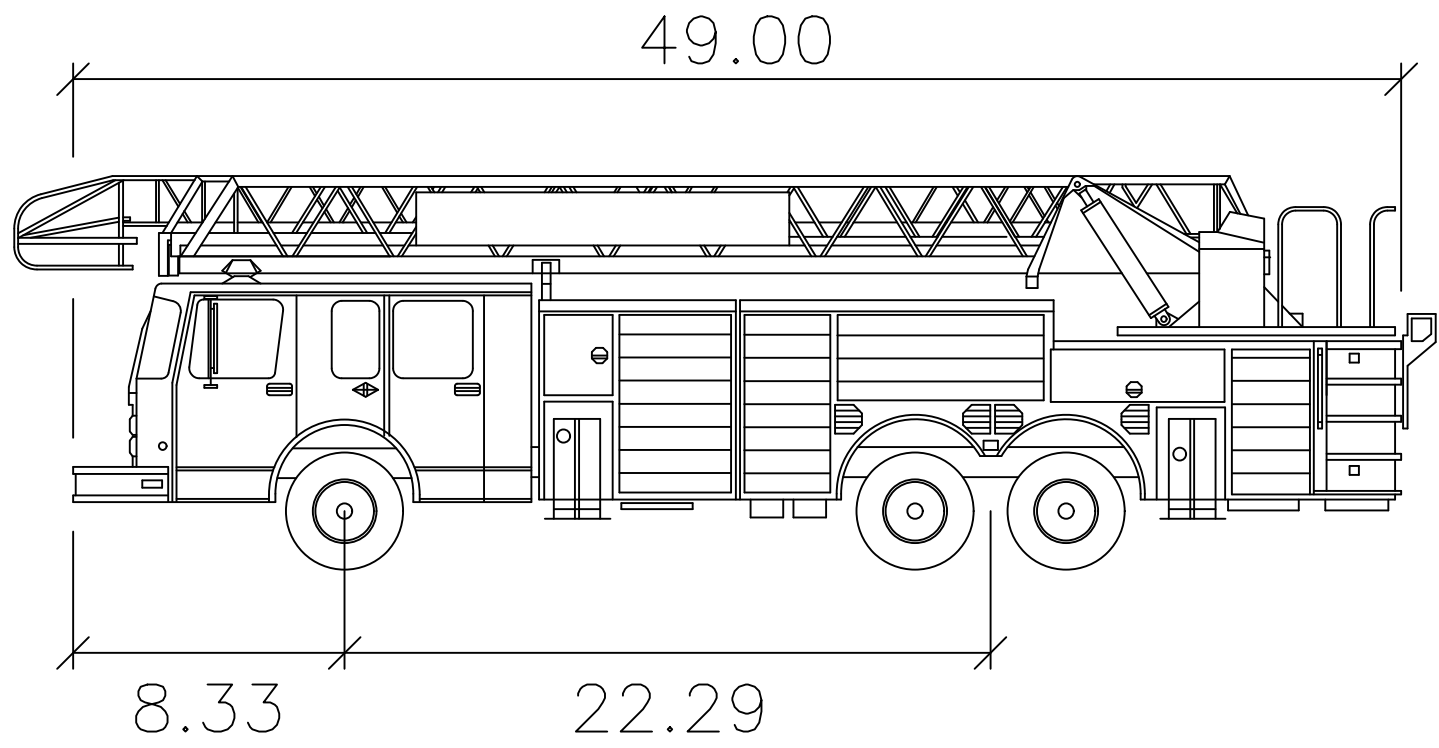
200 EAST SIGWALT STREET
ARLINGTON HEIGHTS, ILLINOIS 60005

		DESIGNED	KJM
		DRAWN	MSR
		APPROVED	KJM
		DATE	01/04/2017
01-27-17	REVISED PER VILLAGE COMMENTS	JAD	SCALE 1" = 30'
DATE	DESCRIPTION OF REVISION	BY	

AMBULANCE TURNING MOVEMENT PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

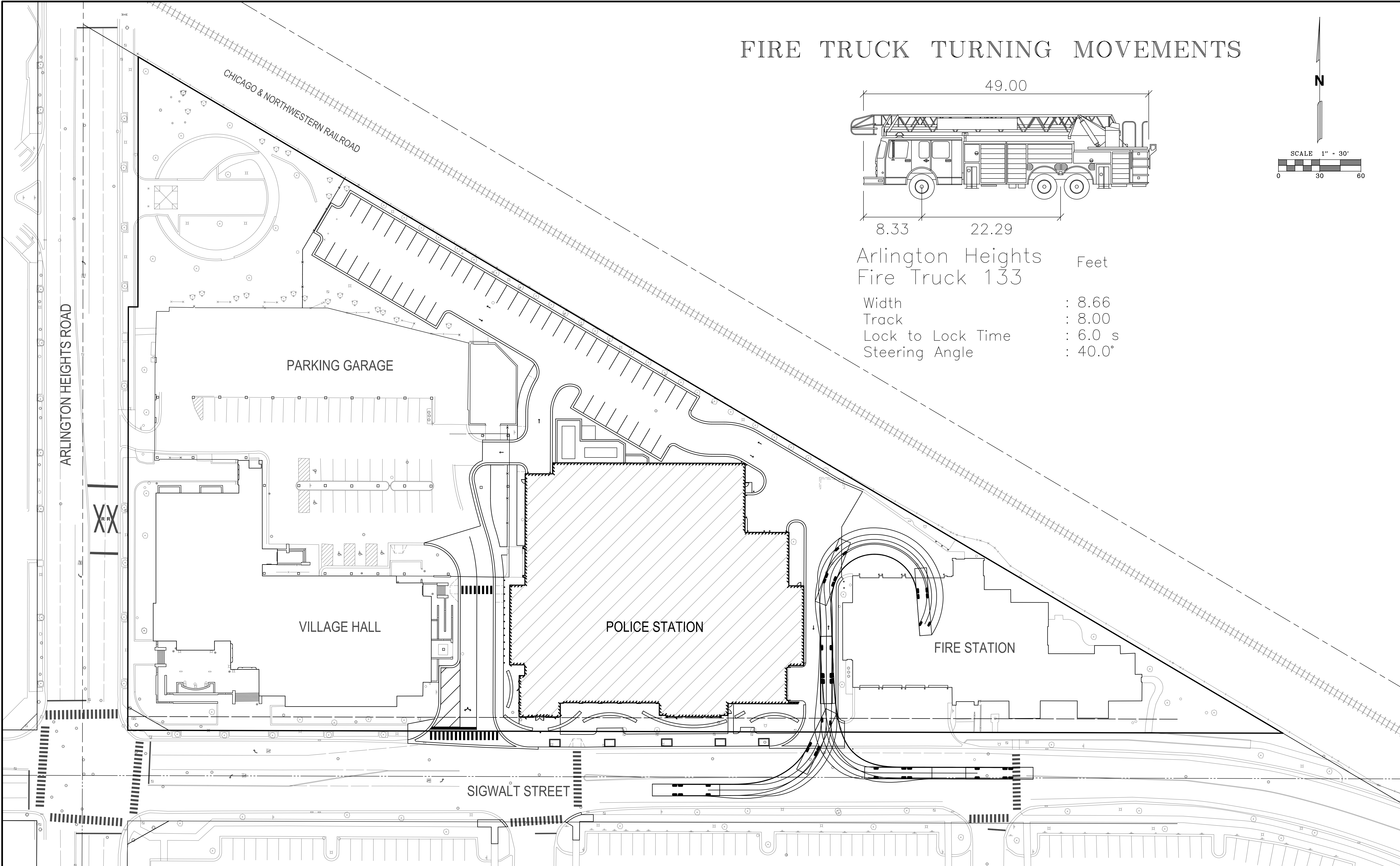
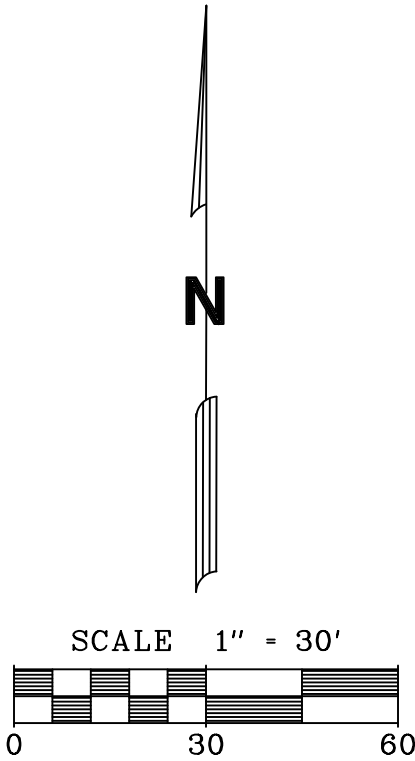
SHEET
C-105
PROJECT NUMBER: 2930
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FIRE TRUCK TURNING MOVEMENTS



Arlington Heights
Fire Truck 133

	Feet
Width	: 8.66
Track	: 8.00
Lock to Lock Time	: 6.0 s
Steering Angle	: 40.0°



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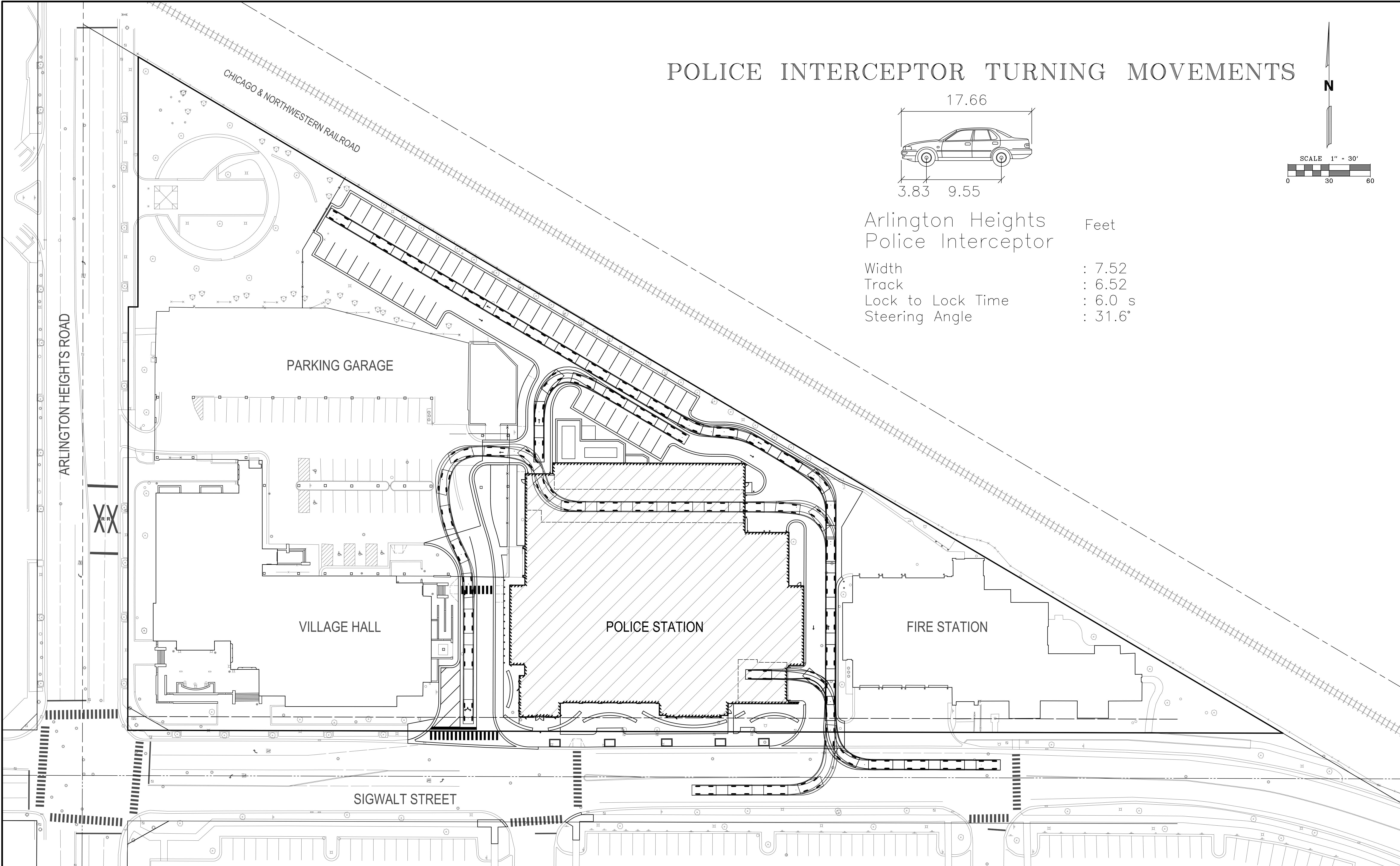
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200 EAST SIGWALT STREET
ARLINGTON HEIGHTS, ILLINOIS 60005

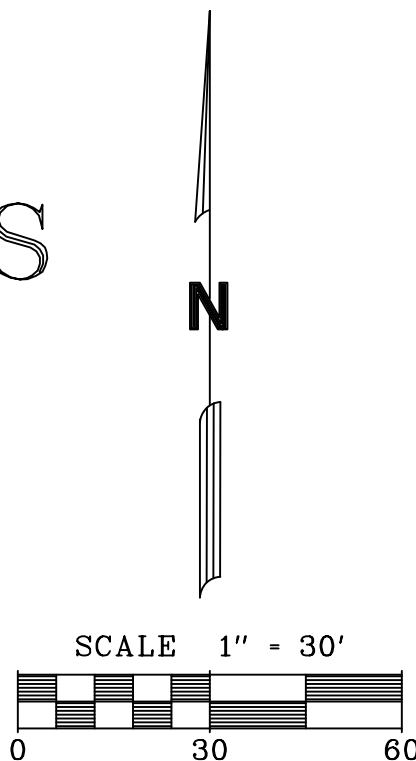
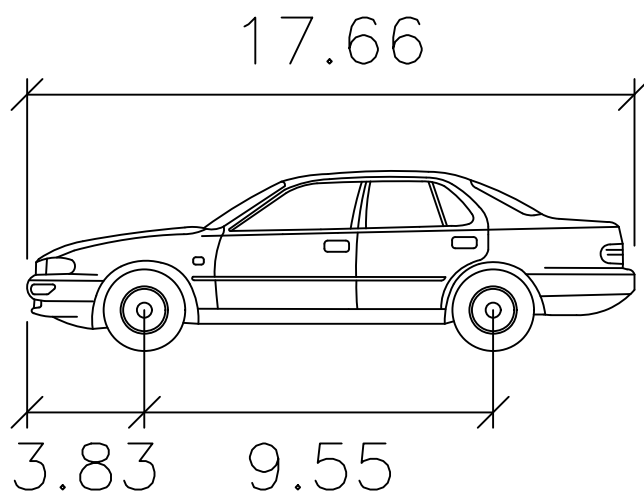
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		DATE	01/04/2017
01-27-17	REVISD PER VILLAGE COMMENTS	JAD	SCALE
DATE	DESCRIPTION OF REVISION	BY	1" = 30'

FIRE TRUCK TURNING MOVEMENT PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

SHEET
C-106
PROJECT NUMBER: 2930
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POLICE INTERCEPTOR TURNING MOVEMENTS



Arlington Heights
Police Interceptor

Feet

- Width : 7.52
- Track : 6.52
- Lock to Lock Time : 6.0 s
- Steering Angle : 31.6°

PARKING GARAGE

VILLAGE HALL

POLICE STATION

FIRE STATION

SIGWALT STREET



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PHONE: 847-368-5250

DESIGNED	KJM
DRAWN	MSR
APPROVED	KJM
DATE	01/04/2017
SCALE	1" = 30'

