



**Village of Arlington Heights  
Building & Life Safety Department**

**RECEIVED**  
JAN 29 2019  
PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

**Interoffice Memorandum**

**To:** Sam Hubbard, Development Planner, Planning and Community Development  
**From:** Deb Pierce, Plan Reviewer, Building & Life Safety Department  
**Subject:** Arlington 425 – PUD, Preliminary Plat of Subdivision, Rezoning from R-1 to B-5, LUV for Apartment Building, Variations  
**PC#:** 19-001 – Round 1  
**Date:** January 23, 2019

**General Comments:**

The information provided is conceptual only and subject to a formal plan review.

The following comments apply to 44 S. Highland and 225 W. Campbell:

1. Clearly indicate on the plans all property lines.
2. The buildings shall be classified as high-rise, and meet all the requirements in 2009 IBC Section 403.
3. Provide the proposed construction type for each building.
4. Exterior wall ratings shall meet the requirements of 2009 IBC Table 602.
5. Each building will be reviewed as separated mixed use of S-2, M, and R-2 Provide the proposed hourly separation between each use per 2009 IBC Table 508.4.
6. Separation for incidental use areas shall follow the requirements of 2009 IBC Table 508.2.5.
7. The buildings shall comply with the 2018 Illinois Accessibility Code which went into effect on November 1, 2018.
8. Provide a height and area calculation for each building.
9. A Fire Command Center shall be provided for each building per 2009 IBC 403.4.5, and meet the requirements of Section 911 of the IBC.
10. Provide the proposed construction type of the bridge at 225 W. Campbell.
11. At least one elevator in each building shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.
12. The trash termination rooms shall comply with the requirements of Table 508.2.5 and Section 708.13.1.
13. Provide a proposed occupant load for each building, including for the assembly uses on the roofs of each building.
14. Each building shall be provided the proper number of area of refuges with two-way communication and shall comply with the requirements of 2009 IBC Section 1007.6.
15. Provide details on the tunnel for the 44 S. Highland building. Where does the tunnel connect? Include construction details, dimensions, and distances to exits.

16. At the time of permit submittal for each building, structural calculations shall be provided for all structural components and any/all roof top elements, amenities.
17. Automatic smoke detection shall be provided and comply with IFC 907.2.13.

Note: This is not a complete and all-inclusive list.

The following comments apply to 33 S Chestnut:

1. Provide the proposed construction type for the building.
2. Exterior wall ratings shall meet the requirements of 2009 IBC Table 602.
3. The building will be reviewed as separated mixed use of S-2, and R-2.
4. Provide the proposed hourly separation between each use per 2009 IBC Table 508.4.
5. Separation for incidental use areas shall follow the requirements of 2009 IBC Table 508.2.5.
6. The building shall comply with the 2018 Illinois Accessibility Code which went into effect on November 1, 2018.
7. Provide a height and area calculation for the building.
8. At least one elevator in each building shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.
9. The trash termination room(s) shall comply with the requirements of Table 508.2.5 and Section 708.13.1.
10. Provide a proposed occupant load for the building, including for the assembly uses on the roof of the building.
11. The building shall be provided the proper number of area of refuges with two-way communication and shall comply with the requirements of 2009 IBC Section 1007.6.
12. At the time of permit submittal for the building, structural calculations shall be provided for all structural components and any/all roof top elements, amenities.

Note: This is not a complete and all-inclusive list.



**Village of Arlington Heights, IL  
Department of Building & Life Safety**

**Fire Safety Division**

**RECEIVED**  
JAN 24 2019  
PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

Date: 1/24/2019

P.C. Number: 19-001

Project Name: Planned Unit Development – Arlington 425

Project Location: Block 425

Planning Department Contact: Sam Hubbard, Planning and Community Development

**General Comments:**

The information provided is conceptual only and subject to a formal plan review.