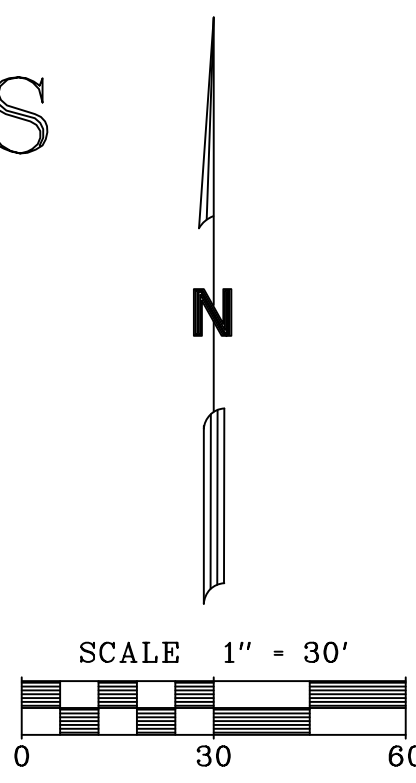
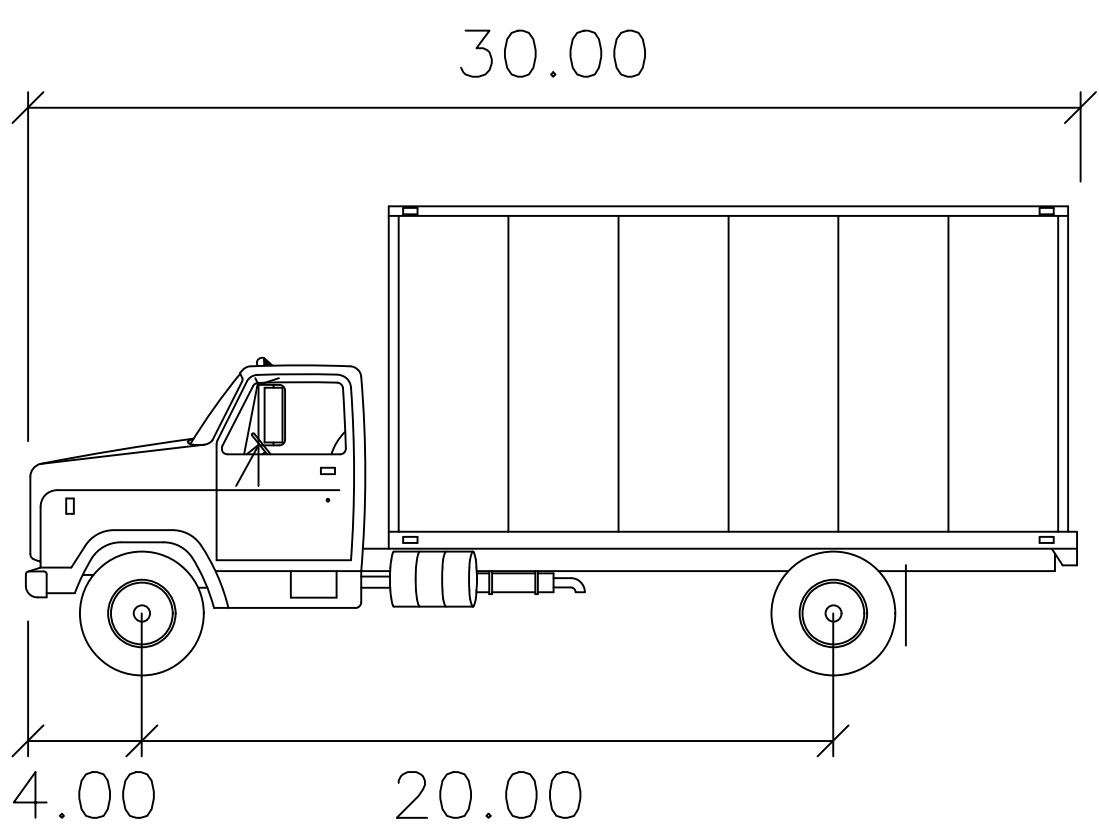
01-27-17	REVISED PER VILLAGE COMMENTS	JAD
DATE	DESCRIPTION OF REVISION	BY

POLICE INTERCEPTOR TURNING MOVEMENT PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

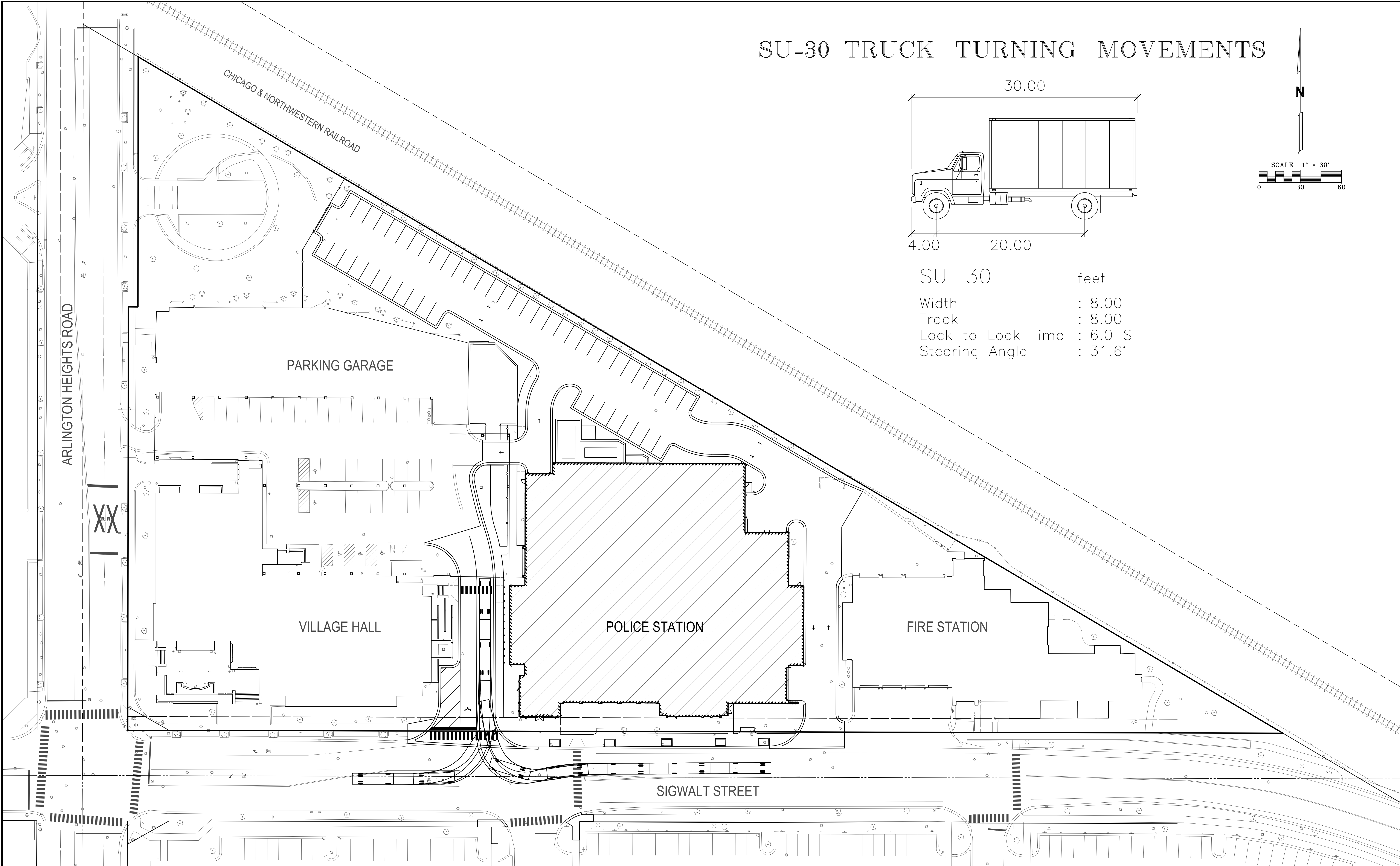
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C-107
PROJECT NUMBER: 2930
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SU-30 TRUCK TURNING MOVEMENTS



SU-30	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0 S
Steering Angle	: 31.6°



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Vehicle Turning Movement Exhibit - SU-30.dwg



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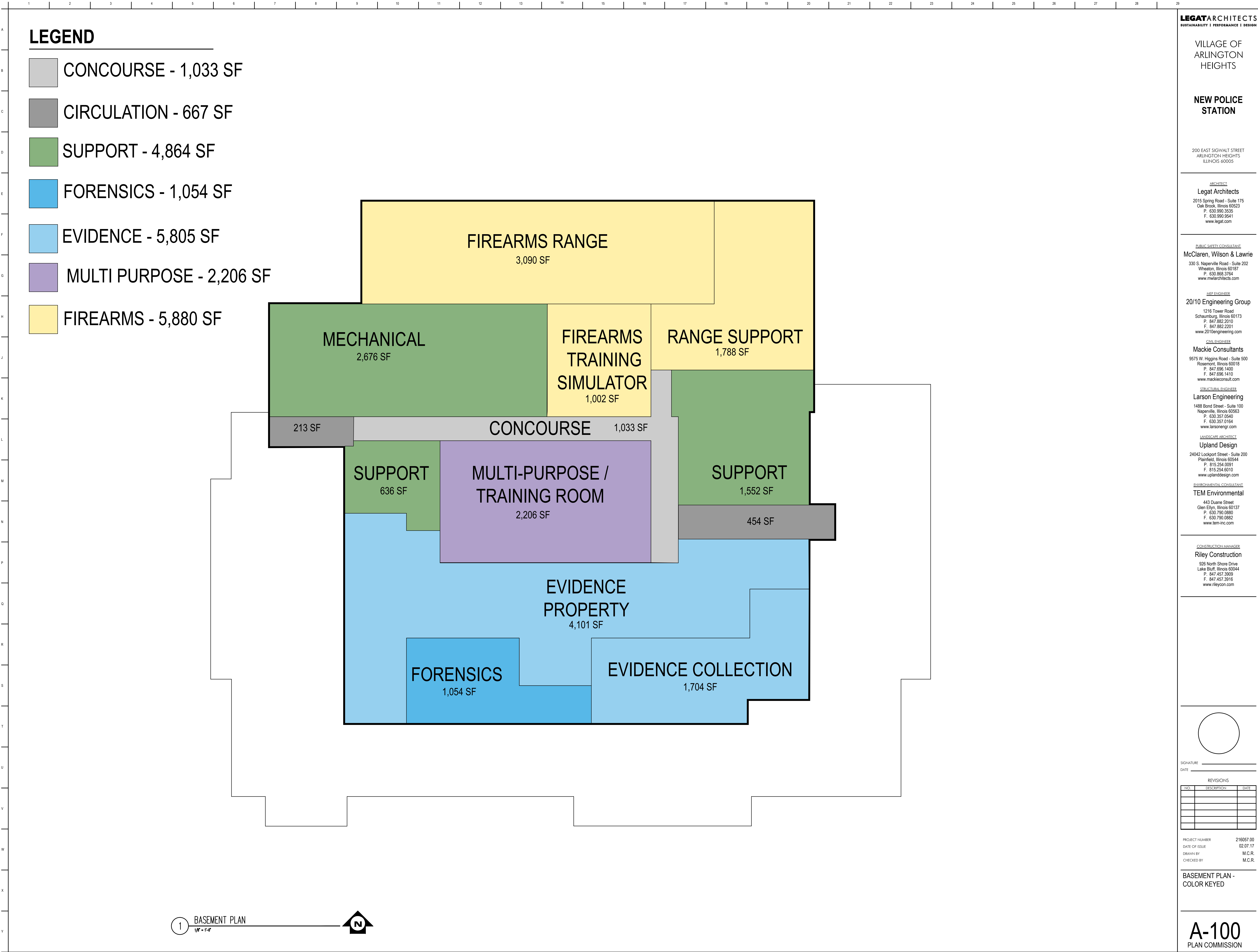
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VILLAGE OF ARLINGTON HEIGHTS
200 EAST SIGWALT STREET
ARLINGTON HEIGHTS, ILLINOIS 60005
PHONE: 847-368-5250

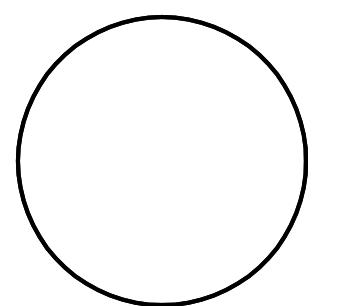
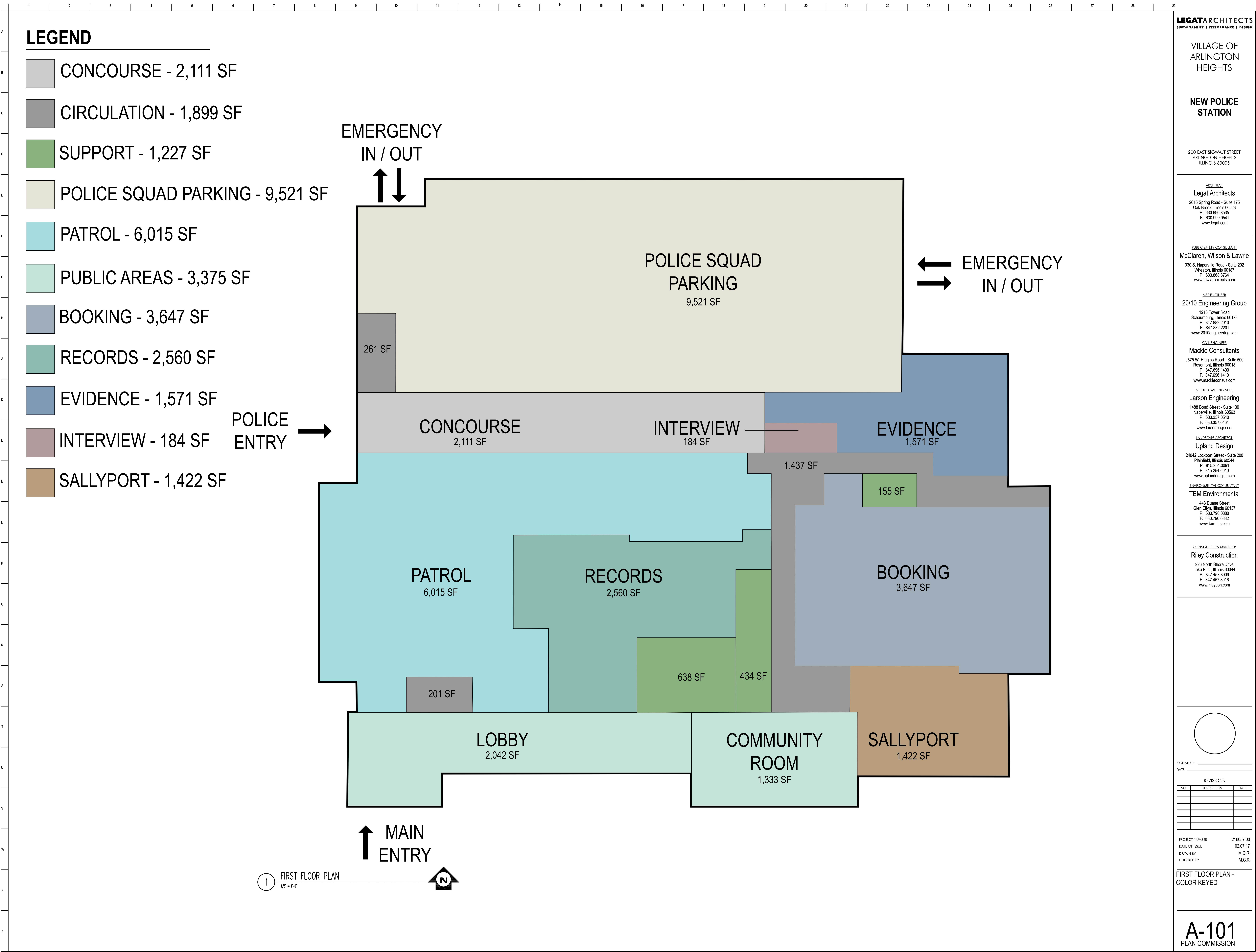
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		APPROVED	KJM
		DATE	01/04/2017
01-27-17	REVISED PER VILLAGE COMMENTS	JAD	SCALE 1" = 30'
DATE	DESCRIPTION OF REVISION	BY	

SU-30 TURNING MOVEMENT PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

SHEET
C-108

PROJECT NUMBER: 2930
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SIGNATURE _____

DATE _____

REVISIONS

NO.	DESCRIPTION	DATE

PROJECT NUMBER 216057.00
DATE OF ISSUE 02.07.17
DRAWN BY M.C.R.
CHECKED BY M.C.R.

FIRST FLOOR PLAN -
COLOR KEYED

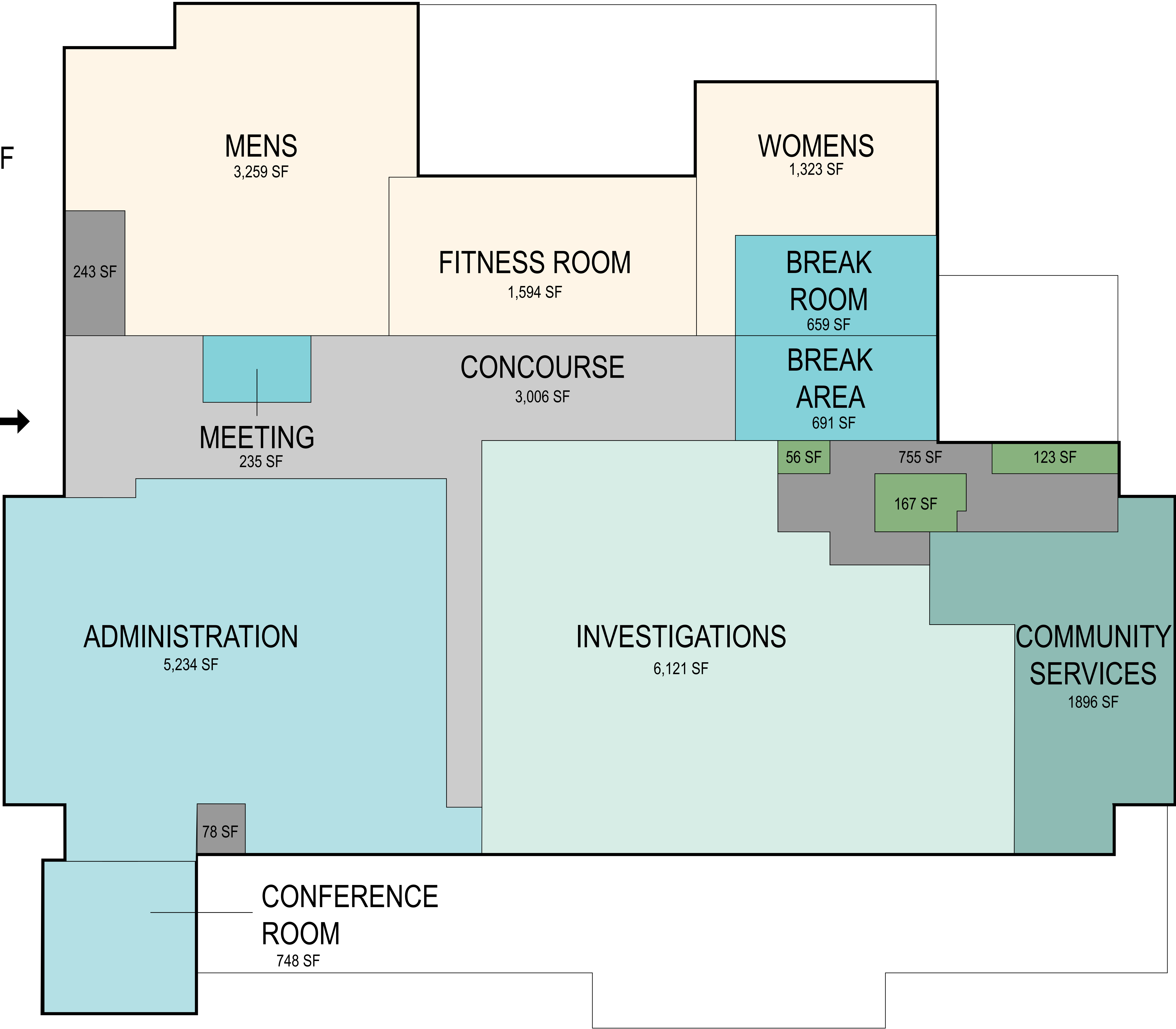
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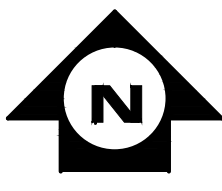
LEGEND

- CONCOURSE - 3,006 SF
- CIRCULATION - 1,078 SF
- SUPPORT - 346 SF
- INVESTIGATIONS - 6,121 SF
- ADMINISTRATION - 5,982 SF
- COMMUNITY - 1,896 SF
- FITNESS / LOCKERS - 6,178 SF
- BREAK OUT AREA - 1,585 SF

POLICE ENTRY
FROM 2ND
LEVEL GARAGE



1 SECOND FLOOR PLAN
1/8" = 1'-0"



LEGAT ARCHITECTS
SUSTAINABILITY | PERFORMANCE | DESIGN

VILLAGE OF
ARLINGTON
HEIGHTS

NEW POLICE
STATION

200 EAST SIGWALT STREET
ARLINGTON HEIGHTS
ILLINOIS 60005

ARCHITECT

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Wheaton, Illinois 60187
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Larson Engineering
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LANDSCAPE ARCHITECT

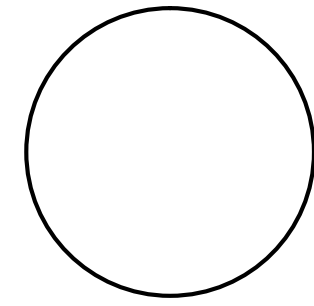
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REVISIONS

NO.	DESCRIPTION	DATE

PROJECT NUMBER 216057.00
DATE OF ISSUE 02.07.17
DRAWN BY M.C.R.
CHECKED BY M.C.R.

SECOND FLOOR PLAN -
COLOR KEYED

A-102
PLAN COMMISSION

Traffic and Parking Study Proposed - New Police Station

December 8, 2016 / REVISED: February 14, 2017

Prepared by Charles Witherington-Perkins, AICP

Director of Planning & Community Development

Parking counts provided by: Police Department

Traffic Counts Provided by: Engineering Department

Part 1:

Project context and Summary Statement

A traffic and parking analysis has been undertaken relative to the planning and proposed impacts of the redevelopment of the Police Station building on the Municipal Campus. The Municipal Campus is approximately four acres located at the northeast corner of Arlington Heights Road and Sigwalt Street.

In September 2015 the Village Board accepted a feasibility study prepared by consultants. The feasibility Study evaluated the existing Police Station building deficiencies and developed a “best fit” Police Station option on the existing Municipal Campus.

In February 2016, the Village Board retained the services of Legat Architects, McClaren, Wilson & Lawrie, Inc. and other consultants as part of their team, to prepare construction drawings for the new Police Station. In May 2016, the Village Board retained the services of Riley Construction to be the Construction Manager. The following is a summary of the key proposed changes to the Municipal Campus:

- The existing Police Station building will be demolished and replaced with a new 70,500 square foot building.
- There is no planned increase in the functions within the Police Department. The current building is severely undersized and does not meet the needs of a state of the art Police Department, nor does it comply with the current code requirements for Police Station buildings.
- No additional Police personnel are planned immediately for the facility. Although future growth can be accommodated within the building, as may be determined necessary by the Village.
- The Village Hall and Fire Department located on the campus remain with no modifications or changes relative to expanded personnel.
- In 2005, the Village amended the Plan Unit Development for the Municipal Campus to incorporate the former Hill Behan Lumber yard on the north side and to construct the Fire Station and Village Hall. The Fire Station and Village Hall buildings were completed in 2008.

Part 2:

Traffic Analysis

Roadway Network

Arlington Heights Road is a major north-south arterial through the Village and northern Cook County. Arlington Heights Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), but is not classified as a Strategic Regional Arterial (SRA) route. Along the site frontage, Arlington Heights Road provides two travel lanes in each direction separated by left turn lanes for Sigwalt Street and Northwest Highway. Sigwalt Street is approximately 600 feet south of the Union Pacific Northwest Line Railroad (UPRR). The posted speed limit along Arlington Heights Road is 30-mph. Arlington Heights Road 2014 ADT was 26,100 vehicles.

Sigwalt Street is a local east-west route under the jurisdiction of the Village of Arlington Heights. At its intersection with Arlington Heights Road, Sigwalt provides separate left and right turn lanes and a single through lane in each direction. East of the existing Municipal Campus main access, Sigwalt is striped for one wide lane in each direction. Sigwalt Street west of Bristol Lane 2002 ADT was 3,608 vehicles.

Pine and Belmont Streets are local north-south streets that parallel Arlington Heights Road and intersect Sigwalt Street at “T” intersections along the site frontage. Both local streets generally provide one travel

lane in each direction and have parking allowed along both sides. Both are also under Stop Sign control at their intersections with Sigwalt.

Existing Traffic

In 2005 Gewalt Hamilton Associates, conducted weekday morning and evening peak period traffic counts at the various intersections surrounding the Municipal Campus as well as at the internal intersection leading to the second floor of the parking structure. The time periods were chosen so as to coincide with the highest combination of Village Hall and commuter-generated traffic.

Since 2005, the following modifications and changes, that impact traffic and parking at the Municipal Campus have occurred.

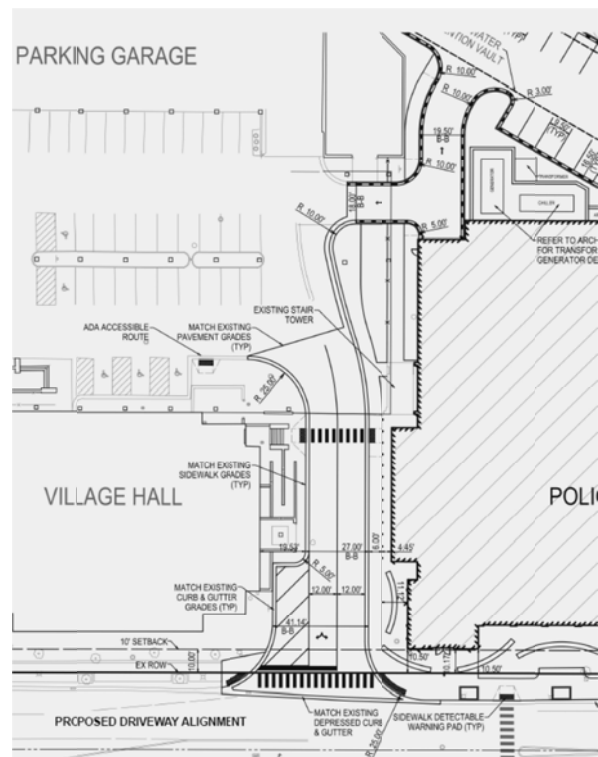
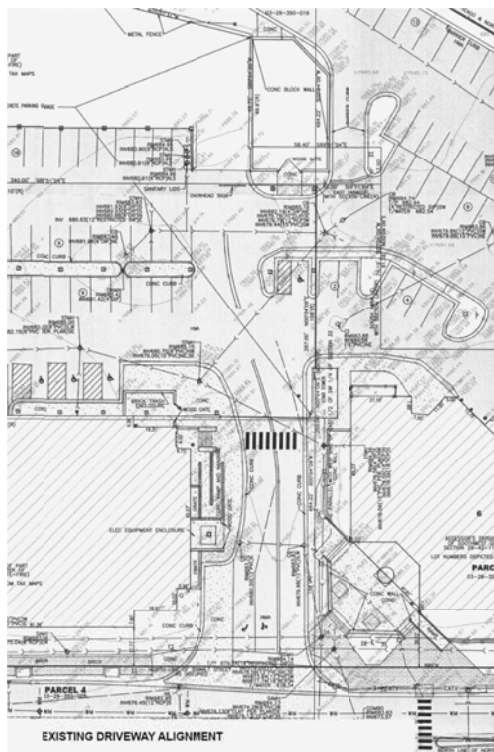
- The Vail Avenue garage was expanded from 800 parking spaces to 1,200 parking spaces and a shift of commuter parking occurred from the Municipal garage to the Vail Avenue garage
- The Village Hall and Fire Department were built and occupied at the beginning of 2008.
- Village Hall employee count reduced from 112 employees to 84 employees, as a result of the recession. Although 95 daytime employees utilize the campus with part-time and contract employees.

Between 2006 and 2008 modifications were made to the traffic signals at Arlington Heights Road and Sigwalt Street. No additional roadway improvements were necessary.

Proposed Site Plan Changes

In order to accommodate the Police Station building, modifications are necessary to the main driveway between the Police Station and the Village Hall. These include the following:

- A two lane cross section is proposed with one ingress and egress lane versus a three lane cross section. The existing loading zone by Village Hall remains.
- The driveway into the municipal garage has been straightened.
- Existing driveway conflicts once customers enter the garage have been eliminated. This cleans up traffic flow and access into the Municipal parking garage.
- A clearly delineated pedestrian access from the public parking in the garage, to the police station front door is being developed. Currently customers going to the Police Station are forced to walk in the driveway at certain points due to lack of sufficient sidewalk width.



2016 Traffic Counts

The Village of Arlington Heights Engineering Department conducted traffic counts at the Municipal Campus's main driveway in November 2016. The data generated by these traffic counts, is summarized as follows:

Inbound and Outbound Municipal Campus Peak Traffic Counts			Municipal Campus Peak Outbound Traffic Counts	
Day	AM Peak	PM Peak	Day	Southbound
Thursday 11/17/16	N/A	4 PM - 77	Thursday 11/17/16	4 PM - 46
Friday 11/18/16	11 AM - 83	2 PM - 93	Friday 11/18/16	4 PM - 44
Saturday 11/19/16	11 AM - 25	2 PM - 43	Saturday 11/19/16	2 PM - 14
Sunday 11/20/16	6 AM - 19	2 PM - 27	Sunday 11/20/16	3 PM - 13
Monday 11/21/16	7 AM - 82	2 PM - 91	Monday 11/21/16	5 PM - 51
Tuesday 11/22/16	11 AM - 70	1 PM - 90	Tuesday 11/22/16	3 PM - 38
Wednesday 11/23/16	8 AM - 65	N/A		

Based upon the Engineering Department counts, peak hour traffic inbound and outbound into the Municipal garage occurred at 2 PM with a total of 93 trips. Maximum trips during a 24 hour period occurred on Monday, November 21, 2016 with a total of 1,046 inbound and outbound trips. Peak hour trips leaving the Municipal campus southbound were 51 between 5 PM and 6 PM on Monday, November 21, 2016.

While modifications to the main driveway are proposed, no negative impacts are projected. In addition, police vehicles will utilize the east driveway between the new Police Station and the fire station reducing impact upon the main access point to the Municipal garage.

Trip Distribution

Also, as part of the 2005 traffic study, Gewalt Hamilton observed trip distribution to the Municipal Campus. The trip distribution observed by Gewalt Hamilton is identified in the table below. It is not anticipated that trip distribution to and from the Municipal campus has changed or will change as a result of the proposed Police Station.

Trip Distribution:		
Route	Direction (To/From)	Percent Use
Arlington Heights Rd.	North of Sigwalt	25%
	South of Sigwalt	15%
Sigwalt Avenue	East of Campus	15%
	West of Arlington Heights	35%
Pine Street	South of Sigwalt	5%
Belmont Street	South of Sigwalt	5%
Source: Gewalt Hamilton		Total = 100%

Accident Data November 2013 – November 2016

The Arlington Heights Police Department records ran a search on the following intersections and addresses within or near the Municipal complex to identify crash data.

33 S. AH Rd.	8 parking lot crashes
200 E. Sigwalt St.	7 parking lot crashes
300 E. Sigwalt St.	2 parking lot crashes
Pine at Sigwalt St.	No report
Belmont at Sigwalt St.	No report
AH Rd. at Sigwalt St.	35 intersection or close proximity crashes reported

The Police Department indicated that this does not represent a large amount of accidents over a three-year time period.

Part 3: Parking Analysis

Background

As part of the 2015 feasibility study, a parking analysis was conducted of the entire Municipal Campus. Parking counts were conducted by the Police Department for each parking area within the Municipal Campus. This data was analyzed with existing building capacities and meetings that were occurring at the time.

Existing Parking

The total number of parking spaces for the Municipal Campus is 441 spaces. This includes Lot O (Arlington Heights Road and Sigwalt) and the two lots across the street from the Police and Fire Stations.

MUNICIPAL CAMPUS PARKING Existing Supply				
Visitor	Village Vehicles	Employees	Daily Fee	TOTAL
53	40	250	98	441

Proposed Parking

With the demolition and rebuilding of the Police Station, 8 parking spaces at the rear of the Police building will be eliminated and two spaces within the garage. Total Municipal Campus parking will be 434 spaces.

MUNICIPAL CAMPUS PARKING Proposed Supply				
Visitor	Village Vehicles	Employees	Daily Fee	TOTAL
53	40	243	98	434

Historical Municipal Campus Parking Capacity

Parking counts have taken place at the Municipal Campus, in 2005 pre-redevelopment, with the inclusion of the former lumber yard space post redevelopment in 2009, during the feasibility study analysis in 2014, and more recently in November 2016. These historical parking counts are summarized in the table below.

Historical Municipal Parking Campus Peak Capacity					
	2005	2009	2014	2016	Proposed
Total Spaces	485	453	441	441	434
Peak	301	240	292	244	268
Occupied	62%	53%	66%	55%	62%
Vacant	186	213	149	193	166

The above chart represents the peak maximum occupancy of the Municipal Campus parking at the time period when the counts took place. This represents a worst case scenario with respect to available parking, as there were many other time periods throughout the day during the counts, when there were more available parking spaces.

Projected Parking Needs for the Municipal Campus

The 2015 feasibility study identified the following as projected parking needs. However, not all Police and Village vehicles are on site at the same time. Patrol vehicles are on the street other than shift change and the Police day shift is 60 employees not the total department count listed below.

Police Department	
Department Vehicles	
Department Vehicles	71
Spare Vehicles	10
Total Vehicles	81
Staff Parking	
Required Parking Spaces at Peak Demand	110
Take Home Vehicles	-7
Total Staff Parking Required	103
Public	
Visitors	10
Community and Training Room Parking	30
Total Public Parking Required	40
Total Police Parking Required	224
Village Hall	
Department Vehicles	20
Staff Parking	84
Public	
Visitors	20
Board Room	30
Community Room	20
Total Village Hall Parking Required	174
Fire Department	
Department Vehicles	
Staff Parking	9
Public	3
Total Fire Department Parking Required	12
TOTAL PARKING REQUIRED	410

POLICE DEPARTMENT EMPLOYEES		
Average mid week count		
	Day shift	60 employees
	6:30 am - 5:00 pm	
	Afternoon shift	23 employees
	3:00 pm - 11:00 pm	
	Midnight shift	12 employees
	11:00 pm - 7:00 am	
Day shift includes all daytime plus shift employees.		
Excludes 5 officer vacancies.		
Excludes 5 offsite officers eq. Narcotics Task Force		
and High School officers.		

2014 Municipal Campus Parking Summary Findings

Between November 14 and November 19, the Police Department conducted parking counts on the Municipal Campus at 9:30 am, 2:30 pm, and 6:00 pm. See attachment for detailed counts.

MUNICIPAL PARKING PEAK DAYTIME CAPACITY						
November 14, 18 & 19, 2014						
		Supply	Occupied	%	Vacant	%
Visitor	Wed. 2:30 pm	53	21	41%	32	60%
Employees	Wed. 2:30 pm	150	133	89%	17	11%
Police lot	Tues. 6:00 pm	75	56	75%	19	25%
Daily fee	Tues. 2:30 pm	98	60	61%	38	39%
Village Vehicles	Wed. 2:30 pm	40	34	85%	6	15%
Fire Dept.	Fri. 2:30 pm	25	13	52%	12	48%
TOTAL	-----	441	317	71.9%	124	28.12%

The following is a summary of some of the study findings:

- Peak occupancy of the Municipal Campus occurred on Wednesday, November 19 at 2:30 pm when 66% of the Municipal Campus parking spaces were occupied, with 149 (34%) vacant.
- On Wednesday, November 19 during the peak employee parking demand, Lutheran General Hospital held a meeting in the Village Hall Community meeting rooms with 30-35 attendees. The meeting ran from 9:00 am to 4:00 pm and impacted all day parking.
- Maximum peak capacity taking a worst case scenario of different days and different hours, illustrated occupancy of 317 spaces with 28% or 124 spaces still available.
- Daily fee parking is not fully utilized - at least 29 to 30 spaces were available.
- Employee parking had a peak capacity at 2:30 pm on Wednesday, November 19 with 133 spaces occupied and 17 available. However, there were at that time 27 spaces available in the Police lot and 19 spaces available in Lot O on Sigwalt Street.
- Visitor parking on levels 2, 3, and Lot O had minimal usage during the day.

It is important to note that the parking counts were conducted over three days and represent a snapshot in time reflecting the occupancy of the garage at that particular time. Other meetings and events at different occasions may have different impact on the available parking.

2016 Municipal Campus Parking Summary Findings

Between November 14 and November 18, 2016 the Police Department conducted parking counts Monday through Friday on the Municipal Campus at 9:30 am, 2:30 pm, and 6:00 pm. See attachment for detailed counts.

MUNICIPAL PARKING PEAK DAYTIME CAPACITY						
November 14 to 18 2016						
		Supply	Occupied	%	Vacant	%
Visitor	Mon. 6:00 pm	53	22	41%	31	59%
Employees	Fri. 2:30 pm	150	113	75%	37	25%
Police lot	Fri. 6:00 pm	75	58	77%	17	23%
Daily fee	Tues. 2:30 pm	98	56	57%	42	43%
Village Vehicles	Fri. 6:00 pm	40	34	85%	6	15%
Fire Dept.	Wed. 2:30 pm	25	7	28%	18	72%
TOTAL	-----	441	290	65.8%	151	34.2%

The following is a summary of the findings:

- Peak Capacity at the Municipal Campus occurred on Thursday, November 17, at 2:30 pm when 248 spaces, 56% of the parking spaces were occupied with 193 spaces, 44% vacant.
- Meeting attendees for the week of November 14 to November 18, 2016 ranged from 20 attendees to 211 attendees at different times throughout the day.
- Maximum peak capacity taking a worst case scenario of different days and different hours, illustrated occupancy of 290 spaces, 65.8% occupied, with 151 spaces vacant, 34.2% vacant.
- Daily fee parking was not fully utilized no less than 42 spaces were available at any given time.
- Visitor parking on levels 2, 3, and Lot O had minimal usage during the day. However, Lot O was heavily utilized during early voting.
- Employee parking had a peak capacity at 2:30 pm on Friday, November 18, with 113 spaces occupied 75% and 37 vacant or 25%.
- The Police parking lot had a maximum capacity on Friday, November 18, at 6:00 pm with 58 spaces occupied or 77%.

2016 Early Voting at Village Hall

Early voting at Village Hall was also observed during early November 2016. The following general observations and facts can be provided:

- A total of 15,173 early voters parked at Village Hall over a two week period.
- On November 17, 2016 1,604 early voters took place in one day.
- Parking Lot O and first floor visitor parking were heavily utilized.
- Current parking needs were accommodated

In comparison, the 2014 gubernatorial election resulted in 7,740 early voters and the 2015 consolidated election saw 1,533 early voters. The periodic two week activity has the biggest impact upon the Municipal Campus parking and traffic and was accommodated.

Conclusion

As a result of these extensive parking counts and the redevelopment of the Police Station resulting in a loss of only 7 parking spaces, it is concluded that the proposed parking supply of 434 parking spaces is sufficient for the Municipal Campus. In addition, the Village has several long term options that could be considered in the event additional parking is needed. These include the following:

- Eliminate unused daily fee spaces that are currently not utilized based upon the recent parking counts.
- Add additional parking to the Municipal Campus at the northwest corner of the property.
- Shift the daily fee parking from the Municipal Campus to other parking garages.

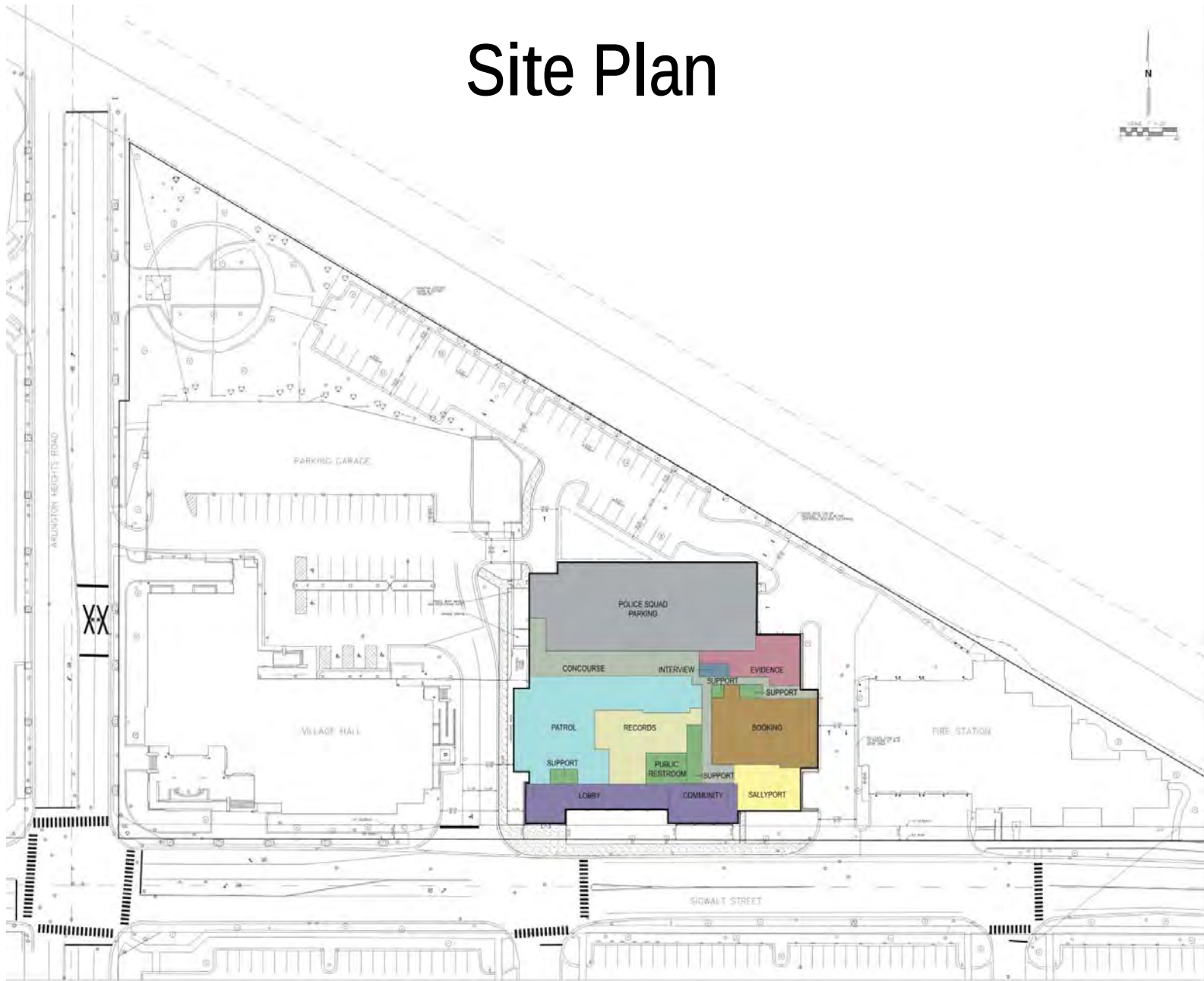
It is not envisioned that these options would be necessary at this time, and the surveys conclude that 434 spaces are sufficient for the Municipal Campus parking needs.

- Attachments:
1. Site & Surrounding Properties
 2. Site Plan
 3. Driveway Plans
 4. Engineering Department Traffic Counts November 17-23, 2016
 5. Parking Count Survey 2014
 6. Parking Count Survey 2016
 7. Meeting attendees week of November 14-19, 2016
 8. Parking Count Survey 2009
 9. Parking Count Survey 2005
 10. Arlington Heights Road Historical Traffic Counts

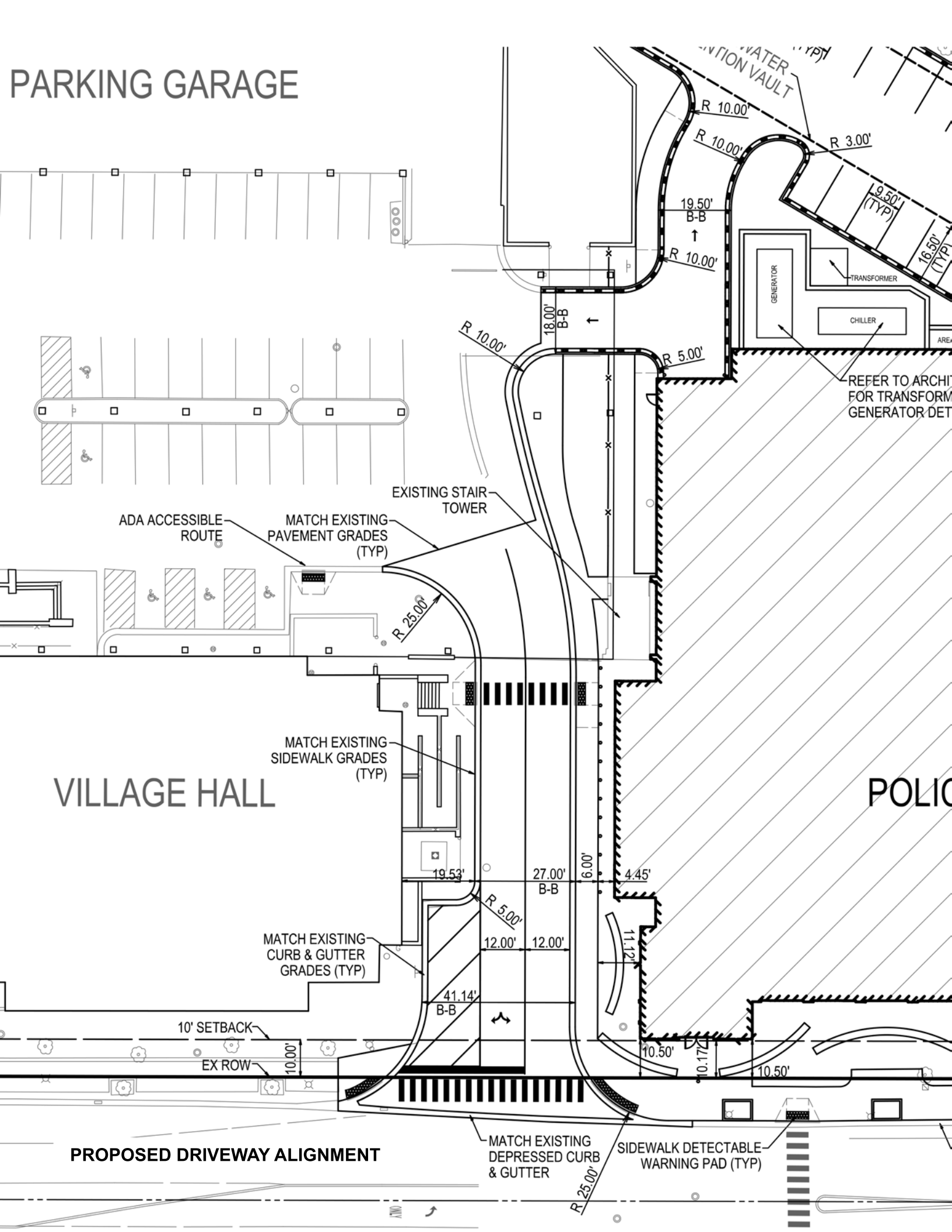
Site and Surrounding Properties



Site Plan



PARKING GARAGE





Village of Arlington Heights

Engineering Department
847-368-5260
Traffic Volume Survey

Datasets:

Site: Traffic Study for New Police Building - 2016
Direction: [VAH_GarageEntrance] Entrance between VAH and Police #260
File: 5 - South bound A>B, North bound B>A. Lane: 0
Identifier: VAH_GarageEntrance23Nov2016.EC0 (Plus)
Data type: EA442K9Z MC56-L5 [MC55] (c)Microcom 19Oct04
Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 9:00 Thursday, November 17, 2016 => 11:29 Wednesday, November 23, 2016

Column Legend:

0 [Time] Locale time
1 [Total] Number in time step
2 [Total] Number in time step (AB)
3 [Total] Number in time step (BA)

*** Thursday, November 17, 2016**

Time	Total	Total South	Total North
9:00 AM	0	0	0
10:00 AM	0	0	0
11:00 AM	0	0	0
12:00 PM	0	0	0
1:00 PM	0	0	0
2:00 PM	0	0	0
3:00 PM	48	21	27
4:00 PM	77	46	31
5:00 PM	46	33	13
6:00 PM	55	25	30
7:00 PM	25	11	14
8:00 PM	27	17	10
9:00 PM	13	1	12
10:00 PM	31	15	16
11:00 PM	10	7	3
07-19	226	125	101
06-22	291	154	137
06-00	332	176	156
00-00	332	176	156

Peak step 16:00 (77) PM Peak step 16:00 (77)

*** Friday, November 18, 2016**

Time	Total	Total South	Total North
12:00 AM	12	6	6
1:00 AM	5	2	3
2:00 AM	11	4	7
3:00 AM	4	1	3
4:00 AM	1	0	1
5:00 AM	5	0	5
6:00 AM	37	4	33
7:00 AM	68	10	58
8:00 AM	53	15	38
9:00 AM	68	22	46
10:00 AM	69	24	45
11:00 AM	83	39	44
12:00 PM	70	36	34
1:00 PM	73	32	41
2:00 PM	93	29	64
3:00 PM	68	32	36
4:00 PM	67	44	23
5:00 PM	40	25	15
6:00 PM	32	20	12
7:00 PM	27	10	17
8:00 PM	22	8	14
9:00 PM	9	2	7
10:00 PM	29	11	18
11:00 PM	12	6	6
07-19	784	328	456
06-22	879	352	527
06-00	920	369	551
00-00	958	382	576

Peak step 14:00 (93) AM Peak step 11:00 (83) PM Peak step 14:00 (93)

*** Saturday, November 19, 2016**

Time	Total	Total South	Total North
12:00 AM	9	6	3
1:00 AM	8	4	4
2:00 AM	13	4	9
3:00 AM	2	0	2
4:00 AM	6	3	3
5:00 AM	3	0	3
6:00 AM	24	8	16
7:00 AM	15	3	12
8:00 AM	13	4	9
9:00 AM	24	7	17
10:00 AM	20	9	11
11:00 AM	25	7	18
12:00 PM	24	10	14
1:00 PM	32	11	21
2:00 PM	43	14	29
3:00 PM	22	7	15
4:00 PM	10	4	6
5:00 PM	6	0	6
6:00 PM	16	4	12
7:00 PM	14	4	10
8:00 PM	14	6	8
9:00 PM	13	4	9
10:00 PM	25	8	17
11:00 PM	3	2	1
07-19	250	80	170
06-22	315	102	213
06-00	343	112	231
00-00	384	129	255

Peak step 14:00 (43) AM Peak step 11:00 (25) PM Peak step 14:00 (43)

*** Sunday, November 20, 2016**

Time	Total	Total South	Total North
12:00 AM	6	2	4
1:00 AM	11	2	9
2:00 AM	13	5	8
3:00 AM	2	1	1
4:00 AM	6	0	6
5:00 AM	7	2	5
6:00 AM	19	6	13
7:00 AM	9	5	4
8:00 AM	8	1	7
9:00 AM	6	1	5
10:00 AM	13	4	9
11:00 AM	12	4	8
12:00 PM	11	4	7
1:00 PM	10	3	7
2:00 PM	27	5	22
3:00 PM	23	13	10
4:00 PM	10	2	8
5:00 PM	11	0	11
6:00 PM	13	7	6
7:00 PM	13	6	7
8:00 PM	6	1	5
9:00 PM	9	1	8
10:00 PM	26	8	18
11:00 PM	3	1	2
07-19	153	49	104
06-22	200	63	137
06-00	229	72	157
00-00	274	84	190

Peak step 14:00 (27) AM Peak step 6:00 (19) PM Peak step 14:00 (27)

*** Monday, November 21, 2016**

Time	Total	Total South	Total North
12:00 AM	3	1	2
1:00 AM	3	0	3
2:00 AM	4	2	2
3:00 AM	0	0	0
4:00 AM	0	0	0
5:00 AM	8	2	6
6:00 AM	58	14	44
7:00 AM	82	8	74
8:00 AM	63	21	42
9:00 AM	51	22	29
10:00 AM	58	21	37
11:00 AM	70	26	44
12:00 PM	64	24	40
1:00 PM	67	20	47
2:00 PM	91	28	63
3:00 PM	91	41	50
4:00 PM	72	36	36
5:00 PM	72	51	21
6:00 PM	32	14	18
7:00 PM	58	7	51
8:00 PM	25	16	9
9:00 PM	15	8	7
10:00 PM	44	26	18
11:00 PM	15	8	7
07-19	813	312	501
06-22	969	357	612
06-00	1028	391	637
00-00	1046	396	650

Peak step 14:00 (91) AM Peak step 7:00 (82) PM Peak step 14:00 (91)

*** Tuesday, November 22, 2016**

Time	Total	Total South	Total North
12:00 AM	8	1	7
1:00 AM	1	1	0
2:00 AM	3	2	1
3:00 AM	3	1	2
4:00 AM	5	2	3
5:00 AM	13	3	10
6:00 AM	47	10	37
7:00 AM	68	6	62
8:00 AM	59	15	44
9:00 AM	54	23	31
10:00 AM	67	30	37
11:00 AM	70	32	38
12:00 PM	77	25	52
1:00 PM	90	29	61
2:00 PM	89	31	58
3:00 PM	83	38	45
4:00 PM	48	32	16
5:00 PM	43	34	9
6:00 PM	32	22	10
7:00 PM	13	6	7
8:00 PM	15	4	11
9:00 PM	15	4	11
10:00 PM	27	9	18
11:00 PM	9	6	3
07-19	780	317	463
06-22	870	341	529
06-00	906	356	550
00-00	939	366	573

Peak step 13:00 (90) AM Peak step 11:00 (70) PM Peak step 13:00 (90)

*** Wednesday, November 23, 2016**

Time	Total	Total South	Total North
12:00 AM	9	3	6
1:00 AM	2	0	2
2:00 AM	2	1	1
3:00 AM	3	1	2
4:00 AM	10	2	8
5:00 AM	9	2	7
6:00 AM	39	7	32
7:00 AM	56	6	50
8:00 AM	65	25	40
9:00 AM	55	25	30
10:00 AM	58	18	40
11:00 AM	27	12	15
07-19	261	86	175
06-22	300	93	207
06-00	300	93	207
00-00	335	102	233

Peak step 8:00 (65) AM Peak step 8:00 (65)

*** Grand Total**

Time	Total	Total South	Total North
--	4268	1635	2633

In profile: Vehicles = 4268 / 4301 (99.23%)

MUNICIPAL CAMPUS PARKING SPACE SURVEY

Available Vacant Parking Spaces

Date	Day of Week	Time	Municipal Garage							Police Lot Entire Lot	Lot 'O' Arl Hts & Sigwalt		Employee Parking Directly Across from PD	Employee Parking Directly Across from FD	Total Vacancies All Lots Combined
			Visitor Ground Level	Visitor Level 2	Visitor Level 3	Village Vehicle Ground Level	Village Vehicle Level 2	Daily Fee Both Ramps	Employee Parking Level 2 & 3		Daily Fee	Visitor			
TOTAL NUMBER OF SPACES =			32	6	6	28	12	66	121	75	32	9	29	25	
11/14/14	Fri *	9:30 AM	32	4	6	8	4	46	39	28	18	8	10	19	222
		2:30 PM	24	6	6	8	2	39	55	30	10	9	11	12	212
		6:00 PM	29	6	6	8	2	51	109	29	19	7	23	20	309
11/18/14	Tues	9:30 AM	27	6	5	4	4	35	45	30	19	8	8	22	213
		2:30 PM	24	4	6	7	6	29	38	27	9	9	5	22	186
		6:00 PM	7	6	6	9	2	44	90	19	25	6	19	22	255
11/19/14	Weds	9:30 AM	17	4	6	4	3	34	12	33	21	9	8	20	171
		2:30 PM	14	6	6	2	4	30	7	27	19	6	10	18	149
		6:00 PM	25	6	6	6	2	46	105	27	24	9	19	22	297

* Friday 11/14/14 = Village Employee Flex Day

11/14 - Cook County Housing - 9am- 17 attendees

11/18 - Fire and Police Accademy Commission - 6pm - 6 attendees

11/18 - Citizens Police Accademy Graduation -7pm - 30-40 attendees

11/18 - Wingate Condos - 7pm - 20 attendees

11/19 - Lutheran General Hospital - 9am to 4pm - 30-35 attendees

11/19 - Chicago Amputee Group - 7pm - 10 attendees

11/19 - Arlington Cares - 7:30pm - 10 attendees

Arelington Economic Alliance - 7:30 am - meeting cancelled - normally 9 - 12 attendees

MUNICIPAL CAMPUS PARKING SPACE SURVEY

Available Vacant Parking Spaces

Date	Day of Week	Time	Municipal Garage							Police Lot	Lot 'O' Arl Hts & Sigwalt		Employee Parking Directly Across from PD	Employee Parking Directly Across from FD	Total Vacancies All Lots Combined
			Visitor Ground Level	Visitor Level 2	Visitor Level 3	Village Vehicle Ground Level	Village Vehicle Level 2	Daily Fee Both Ramps	Employee Parking Level 2 & 3	Entire Lot	Daily Fee	Visitor			
TOTAL NUMBER OF SPACES =			32	6	6	28	12	66	121	75	32	9	29	25	
11/14/16	Mon	9:30 AM	29	6	6	8	8	36	42	31	22	8	10	22	228
		2:30 PM	22	6	6	10	6	33	44	25	21	9	5	23	210
		6:00 PM	12	4	6	9	0	46	102	32	22	9	20	23	285
11/15/16	Tues	9:30 AM	21	6	6	7	9	35	39	29	22	7	5	21	207
		2:30 PM	27	6	6	9	7	24	43	28	18	8	0	22	198
		6:00 PM	No	Survey											
11/16/16	Weds	9:30 AM	23	6	6	8	7	32	43	27	23	6	4	19	204
		2:30 PM	26	6	6	10	8	27	38	30	20	7	1	18	197
		6:00 PM	26	5	2	8	1	47	107	27	26	6	20	20	295
11/17/16	Thurs	9:30 AM	24	5	5	5	8	41	42	30	15	9	3	22	209
		2:30 PM	15	4	6	17	4	42	41	26	9	7	2	20	193
		6:00 PM	29	6	6	8	1	49	107	22	20	9	23	20	300
11/18/16	Fri*	9:30 AM	26	5	5	8	10	40	42	36	25	9	8	20	234
		2:30 PM	24	4	4	5	8	46	32	24	27	7	5	21	207
		6:00 PM	29	6	6	5	1	59	110	17	24	8	15	23	303

* Friday 11/18/16 = Village Employee Flex Day

Meeting Attendees for the Week of November 14 – November 19, 2016

Monday

Meeting Group	Time	# of Attendees	Frequency
Executive Network Group	7:30 AM	10	Weekly
Police Interviews	12 PM	12	Infrequent
Liquor Hearings	4 PM	15	Infrequent
COW Meeting	7 PM	40	3 x Monthly
ZBA	7 PM	12	Monthly
Immunization Clinic	5 PM	60	Monthly
Elite Soccer	7 PM	12	Monthly
TOTAL		161	

Tuesday

Meeting Group	Time	# of Attendees	Frequency
Administrative Hearings	9 AM	10	Special Meeting
Police Interviews	1 PM	12	Infrequent
Metropolis Board	5:30 PM	12	Monthly
Design Commission	6:30 PM	12	Monthly
Windgate Condos	7 PM	12	Monthly
Disabilities Commission	7 PM	12	Monthly
Citizens Police Academy Grad	7 PM	70	Annually
TOTAL		140	

Wednesday

Meeting Group	Time	# of Attendees	Frequency
Arl. Economic Alliance	7:30 AM	14	Monthly
Hines VA Hospital	8 AM	40	Annually
COW Meeting	7 PM	40	Special Meeting
Chgo Amputee Support	7 PM	15	2 x monthly
Arlington Cares	7:30 PM	10	Monthly
TOTAL		119	

Thursday

<u>Meeting Group</u>	<u>Time</u>	<u># of Attendees</u>	<u>Frequency</u>
Benefits Fair	8 AM	100	Annually
Hines Hospital	8 AM	40	Annually
Police Interviews	2 PM	4	Infrequent
Florida Keys Group	7 PM	40	Annually
Book Club	7 PM	15	Monthly
NW Suburban Genealogy	7 PM	12	Monthly
TOTAL		211	

Friday

<u>Meeting Group</u>	<u>Time</u>	<u># of Attendees</u>	<u>Frequency</u>
Executive Network Group	8 AM	10	Weekly
Deposition	10:30 AM	6	Infrequent
Police Interviews	3 PM	4	Infrequent
TOTAL		20	

Saturday

<u>Meeting Group</u>	<u>Time</u>	<u># of Attendees</u>	<u>Frequency</u>
Administrative Hearings	9 AM	15	Monthly
TOTAL		15	

2009 PARKING COUNT SURVEY

	Friday December 4 @ 8:30 AM			Friday December 4 @ 2:00 PM			Friday December 4 @ 4:00 PM		
	Total	Occupied	%	Total	Occupied	%	Total	Occupied	%
Municipal Garage Level 1									
Municipal Vehicles	29	22	76%	29	18	62%	29	23	79%
30 Minute	28	5	17%	28	10	36%	28	8	29%
Disabled	6	1	16%	6	0	0%	6	1	17%
Total	63	28	44%	63	28	44%	63	32	51%
Municipal Garage Level 2									
Municipal Vehicle	12	8	67%	12	8	67%	12	11	92%
Employee	53	53	100%	53	50	94%	53	31	58%
Daily Pay	33	24	73%	33	27	82%	33	26	79%
30 Minute	6	0	0%	6	0	0%	6	0	0%
Total	104	85	82%	104	85	82%	104	68	65%
Municipal Garage Level 3									
Employee	101	22	22%	101	29	29%	101	24	24%
30 Minute	6	0	0%	6	0	0%	6	0	0%
Total	107	22	21%	107	29	27%	107	24	22%
Sigwalt Parking Lot-East									
Municipal Vehicle	25	7	28%	25	8	32%	25	8	32%
Sigwalt Parking Lot-Central									
Municipal Vehicle	29	23	79%	29	24	83%	29	16	55%
Sigwalt Parking Lot-West									
Daily Pay	32	2	6%	32	4	13%	32	4	13%
30 Minute	9	0	0%	9	0	0%	9	0	0%
Total	41	2	5%	41	4	10%	41	4	10%
Police Lot									
Municipal Vehicles	84	48	57%	84	62	74%	84	51	61%

	Monday December 7 @ 8:30 AM			Monday December 7 @ 2:00 PM			Monday December 7 @ 4:00 PM		
	Total	Occupied	%	Total	Occupied	%	Total	Occupied	%
Municipal Garage Level 1									
Municipal Vehicles	29	21	72%	29	20	69%	29	26	90%
30 Minute	28	5	18%	28	8	29%	28	20	71%
Disabled	6	1	17%	6	1	17%	6	0	0%
Total	63	27	43%	63	29	46%	63	46	73%
Municipal Garage Level 2									
Municipal Vehicle	12	11	92%	12	10	83%	12	11	92%
Employee	53	53	100%	53	53	100%	53	30	57%
Daily Pay	33	33	100%	33	32	97%	33	31	94%
30 Minute	6	0	0%	6	0	0%	6	1	17%
Total	104	97	93%	104	95	91%	104	73	70%
Municipal Garage Level 3									
Employee	101	32	32%	101	29	29%	101	36	36%
30 Minute	6	0	0%	6	0	0%	6	0	0%
Total	107	32	30%	107	29	27%	107	36	34%
Sigwalt Parking Lot-East									
Municipal Vehicle	25	8	32%	25	10	40%	25	7	28%
Sigwalt Parking Lot-Central									
Municipal Vehicle	29	19	66%	29	21	72%	29	15	52%
Sigwalt Parking Lot-West									
Daily Pay	32	3	9%	32	6	19%	32	7	22%
30 Minute	9	0	0%	9	0	0%	9	0	0%
Total	41	3	7%	41	6	15%	41	7	17%
Police Lot									
Municipal Vehicles	84	51	61%	84	47	56%	84	51	61%

	Wednesday December 9 @ 8:30 AM			Wednesday December 9 @ 2:00 PM			Wednesday December 9 @ 4:00 PM		
	Total	Occupied	%	Total	Occupied	%	Total	Occupied	%
Municipal Garage Level 1									
Municipal Vehicles	29	22	76%	29	20	69%	29	21	72%
30 Minute	28	8	29%	28	15	54%	28	11	39%
Disabled	6	2	33%	6	3	50%	6	1	17%
Total	63	32	51%	63	38	60%	63	33	52%
Municipal Garage Level 2									
Municipal Vehicle	12	12	100%	12	8	67%	12	10	83%
Employee	53	53	100%	53	53	100%	53	37	70%
Daily Pay	33	33	100%	33	31	94%	33	33	100%
30 Minute	6	2	33%	6	0	0%	6	1	17%
Total	104	100	96%	104	92	88%	104	81	78%
Municipal Garage Level 3									
Employee	101	33	33%	101	32	32%	101	31	31%
30 Minute	6	1	17%	6	5	83%	6	1	17%
Total	107	34	32%	107	37	37%	107	32	30%
Sigwalt Parking Lot-East									
Municipal Vehicle	25	9	36%	25	9	36%	25	7	28%
Sigwalt Parking Lot-Central									
Municipal Vehicle	29	14	48%	29	16	55%	29	13	45%
Sigwalt Parking Lot-West									
Daily Pay	32	2	6%	32	5	16%	32	6	19%
30 Minute	9	0	0%	9	1	11%	9	0	0%
Total	41	2	5%	41	6	15%	41	6	15%
Police Lot									
Municipal Vehicles	84	43	51%	84	44	52%	84	45	54%

Exhibit 4b
Parking Observations
Village of Arlington Heights - Municipal Campus Expansion
Arlington Heights, Illinois

A. Parking Lot Descriptions

2005 PARKING COUNT SURVEY

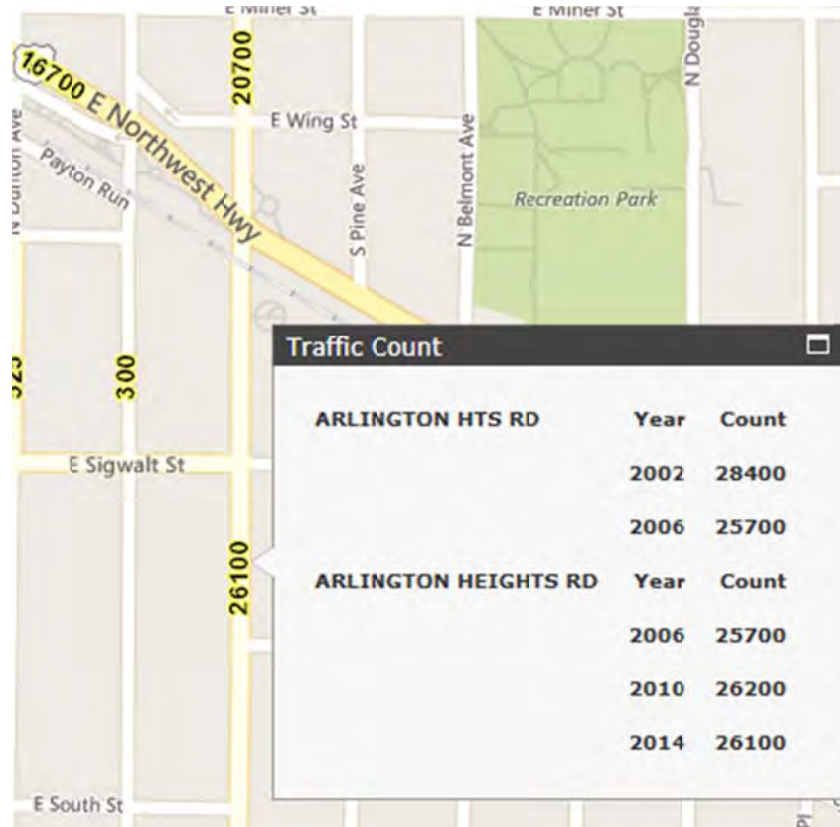
Lot 1= SE corner of Arlington Heights and Sigwalt
 Lot 2= East of Pine, West of Belmont on South Side of Sigwalt
 Lot 3= East of Belmont, South Side of Sigwalt
 Lot 4 = Parking Structure
 Lot 5 = Old Lumber Yard and Police lot at rear of building
 Lot 6 = East of Municipal building, North side of Sigwalt

B. Parking Lot Occupancy

		Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Total	Percent Occupied
	Capacity	41	29	25	290	37	63	485	
Date	Time	Number of occupied spaces							
3/14	4:00 PM	35	20	2	124	35	55	271	56%
3/14	6:00 PM	10	8	1	78	32	10	139	29%
3/15	7:00 AM	8	3	0	84	13	41	149	31%
3/15	9:00 AM	38	24	2	151	27	55	297	61%
3/15	4:00 PM	35	28	0	156	28	42	289	60%
3/15	6:00 PM	6	4	0	96	28	15	149	31%
3/16	7:00 AM	5	1	2	91	37	37	173	36%
3/16	9:00 AM	40	25	3	146	28	53	295	61%
3/16	4:00 PM	37	27	7	146	29	55	301	62%
3/16	6:00 PM	9	8	7	84	35	11	154	32%

GEWALT HAMILTON
ASSOCIATES, INC.

Arlington Heights Road Historical Traffic Counts – IDOT



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

P: 847-368-5223

F: 847-368-5988

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

ENGINEERING DEPARTMENT

3

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@yahoo.com

03-29 03-32 03-08-350-004,005,013,014,015,016,017
 P.I.N.# 03-08-105-001/03-08-104-014,015
 Location: 200 East Sigwalt 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 ☒ ☐Sanitary Sewer ☒ ☐Storm Sewer ☒ ☐

b. Surface Improvement

Pavement ☒ ☐Curb & Gutter ☒ ☐Sidewalks ☒ ☐Street Lighting ☒ ☐

c. Easements

Utility & Drainage ☒ ☐Access ☒ ☐

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC ☒b. IDOT ☐c. ARMY CORP ☐d. IEPA ☐e. CCHD ☐3. R.O.W. DEDICATIONS? ☐ ☒4. SITE PLAN ACCEPTABLE? ☐ ☒5. PRELIMINARY PLAT ACCEPTABLE? ☐ ☒6. TRAFFIC STUDY ACCEPTABLE? ☐ ☒7. STORM WATER DETENTION REQUIRED? ☒ ☐8. CONTRIBUTION ORDINANCE EXISTING? ☐ ☒9. FLOOD PLAIN OR FLOODWAY EXISTING? ☐ ☒10. WETLAND EXISTING? ☐ ☒

YES NO COMMENTS

☐ ☒☐ ☒☐ ☒☐ ☒☒ ☐☐ ☒☐ ☒☐ ☒

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: MACKIE CONSULTANTS

DATE OF PLANS: 12-29-16

Director

Date

RECEIVED

JAN 10 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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/alterd 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.

 1/9/17
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

1/5/2017

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

A	B	C	D	E	F	G	H	J	K
Runoff Factor "C"	Storm Duration		Rainfall Intensity "I"	Site Area "A"	Inflow Rate (CxlxA)	Release Rate	Storage Rate	Storage Required	
	(min)	(hrs)	(in/hr)	(acres)	(cfs)	(cfs)	(cfs)	(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	Free Flow	Submerged Flow
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*(sqrt 2*g*h)			

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

$$Q \text{ (cfs)} = 0.00 \quad 0.000$$

$$a \text{ (sq ft)} = 0.034 \quad \text{dia(in)} = 2.50$$



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 Fire Department

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

RECEIVED
JAN 12 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

HEALTH SERVICES DEPARTMENT

6

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@vah.com

03-08-350-004,005,013,014,015,016,017
P.I.N.# 03-08-105-001/03-08-104-014,015
Location: 200 East Sigwalt 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. GENERAL COMMENTS:

See the attached accessibility comments.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Sean Freres, LEHP

Environmental Health Officer

1/9/17

Date

James McCalister

for

1/9/17

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

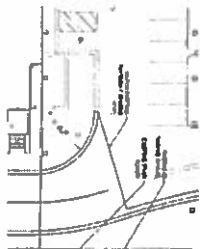


Date: January 9, 2017

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).

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: <u>P.C. 16-024</u>	03-08-350-004,005,013,014,015,016,017
Petitioner: <u>Randy Recklaus</u>	P.I.N.# <u>03-08-105-001/03-08-104-014,015</u>
<u>33 S. Arlington Heights 03-08-105-001/Road</u>	Location: <u>200 East Sigwalt Street</u>
<u>Arlington Heights, IL 60005</u>	Rezoning: <u> </u> Current: <u>P-L</u> Proposed: <u> </u>
Owner: <u>Village of Arlington Heights</u>	Subdivision: <u> </u>
	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
	PUD: <u>Amendment</u> For: <u>New Police Station</u>
	Special Use: <u> </u> For: <u> </u>
	Land Use Variation: <u> </u> For: <u> </u>
Contact Person: <u>Charles Witherington-Perkins</u>	
Address: <u>33 S. Arlington Heights Road</u>	Land Use: <u> </u> Current: <u> </u>
<u>Arlington Heights, IL 60005</u>	Proposed: <u> </u>
Phone #: <u>847-368-5200</u>	Site Gross Area: <u>4.8 Acres</u>
Fax #: <u>847-368-5988</u>	# of Units Total: <u> </u>
E-Mail: <u>cperkins@vah.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

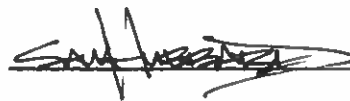
(Petitioner: Please do not write below this line.)

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: 

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: <u>P.C. 16-024</u>	03-08-350-004,005,013,014,015,016,017
Petitioner: <u>Randy Recklaus</u>	P.I.N.# <u>03-08-105-001/03-08-104-014,015</u>
<u>33 S. Arlington Heights 03-08-105-001/Road</u>	Location: <u>200 East Sigwalt Street</u>
<u>Arlington Heights, IL 60005</u>	Rezoning: _____ Current: <u>P-L</u> Proposed: _____
Owner: <u>Village of Arlington Heights</u>	Subdivision: _____
	# 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>	
Address: <u>33 S. Arlington Heights Road</u>	Land Use: _____ Current: _____
<u>Arlington Heights, IL 60005</u>	Proposed: _____
Phone #: <u>847-368-5200</u>	Site Gross Area: <u>4.8 Acres</u>
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.)

LANDSCAPE & TREE PRESERVATION:

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



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

Re: Police Station – Response to Department Comments PC 16-024

Dear Sam:

Attached please find the following:

1. Revised plans distributed earlier this week.
2. Justification for known zoning variations.
3. Written response to Department comments reflecting the discussion that occurred at our meeting with Departments on January 19, 2017.
4. Updated Traffic Study.
5. Construction staging plan.

Please let me know if you have any further questions.

A handwritten signature in black ink, reading "Charles Witherington-Perkins".

Charles Witherington-Perkins
Director of Planning & Community Development

C: Marc Rohde, Legat Architects

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.

We are specifying Machine-room less elevators for the project so there will not be a need for machine rooms.

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.

We are aware of this and proper electrical rooms will be provided.

3. Proper working clearances shall be provided in all electrical rooms/closets.

We are aware of this and proper working clearances in all electrical rooms will be provided.

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.

We are aware of this and this will be taken into account as design progresses and we complete a thorough code review.

5. The permit submittal should include the following:

The Construction Manager will be handling all permit submissions.

- 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.

Structural calculations will be provided at the end of design.

- c. Truss drawings, calculations and layout and instructions.

There will be no trusses in the project.

6. Submitted plans shall provide the following:

We will add spaces on the cover sheet for all members of the design team to stamp and sign the drawings.

- a. Design Firm registration numbers for all design firms involved.

We will include space for the Firm's registration number as well.

7. The following items require separate permits:

The Construction Manager will be procuring all permits.

- a. Elevators
 - b. Fire suppression
 - c. Fire Alarm

8. Areas of refuge shall be provided and have two-way communication.
(2000 NFPA 101)

All stairs will have areas of refuge and two-way communication.

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).

Our Mechanical Engineering Consultant, 20/10 Engineering, will design the project to all applicable codes and standards.

10. Enclosed parking garage shall have CO detectors, mechanical ventilation and infrared sensors to detect vehicles or occupants (IMC 404.1)

Our Mechanical Engineering Consultant, 20/10 Engineering, will design the project to all applicable codes and standards.

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)

We will address this as we develop the drawings and code review.

12. Garage bridge shall match the construction of the new building.

We will match the construction of the new building. We have not yet fully determined if a bridge is being added, or if the Police Department will access the building from the existing stair.

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?

We do not have any concerns with the existing building as it is being completely demolished.

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.

The stair tower at the southeast corner of the parking garage is going to remain in place and serve the public as it has. There will be no exiting into the Police Station.

15. Has the fire separation distance been considered between the new Police Station and the Parking Structure? The Fire Station?

We have not yet undertaken a code review but this will be reviewed.

16. Has the State Energy Code been considered in the design?

The project will be designed to the current Illinois Energy Conservation Code.

17. Has adequate space and exiting been considered for electrical, mechanical, and fire rooms?

We are in Design Development but we are confident there are enough spaces for the above reference rooms.

All comments in red were responded to by Marc Rohde, AIA, LEED AP on January 24, 2017.

A handwritten signature in blue ink, appearing to read 'Marc', with a long horizontal line extending to the right.

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.

Mackie Consultants has provided Auto Turn exhibits for all variety of vehicles that would have access to the site. All vehicles are able to circulate with proper turning clearances.

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.

Ambulance can pull in and out of the sally port safely.

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.

Fire ladder truck can navigate the site properly.

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.

The Water Service Room is anticipated to be located in the basement at the southwest corner. The requirements noted above will be met.

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

A Knox Box will be mounted to 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.

The Fire Department Connection will be located on the front of the building as noted above.

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.

A fire alarm panel will be located as noted above.

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.



January 30, 2017

Mr. James Massarelli, PE
Director of Engineering
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

**Re: Police Station Redevelopment
Arlington Heights, Illinois
Plan Commission PC #16-024
PUD Amendment to Ord #78-026**

Dear Mr. Massarelli,

Enclosed please find for your review and approval the following revised documents associated with the Police Station Redevelopment in Arlington Heights, Illinois:

1. Three (3) copies of revised Preliminary Engineering Plans, dated January 27, 2017, prepared by Mackie Consultants, LLC;
2. Three (3) copies of revised Preliminary Stormwater Management Calculations, dated January 27, 2017, prepared by Mackie Consultants, LLC.

The enclosed documents have been revised based on your comment letter, received January 12, 2017. We offer the following responses to the civil engineering related comments:

- COMMENT 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 11:** Comment noted.
- COMMENT 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.
- RESPONSE 12:** The Plan Commission Application has been revised to indicate the correct PIN numbers.
- COMMENT 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.
- RESPONSE 13:** It is understood that portions of Sigwalt Avenue, Davis Street, Pine Avenue, Belmont Avenue, Burton Place, and Arlington Heights Road have not been formally dedicated or recorded as public roads. The scope of the proposed redevelopment currently does not include the

preparation of a Plat of Dedication for the applicable portions of these right-of-ways.

COMMENT 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

RESPONSE 14: The topographic survey for the subject property has been prepared on the State Plane Coordinate System and shall be georeferenced with the Final Engineering Plans.

COMMENT 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.

RESPONSE 15: The Preliminary Stormwater Management Calculations have been revised based on Village criteria. It is understood that Final Engineering documents shall include the HWL, storage required, storage provided, restrictor sizing calculations and details. A release rate of 0.18 cfs/ac, C=0.50 for pervious, C=0.95 for impervious, Bulletin 70 rainfall data, and minimum restrictor size of 2" shall be used in the stormwater management design.

COMMENT 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.

RESPONSE 16: The Preliminary Stormwater Management Calculations have been revised based on Village criteria. Please refer to the revised Preliminary Stormwater Management Calculations, revised Stormwater Detention Summary on the Preliminary Utility Plan (Sheet C-103), and revised Stormwater Detention Vault Cross-Section on the Preliminary Grading Plan (Sheet C-102).

COMMENT 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.

- RESPONSE 17:** The Preliminary Stormwater Management Calculations have been revised based on Village criteria. Please refer to the revised Stormwater Detention Vault Cross-Section on the Preliminary Grading Plan (Sheet C-102). It is understood that the Final Engineering Plans will require detailed manufacturer's cut sheets with provided volumes for a pre-cast vault design. The vault plans will be stamped by a Registered Professional Structural Engineer and loadings from the nearby railroad tracks will be taken into consideration, as determined by the structural engineer.
- COMMENT 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.
- RESPONSE 18:** A site photometric lighting diagram will be provided with Final Engineering Plan submittal. The design will include catalog cut sheets for all roadway, parking lot, and building mounted luminaires. All fixtures will be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
- COMMENT 19:** The exhibits showing the turning paths of the various vehicles, including the tower truck, are acceptable.
- RESPONSE 19:** Comment noted.
- COMMENT 20:** Plan sheets to be 24"x36" for engineering submittals to the Village and the MWRD.
- RESPONSE 20:** The engineering plan sheets have been revised to 24"x36" for submittals to the Village and MWRD. As discussed with the Village, the 24"x36" plan sheets can be submitted as a separate set or included with the 36" x 48" sheets.
- COMMENT 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.
- RESPONSE 21:** Lane symbols and striping have been revised for the west driveway per conversation with the Village and recommendations of the traffic report. The outbound traffic movements have been revised to a single right-left outbound lane. Please refer to the Preliminary Paving Plan (Sheet C-104).
- COMMENT 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.
- RESPONSE 22:** At the request of the Arlington Heights Police Department, the sally port finish floor elevation has been proposed at the same finish floor elevation of the building interior. This is in an effort to ease the transfer of perpetrator from the sally port into the police station. Per discussion with the Village, the sally port garage floor has been revised to pitch toward the alley to reduce the cross slope of the proposed alley. Alley thru traffic will benefit from the reduced cross slope. Refer to the Preliminary Grading Plan (Sheet C-102).
- COMMENT 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.
- RESPONSE 23:** The proposed overflow route for surface water has been added to the Preliminary Engineering Plans with critical cross-section and weir calculations. Please refer to the Preliminary Grading Plan (Sheet C-102) and Preliminary Stormwater Calculations.

- COMMENT 24:** Sheet C-102: Include any PROWAG required sidewalk ramp modifications to locations along the south side of Sigwalt Street.
- RESPONSE 24:** Per discussions with the Village, accessible ramp improvements have been included for the south side of Sigwalt Street with removal & replacement of sidewalk in order to meeting Illinois Accessible Code standards. Please refer to the Proposed Grading Plan (Sheet C-102).
- COMMENT 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.
- RESPONSE 25:** The Final Engineering Plans will include an Existing Conditions and Demolition Plan. This plan will identify all existing structures, hardscape and utilities (including storm sewers) to be removed or abandoned with specifications and details as necessary.
- COMMENT 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.
- RESPONSE 26:** A Construction Staging Plan will be provided for the proposed development. This will include any necessary detour plans due to construction activity including work within the west driveway.
- COMMENT 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.
- RESPONSE 27:** The Heavy Duty asphalt pavement section has been revised to match the above specifications. Please refer to the Preliminary Paving Plan (Sheet C-104).
- COMMENT 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.
- RESPONSE 28:** The proposed traffic circulation for the development is such that vehicle movements will be one-way from the proposed parking garage to the north and west. Proposed signage and pavement striping has been included on the plan. Please refer to the Preliminary Paving Plan (Sheet C-104).
- COMMENT 29:** Sheet C-104: Show any additional pavement cuts on Sigwalt Street as a result of retiring any existing service lines.
- RESPONSE 29:** The Final Engineering Plans will include an Existing Conditions and Demolition Plan. This plan will identify all pavement cuts necessary for utility demolition.
- COMMENT 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?
- RESPONSE 30:** The sidewalk along the west side of the new building is to be concrete with a paver walk along the south side of the building and adjacent to the front entrance at the SW corner of the building. Refer to the Preliminary Paving Plan (Sheet C-104) of the Preliminary Landscape Plan for additional detail.
- COMMENT 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?
- RESPONSE 31:** The rear parking lot of the existing police station has a drive aisle width of approximately 22-23' and an overall dimension of approximately 58' from back-of-curb to back-of-curb. The proposed rear parking lot will have a 22' drive aisle with an overall dimension of 55' from back-of-curb to

back-of-curb. The parking stalls will provide the required 16' depth from face-of-curb to end-of-stall with a 2' overhang of the curb. It appears the 22' drive aisle is an existing condition for the site.

COMMENT 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.

RESPONSE 32: The interior dimensions of the proposed parking garage are included with the Architectural Plans. Per discussions with the Village, the 18' stall depth, 9.5' stall width and 24' drive aisle as shown on the architecture meets the Village standards.

COMMENT 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/alterd through lane makes the jog to Pine Avenue even more severe, which should be evaluated.

RESPONSE 33: Based on the proposed geometry reconfigurations at the west driveway, the dimension between the existing Municipal Building and the proposed Police Station will be approximately 57-feet. As discussed with the Village, since the reconfigured geometry further misaligns the outbound thru land to Pine Avenue, the outbound lane has been striped with a right-turn only and left-turn only arrow to assist in identifying the traffic movements to exit the west drive aisle to Pine Avenue. Refer to the Preliminary Overall Site Plan (Sheet C-101).

COMMENT 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.

RESPONSE 34: The public crosswalk and stop bar for the west drive aisle have been moved south to allow outbound traffic to stop closer to the apparent Sigwalt right-of-way. This relocation was reviewed with a 12'x12' sight triangle as suggested by the Village. Refer to the Preliminary Paving Plan (Sheet C-104).

COMMENT 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?

RESPONSE 35: Depressed curb ramps and ADA truncated dome sidewalks have been incorporated into the design to maintain a sidewalk crossing between the municipal building and the proposed walk adjacent to the Police Station. Access to the west side of the existing parking garage stair tower will be maintained and has been connected to the proposed sidewalk adjacent to the Police Station. Refer to the Preliminary Paving Plan (Sheet C-104).

COMMENT 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.

RESPONSE 36: Depressed ADA curb ramps have been added for the sidewalk at the northwest corner of the proposed building for access from the rear parking lot to the Police Station. Refer to the Preliminary Paving Plan (Sheet C-104).

COMMENT 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?

- RESPONSE 37:** The sidewalk geometry at the northwest corner of the building (underneath the existing parking garage) has been revised to limit pavement, avoid conflicts with existing structures and provide direction to access the building. Refer to the Preliminary Paving Plan (Sheet C-104). The fence and/or wall have been shown to delineate a separation between the public and employee entrance to the building. This geometry will be refined as the design develops toward Final Engineering Plans.
- COMMENT 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.
- RESPONSE 38:** The note indicating the drive aisle pavement width at the northeast corner of the building can be reduced to 20-foot E-E has been removed from the plans. It is understood that this is the only ingress and main egress to the rear parking lot and should remain at the wider pavement width.
- COMMENT 39:** There are no provisions for pedestrian access along the driveway between the new Police and existing Fire buildings.
- RESPONSE 39:** Correct. There are no provisions for pedestrian access along the driveway between the proposed Police Station and existing Fire Station.
- COMMENT 40:** New 8 inch watermain location is shown right next to or under a parking garage structural column.
- RESPONSE 40:** The proposed water service within the west driveway has been relocated to eliminate conflicts with the existing parking garage columns. This water service location will be refined and may be relocated further as the design develops toward Final Engineering Plans.
- COMMENT 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.
- RESPONSE 41:** The proposed hardscape geometrics at the northwest corner of the building have been coordinated between the engineering, landscaping and architectural plans. In order to assist with stormwater drainage from this area, a yard drain inlet has been added in the green space between the building and the proposed sidewalk. Refer to the Preliminary Paving Plan (Sheet C-104).
- COMMENT 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.
- RESPONSE 42:** The mid-block crosswalk between the municipal building and the sidewalk adjacent to the Police Station will remain with the proposed development. Depressed curb ramps and ADA truncated dome sidewalks have been incorporated into the design to maintain the existing crossing

location. Refer to the Preliminary Paving Plan (Sheet C-104).

- COMMENT 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.
- RESPONSE 43:** The traffic study has been revised for coordination with the latest site plan and removal of confusing representations. Please refer to the revised Traffic Study.
- COMMENT 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.
- RESPONSE 44:** Per conversations with the Village, the existing onsite operations and employees staffed will not change with the renovated Police Station. Therefore the calculated trip generations would not be affected by the proposed ITE land use or additional building square footage.
- COMMENT 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?
- RESPONSE 45:** Site parking requirements will be analyzed with the final building square footages and parking stalls provided at the time of Final Engineering. It is understood that code variations may be necessary.
- COMMENT 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.
- RESPONSE 46:** Per discussions with the Village, it has been suggested that a bollard with a flashing light be incorporated into the design at the northeast corner of the building to alert incoming and outgoing traffic that vehicular movement is occurring at the evidence garage or parking garage. This will assist in preventing accidents from vehicles backing out of the evidence garage and/or parking garage into the path of traffic.
- COMMENT 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.
- RESPONSE 47:** Per the Police Department, the sally port could be used with police vehicles and/or emergency vehicles depending on the situation. Based on this information and a better understanding of how the sally port will function, we have revised the vehicle turning movement exhibits to accommodate entrance and exit from the sally port. It should be noted that the sally port garage door is 24-feet wide and can allow for additional flexibility in vehicular movements.

Mr. James Massarelli
January 30, 2017
Page 8

We request your review and subsequent approval of the enclosed documents. Should you have any questions, please do not hesitate to contact me at 847-696-1400 or kmatray@mackieconsult.com.

Sincerely,



Kevin J. Matray, P.E.
Senior Project Manager

cc: Charles Witherington-Perkins, Village of Arlington Heights
Marc Rohde, Legat Architects

N:\2930\Correspondence\170130.Comment-Response Letter to Village of Arlington Heights.KJM.docx

Plan Commission Hearing Police Station Round 1
Police Department Comment Responses
Charles Witherington-Perkins

The following are responses to the Police Station Round 1 comments:

1. All site lighting will meet current Village code regulations
2. The driveway at the rear of the Police Station has been designed with significant input from the Police Chief, Deputy Chief and other Police department Staff as well as project engineers. The site plan is being designed to allow only Police Department personnel to circulate the rear of the building. With respect to the sally port, the sally port has been designed to allow adequate vehicle movements.



DATE: January 27, 2017

501

TO: Cris Papierniak, Assistant Director of Public Works

FR: Michelle Kelly, Upland Design Ltd.

RE: Police Department Plan Commission

Below are the responses to the landscape review comments from the Village Public Works Department for the AHPD Plan Commission Plans project dated January 19, 2017.

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.

Response: The noted boxwoods above have been updated to yews.

2. Please consider shade tolerance for plants being planted on the north side of the building.

Response: More shade tolerant plants have been added to 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.

Response: The recommended shade trees have been updated from 2.5" to 3.0" in diameter as requested.

4. The following sections give recommended alternative species selections for each planting location:

Response: All shade trees on site have been revised per the recommended alternative species. The selected trees are identified in red below.

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.

- **Japanese lilac-** ‘**Ivory silk**’

GENERAL COMMENTS

Questions 5-9, by others.

UTILITY

Questions 10-14, by others.

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.

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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.

The proposed relocation will be shown on the Final Engineering drawings.

6. Existing Street Light system along Sigwalt must remain operational during the construction project.

The Construction Manager will make sure these lights remain operational.

7. Provide truncated domes for sidewalk on existing east side of proposed driveway.

These will be provided and shown on the Final Engineering drawings.

8. Brick paver design shall match Village Hall with appropriate concrete border.

The civil drawings will show the matching design on the Final Engineering drawings.

9. Remove building plan detail from the vehicle turning movement plans.

The civil drawings will remove the building plan interior details.

UTILITY

10. Utility plans do not show existing Chiller lines, Fiber lines and water main correctly on campus.

The civil drawings will be coordinated and updated on the Final Engineering drawings.

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.

The civil drawings will be coordinated and updated on the Final Engineering drawings

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.

The civil drawings will be coordinated and updated on the Final Engineering drawings

13. All water main will be zinc coated and poly-wrapped with "V-Bio" wrap supplied by pipe manufacturer.

The civil drawings will be coordinated and updated on the Final Engineering drawings

14. Abandon the existing sanitary service at the main with a clamp.

The civil drawings will be coordinated and updated on the Final Engineering drawings

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

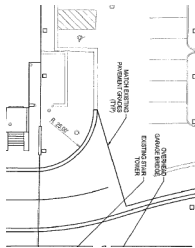
Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793

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.



This will be shown on future plans as we progress through the design phases.

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

This will be shown on future plans as we progress through the design phases.

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"

This is standard and will be in the hardware specifications.

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).

This is already that way on the drawings.



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.

Please refer to the attached written justification for variations prepared by the Village of Arlington Heights.

8. A Demolition Plan should be provided within the Engineering plan set.

A Demolition Plan will be provided with the Final Engineering set.

9. Please provide a Photometric Plan showing proposed illumination levels. Additionally, cut sheets for all proposed lighting is required.

A Photometric Plan will be provided with the Final Engineering set.

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.).

This will be prepared by the Construction Manager.

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.

The distance from the northeast corner of the proposed Police Station building to the northern property line is 30-feet. This dimension has been added to the Preliminary Overall Site Plan (Sheet C-101).

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?

As the project is only partway through the Design Development phase, this work is not yet completed on the Architectural work. All equipment will be completely screened. This will be included on the Construction Documents.

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.

As the project is only partway through the Design Development phase, this work is not yet completed or coordinated between all A/E disciplines. This area is consistent on all plans. This will be included on the Construction Documents.

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.

Final design is still be worked on. Everything consistent on all plans will be coordinated prior to Final Design documents.

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.

The dumpster will be relocated east of the Police Station or rear of the Fire Station and will be either a masonry enclosure or a cedar fence type enclosure. Design of the site is still ongoing so location is not established at this time.

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).

The proposed fence at the northwest end of the rear parking lot will match the current existing fence. Details of the proposed fence will be provided with the final landscape design.

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.

Alternative designs are currently being considered for the fence/wall/gate at the western side of the proposed Police Station. The purpose of the fence is to create a separation between the public entrance and police entrance to the building. The fence/wall will provide screening/barrier to notify the public that the entrance at the northwest corner of the building is not available to them. Details of the proposed fence will be provided with the final landscape design.

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.

Exterior elevations will have this information included.

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.

Per discussions with the Village, the required width of the garage door is being reviewed. It is understood that a minimum pavement width is required but the width of the garage door itself does not seem to match this width based on examples within the Village. The geometry will continue to be refined for pavement and bollards with the final design based on guidance from the Village.

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.

A variation request is being made for the reduce drive aisle of 22-feet for the rear parking lot. Please refer to the attached written justification for variations prepared by the Village of Arlington Heights.

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.

The Preliminary Engineering Plans have been revised based on Village comments to remove the "right turn only" drive aisle and maintain the existing loading space. The proposed striping for the driveway has been revised to indicate the loading space, a single outbound right/left turn lane, and an inbound 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.

The existing loading space located at the southeast corner of the Municipal building has been maintained at its current geometric configuration. Any proposed pavement improvements for this location will maintain the loading space and its existing dimensions.

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.

The shared Police/Municipal drive aisle along the west side of the proposed building varies but is 41.14-feet from back-of-curb to back-of-curb at its widest and 27-feet from back-of-curb to back-of-curb at its narrowest.

The shared Police/Fire drive aisle along the east side of the proposed building is 25-feet from back-of-curb to back-of-curb. (The driveway opening is +/- 107')

If necessary, a variation revision will be requested for the proposed driveway adjustments.

24. "Do Not Enter" signage should be added to all one-way drive aisles.

Signage for one-way aisles (including "Do Not Enter" signs) have been added to the Preliminary Paving Plan (Sheet C-104).

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:

The total square footage of the building is consistent and is no greater than 70,000 s.f. As the interiors of the plans are being worked on, as we are in Design Development, there will be some slight modifications so final square footages cannot be provided at this time. We will have this complete by the end of Design Development.

The parking sizes are dimensioned on the floor plans.

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.

Coordination will occur to revise the Traffic Study to correct the peak parking stall usage information.

Prepared by: 

Plan Commission Hearing Police Station Round 1
Planning & Community Development Landscape Comment Responses
Charles Witherington-Perkins

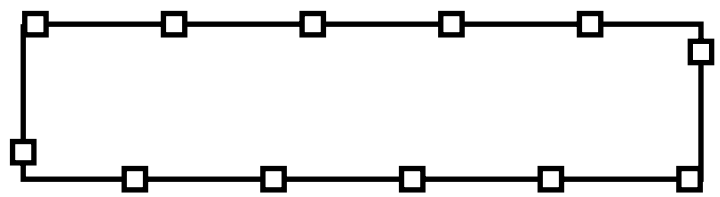
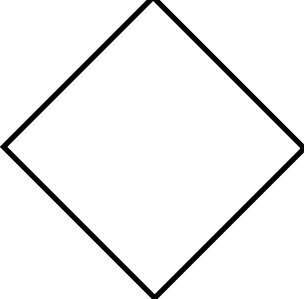
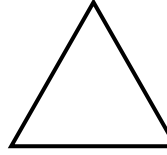
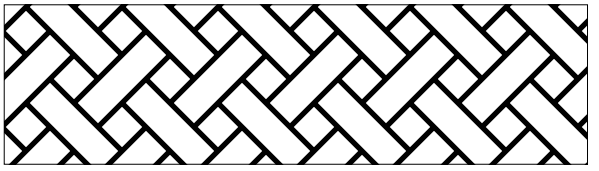
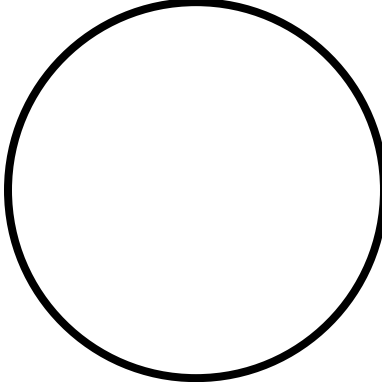
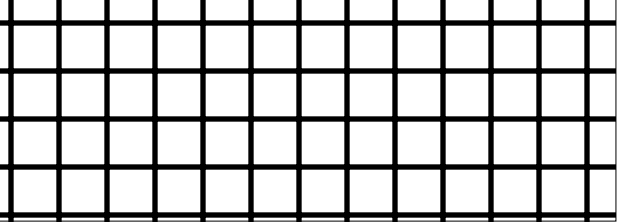
1. The sidewalk has been widened
2. All trees planted within the Police Station private property will meet Village Code 4 inch caliper requirement.
3. Details of the proposed garden wall will be provided.
4. Foundation plantings on the north elevation have been provided.

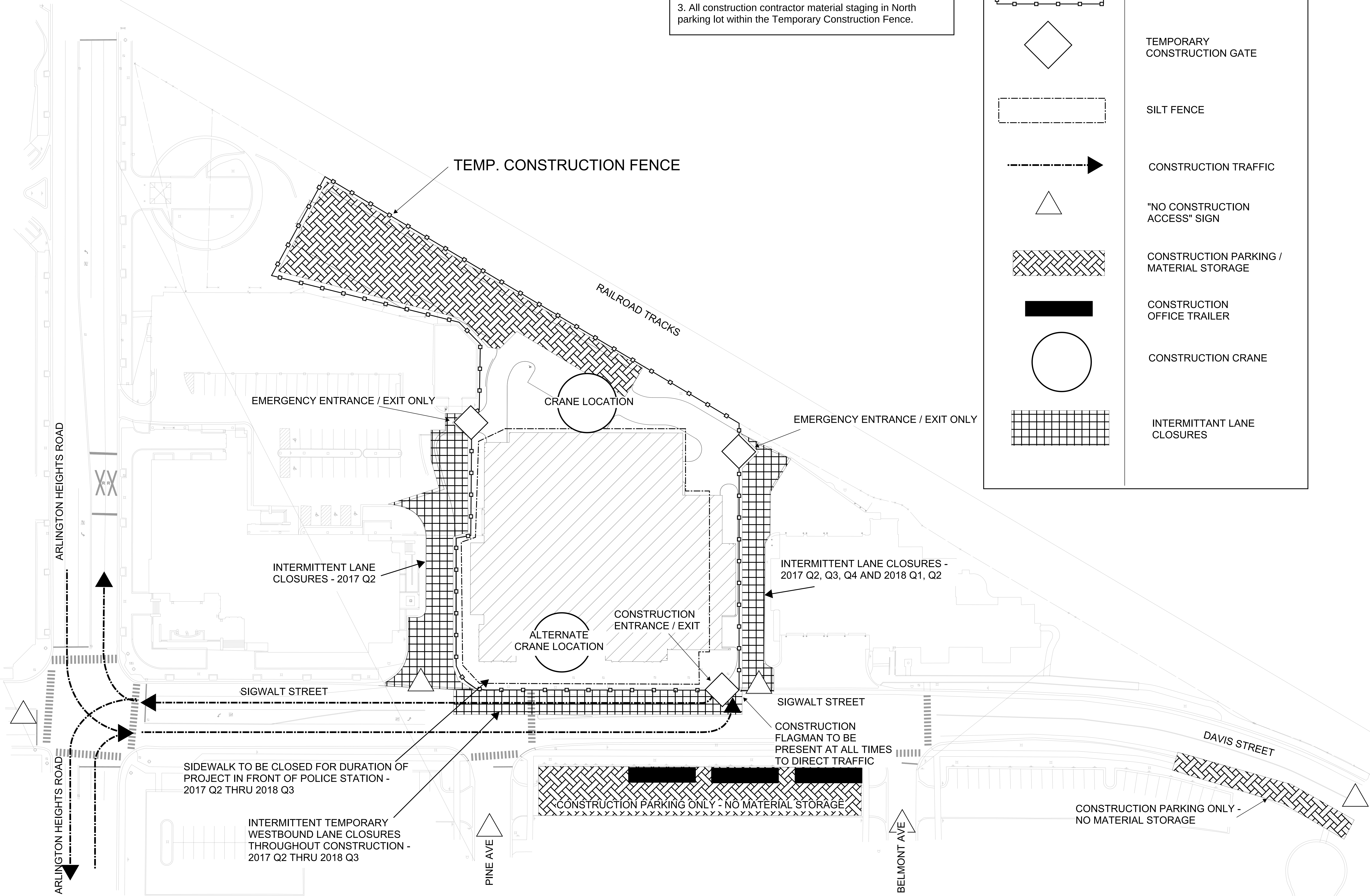
AHPD CONSTRUCTION STAGING PLAN

CONSTRUCTION STAGING GENERAL NOTES

1. All construction work hours are to be from 7am - 6pm (Monday through Friday)
2. All construction traffic access from Arlington Heights Road only.
3. All construction contractor material staging in North parking lot within the Temporary Construction Fence.

CONSTRUCTION STAGING SYMBOL LIST

SYMBOL	DESCRIPTION
	TEMPORARY CONSTRUCTION FENCE
	TEMPORARY CONSTRUCTION GATE
	SILT FENCE
	CONSTRUCTION TRAFFIC
	"NO CONSTRUCTION ACCESS" SIGN
	CONSTRUCTION PARKING / MATERIAL STORAGE
	CONSTRUCTION OFFICE TRAILER
	CONSTRUCTION CRANE
	INTERMITTANT LANE CLOSURES





Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building Services Department
Subject: Arlington Heights Police Department – New Building – Preliminary Review
PC #: PC 16-024 – Round 2
Date: February 6, 2017

Sam:

I have reviewed the submitted documents and have no further comments at this time.

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FEB 06 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL
Department of Building Services

Fire Safety Division



Date: 2/9/2017

P.C. Number: 16-024 Round 2

Project Name: Police Department

Project Location: 200 E. Sigwalt St.

Planning Department Contact: Sam Hubbard, Planning and Community Development

Cc: Lt. M. Aleckson, A.H.F.D.

General Comments:

1. The new plan shows a storm water detention vault along the northernmost parking aisle. One of the previous comments was to indicate the ability for the Fire Tower Truck to negotiate the turns and to access the area north of the police building. I could not find where this was addressed in the revised comments.
2. Per the response received, the ability for the truck to negotiate a turn from Sigwalt onto the access drive appears that the truck traveling east on Sigwalt and turning north into the access drive will protrude over the curb on the southwest corner of the fire station. I don't know if this will be a problem. Will there be any shrubbery or high curbs in this location that would keep the truck from negotiating the turn without striking an object?
3. The response received stated they will comply with those concerns raised on our first review without specifically addressing them such as the location of the fire sprinkler room being located in the basement of the building. There are specific requirements for access to be provided to this area that were not shown in the original drawings. Will this result in a potential loss of usable space for police personnel in order to accommodate?

NOTE: THIS REVIEW IS CONCEPTUAL ONLY AND SUBJECT TO DETAILED PLAN REVIEW

Date 2-09-17

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: February 14, 2017
Subject: Police Department Plan Commission

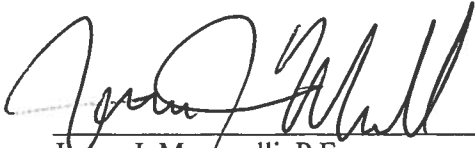
Regarding the AHPD Plan Commission plans, we have the following comments:

1. We are still evaluating the merits of a sub-grade generator and chiller and will provide further commentary on this once the construction team has provided Public Works with additional details.
2. The parking of cars may require triple basins for the sally port and evidence garage.
3. Location of water connection and meter room has not been finalized.
4. Location and size of IT room has not been finalized.
5. How will pit or sub grade area for chiller and generator be protected from leaf and debris buildup that would affect blocking of coils of chiller and generator radiator?
6. Need to provide location for air intake and exhaust for boiler combustion/ignition for both Building and Fire range.
7. Location of Fire Station #1 and Police Station transformers have not been finalized.
8. Location of relocated Fire Station #1 garbage corral has not been finalized.

CC: Scott T. Shirley, Director of Public Works
Jeff Musinski, Utilities Superintendent
Dave Van Ryn, Building Maintenance Foreman

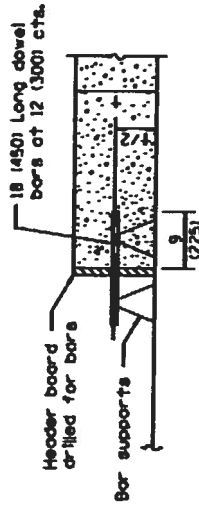
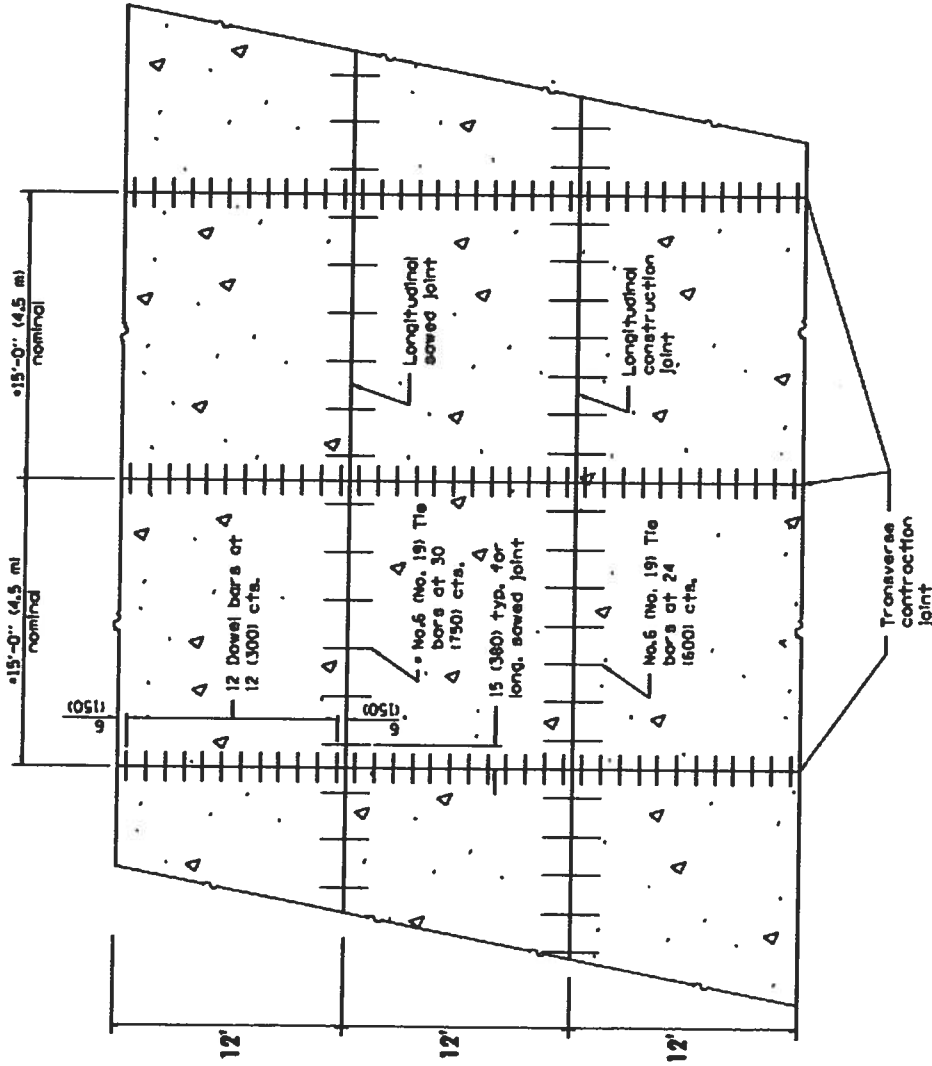
PLAN COMMISSION PC #16-024
Police Station Redevelopment
200 E. Sigwalt St.
PUD Amendment to Ord #78-026
Round 2

48. The responses made by the petitioner to comments #11-15, 17-22, 24-26, 28-35, 37-42, 44, 46 & 47 are acceptable.
49. The response made by the petitioner to comment #16 is noted. The revised Preliminary Stormwater Management Calculations show a required volume of 0.69 ac-ft, which is verified by calculations by the Village. The actual provided volume shall be calculated for the Final Stormwater Management Report and must be based on the dimensions of the actual proposed detention facility. Restrictor diameter of 2.25" is also verified by Village calculations. This restrictor must be trapped. A detail for the outlet control structure shall be included in the final engineering drawings.
50. The response made by the petitioner to comment #23 is noted. The revised Preliminary Stormwater Management Calculations do not address this comment. The overflow elevation of 682.60 shown on Section B-B on Sheet C-102 is higher than the matching pavement elevations for the existing fire station back driveway. Show the finished floor elevation of the fire station to verify that the overflow does not enter the fire station. The 682.60 overflow elevation is for the pavement. The water would have to build up even higher to flow over this elevation. Depending on area elevations, the overflow may actually be directed toward the railroad ROW and along the north side of the fire station. Need to verify. Note: Isn't TR-20 meant to be used for watershed areas, not small developments of a couple acres?
51. The response made by the petitioner to comment #27 is noted. Sheet C-104: The PCC pavement section shall match the recently completed Fire Station 4 concrete driveway pavement section: 10" PCC Concrete, 4" CA-6 Stone Subbase, transverse 1-1/2" dowel bars, longitudinal #6 tie bars. See attached detail.
52. The response made by the petitioner to comment #36 is noted. The response says, "Depressed ADA curb ramps have been added...", but being only for Police personnel, will they need to be ADA compliant with detectable panels? An additional depressed curb ramp should be added at the north end of the new public walkway along the west side of the police building as a convenience for people parking in the northern parking aisle, but it should not need detectable panels, since it is not the designated ADA route.
53. The response made by the petitioner to comment #43 is noted. A revised Traffic Study was not included in this submittal. Comment still stands.
54. The response made by the petitioner to comment #45 is noted. A revised Traffic Study was not included in this submittal. Comment still stands.

 2/8/17
James J. Massarelli, P.E. Date
Director of Engineering

Attachment:
PCC Pavement detail

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FEB 09 2017
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DEVELOPMENT DEPARTMENT



TRANSVERSE CONSTRUCTION JOINT

DOWEL BAR DIAMETER: 1 1/2"

GENERAL NOTES

See Standard 420001 for details of joints not shown.

All dimensions are in inches (millimeters) unless otherwise shown.

ALTERNATE "B" FIRE STATION PCC PAVEMENT, 10" SPECIAL DETAIL



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-024

Project Name

Police Station

Project Location

200 E. Sigwalt Street

Planning Department Contact Sam Hubbard

General Comments

Round 2

No Comments at this time from the Fire Department.

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

Date Feb. 9, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

AHPD – 200 E. Sigwalt Ave.

PC#16-024

Round 2

Round 2 Review Comments

02/10/2017

1. Character of use:

Nothing further.

2. Are lighting requirements adequate?

Nothing further.

3. Present traffic problems?

Nothing further.

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.

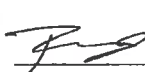
There may not be enough room to navigate the narrow driveway at the rear of the building on the east side. Vehicles exiting the sally port will have to contend with two way traffic. East side driveway could be a one way entrance to reduce chances of accidents. It is recommended that vehicles back into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

6. General comments:

-Recommended to remove benches from in front of the police station- the presence of benches may encourage loitering, and is a potential security risk considering the times. Anyone sitting on the west benches can have a view into the training room windows, or a view of the second floor windows from any bench.

-The benches in the front of the police station should have a divider bar positioned in the middle similar to the benches in downtown Arlington Heights that have the divider bar installed

-The garbage can immediately outside the police doors poses a potential hazard/threat. Anyone can deposit any object into the can. There are Department of Homeland security compliant trash cans available that have a very high heat resistant, are clear (so law enforcement can see the contents) and/or bomb resistant.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

A handwritten signature in black ink, appearing to be 'SF' or similar initials, is written over the 'From' line.

Date: February 3, 2017

Re: 200 E. Sigwalt- PC# 16-024 Round 2

The Health Department has no comments at this time.

RECEIVED
FEB 03 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

February 9, 2017



REVIEW ROUND 2

Project: 200 E. Sigwalt Street
Police Station Redevelopment

Case Number: PC 16-024

General:

7. The response to comment #7 is noted. Written justification for Variations has been received. In sum, the following approvals have been requested.
 - Amendment to PUD Ordinance #78-026 and #05-041 to allow construction of an approximately 70,290 square foot Police Station facility.
 - Variation from Section 11.2-8 of Chapter 28 of the Municipal Code to allow a drive aisle width of 22' in the rear police parking area where code requires a 24' wide drive aisle.
 - Variation from Section 6.15-1.2(b) of Chapter 28 of the Municipal Code to waive the requirement for a landscape island in the rear police parking area where code requires a landscape island within a row of 20 or more parking spaces.
 - Variation from Section 11.4 of Chapter 28 of the Municipal Code to reduce the required parking from 619 parking spaces to 431 parking spaces.
8. The response to comment #8 is acceptable.
9. The response to comment #9 is noted. A code-compliant photometric plan, including all catalog cuts for each fixture, will be required during Final Engineering review.
10. The response to comment #10 is acceptable. The Construction Staging Plan has been received.

Site Plan:

11. The response to comment #11 is noted. However, the dimension has not been added to the plans.
12. The response to comment #12 is noted. All mechanical equipment shall be completely screened and will be verified during Final Engineering.
13. The response to comment #13 is acceptable. The utility area is now consistent on all plans.
14. The response to comment #14 is noted. This area is now shown as consistent on all plans. Final Engineering plans will need to identify what surface this area will be (paving, landscaping, etc.).
15. The response to comment #15 is noted. Final Engineering plans must provide a location for this dumpster enclosure for review and approval by the Village.
16. The response to comment #16 is acceptable. The proposed fence will be identical to the existing fence in this location.

17. The response to comment #17 is noted. The Final Landscape plan shall provide details on the proposed fence to the west of the building.

Building:

18. The response to comment #17 noted. Elevations showing building height have still not yet been provided. The previous comment stands. This information is needed prior to proceeding to the Plan Commission.

Site Circulation:

19. The response to comment #19 is acceptable. The entrances into the parking area are not required to conform to the minimum drive aisle standards and therefore no Variation is needed.
20. The response to comment #20 is acceptable. A drive aisle width Variation has been requested.
21. The response to comment #21 is acceptable. The plans have been revised to show the correct drive aisle configuration for the western entrance to the Municipal Campus.
22. The response to comment #22 is acceptable. The loading space will remain at the current location and size.
23. The response to comment #23 is acceptable. After review, the loading space will not be included in the driveway width calculation of the western entrance, resulting in a total width of approximately 30' at the proposed ROW line. This width conforms to the original Variation of 40'. Furthermore, upon review, the width of the eastern driveway entrance is broken up by the existing landscape island between the eastern driveway and the Fire Station driveway entrance. The resulting Police Station driveway entrance is approximately 35' in width when measured along the proposed ROW line from the back of the western curb to the median of the landscape island. This width conforms to the maximum allowable width of 36'. There is no change proposed to the width of the Fire Station curb cut.
24. The response to comment #24 is acceptable. Do Not enter signage has been added to the plan.

Parking and Traffic:

25. The response to comment #25 is acceptable. The required square footage information has been provided and the required parking has been calculated. A Variation to reduce the parking requirements has been requested.
26. The response to comment #26 is acceptable.

Prepared by:



Village of Arlington Heights Police Station

200 E. Sigwalt Street

PC#16-024

February 10, 2017

- 1) Please note that sheet L202 identifies 3" caliper shade trees and 4" caliper trees are required.



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000

Website: www.vah.com

February 17, 2017

Sam Hubbard
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

RE: Police Station – Response to Round 2 Comments – PC#16-024

Dear Sam:

The following are responses to Round 2 comments:

Building Department, Fire Department & Health Department

No comment needed.

Fire Safety Division

Deputy Police Chief Nick Pecora and Fire Chief have discussed. The southwest corner of the Fire Station curbing does not change and will match existing. Mackie Consultants, Civil Engineers discussed these items at the all Department meeting on February 1, 2017.

Public Works

These non-zoning final details will be addressed during final building permit plan development.

Engineering

Comments noted and will be included in final engineering. Revised traffic study was submitted and discussed to Engineering Department satisfaction at all Department meeting on February 1, 2017.

Police

Police Chief and Deputy Chief are part of the Design Team developing plans and approve of proposed plan.

Planning & Community Development

Comments noted.

Sincerely,

Charles Witherington-Perkins, AICP
Director of Planning & Community Development

c: Nicholas Pecora, Deputy Chief
Cris Papierniak, Assistant Director Public Works