1. All currently adopted codes shall apply including the 2000 Edition of the Life Safety Code, NFPA 101.
2. The entrance off of Highland Ave shows a width of 17 feet with additional width on either side using brick pavers. Brick pavers are not an approved surface for fire lanes.
3. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.
4. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.
5. At least one of the required access routes for aerial fire apparatus shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.
6. The truck auto-turn drawing shows fire apparatus entering the complex from S. Highland Ave and while turning the front end is extending beyond the roadway over the parkway. No obstructions should be permitted in this area.
7. The truck auto-turn shows fire apparatus traveling through the complex and exiting on to Campbell Street and in the process traveling under the building connection. It is not clear if fire apparatus would clear the height of the portion over the roadway.
8. There is no auto-turn drawing showing fire apparatus accessing the area of the "courtyard" for accessing the exposure of the west side of the 44 S. Highland building.
9. The main fire lane to circle is made of brick pavers. Brick pavers is not an allowable surface for fire lanes.
10. The "reinforced lawn" area is using brick pavers which is not allowable. In addition, drawings show that there are structures and other obstructions in this area that would prevent fire apparatus from traversing the entire length of the building as required.

11. Fire apparatus access roads shall extend to within 150 feet of all portions of buildings and all portions of the exterior walls of the first story of buildings as measured by an approved route around the exterior of each building.
12. Fire apparatus access roads (non-aerial operations) shall have an unobstructed width of not less than 20 feet, exclusive of shoulders.
13. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all weather driving capabilities.
14. New buildings four or more stories above grade plane, except those with a roof slope greater than four units vertical in 12 units horizontal, shall be provided with a stairway to the roof. Stairway access to the roof shall be in accordance with Section 1009.12. Such stairways shall be marked at street and floor levels with a sign indicating that the stairway continues to the roof. Where roofs are used for roof gardens or for other purposes, stairways shall be provided as required for such occupancy classification.
15. Where required and in **all buildings classified as high-rise** buildings by the International Building Code, a fire command center for fire department operations shall be provided.
16. The location and accessibility of the fire command center shall be located on the first floor and approved by the fire chief. The fire command center shall be separated from the remainder of the building by not less than a 1 hour fire barrier or horizontal assembly or both.
17. The fire command center shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet. A layout of the fire command center and all features required by this section to be contained therein shall be submitted for approval prior to installation.
18. The fire command center shall comply with NFPA 72 and shall contain the following features:
  - a. The emergency voice/alarm communication system control unit.
  - b. The fire department communications system.
  - c. Fire detection and alarm system annunciator.
  - d. Annunciator unit visually indicating the location of the elevators and whether they are operational.
  - e. Status indicators and controls for air distribution systems.
  - f. The fire-fighter's control panel required by Section 909.16 for smoke control systems installed in the building.
  - g. Controls for unlocking stairway doors simultaneously.
  - h. Sprinkler valve and water-flow detector display panels.
  - i. Emergency and standby power status indicators.
  - j. A telephone for fire department use with controlled access to the public telephone system.
  - k. Fire pump status indicators.
  - l. Schematic building plans indicating the typical floor plan and detailing the building core, means of egress, fire protection systems, fire-fighting equipment and fire department access, and the location of fire walls, fire barriers, fire partitions, smoke barriers and smoke partitions.
  - m. Work table.

- n. Generator supervision devices, manual start and transfer features.
  - o. Public address system, where specifically required.
  - p. Elevator fire recall switch in accordance with ASME A17.1.
  - q. Elevator emergency or standby power selector switch (es), where emergency or standby power is provided.
19. Buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.
  20. Emergency and standby power systems shall be provided where required per the International Fire Code and International Building Code.
  21. Fire department connections shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
  22. Sprinkler access/equipment room should be located on the first floor.
  23. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.
  24. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
  25. Fire protection equipment and service rooms shall be identified in an approved manner.
  26. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
  27. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.
  28. A fully functional fire alarm with zoning indicator capabilities shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
  29. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
  30. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space.
  31. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

32. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.
33. Exit signs shall be illuminated at all times and have emergency power backup.
34. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.
35. In buildings where a required accessible floor is four or more stories above or below a level of exit discharge, at least one required accessible means of egress shall be an elevator with some exceptions.
36. In buildings four or more stories above grade plane, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal.
37. Buildings shall have approved address numbers.
38. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.
39. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.
40. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department.
41. If the elevator uses an automatic dialer, the ten digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line.
42. **Emergency Signs required for elevators** shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS.
43. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall be not less than 60 inches by 85 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

Date 01-24-19

Reviewed By:   
Fire Safety Supervisor

## **Memorandum**

To: Sam Hubbard, Planning & Community Development  
From: Cris Papierniak, Assistant Director of Public Works  
Date: February 6, 2019  
Subject: Arlington 425, PC#19-001

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With regard to the rezoning PUD, preliminary plat for Arlington 425, I have the following comments:

- 1) It appears that 225 S. Campbell will be supplied by water and serviced by sewer in one location, verify this is the case.
- 2) The 4" water service on the west side of Highland is actually a 6" line and assumed to be abandoned.
- 3) The proposed hydrant relocation on the north side of the existing parking garage (Highland) must be relocated further from the parking garage (perhaps north of entry apron).
- 4) The watermain on Chestnut is assumed to be a 6" watermain.
- 5) Submit details for the underground detention basin and restricted outfall.
- 6) Submit a maintenance plan for the underground detention basin and restricted outfall.
- 7) The Village has an underground conduit for fiber optic and copper cable (communications). It is located within the east parkway of Chestnut between the sidewalk and curb. This must be reflected in the survey.
- 8) The connection to the existing (abandoned) combined/storm sewer must verify or complete the proper abandonment/plugging to the north.
- 9) The Village needs structural review and field verification of the existing Vail Garage footings to be included in design of Highland Building.
- 10) The Village needs plans and structural approval of all modifications needed to existing garage. It appears that changes are needed to accommodate the loading bays and south entrance onto Highland.
- 11) All downspouts need to tie into proposed detention basin to reduce surcharge experienced during extreme rain events.

Arlington Heights Public Works will make further comments after construction plans have been submitted.

## PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 19-001  
 Petitioner: CCH LLC  
838 Busse Highway  
Park Ridge, Illinois 60068  
 Owner: CCH LLC  
838 Busse Rd, Park Ridge, IL 60068  
Attn: Bruce Adreani  
 Contact Person: Michael D. Firsell of Firsell Ross  
 Address: 2801 Lakeside Dr., Suite 207  
Bannockburn, IL 60015  
 Phone #: (847) 582-9910  
 Fax #: (847) 307-7970  
mfrsll@frsllross.com

P.I.N.# 13 PINs  
 Location: Block 425 of the Master Plan  
 Rezoning: ✓ Current: B5 & R3 Proposed: B5  
 Subdivision: ✓  
 # of Lots: ✓ Current: 17 Proposed: 1  
 PUD: ✓ For: 361-unit mixed use  
 Special Use: ✓ For: apartments in B-5  
 Land Use Variation: ✓ For: Ch 28, § 5.1-14.1  
and 14.6 for dwellings on 1st floor, 2 setback variations  
 Land Use: ✓ Current: vacant  
 Proposed: mixed-use  
 Site Gross Area: 124,964 square feet  
 # of Units Total: 361 (65 Stu; 197 1-bdr, 99 2-bdr)  
 1BR: 2BR: 3BR: 4BR:

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

## 1. PUBLIC IMPROVEMENTS

REQUIRED: ..... YES NO COMMENTS

## a. Underground Utilities

Water ..... NO

## Sanitary Sewer .....

NO

Storm Sewer ..... NO

## b. Surface Improvement

Pavement ..... YES (CHESTNUT PARKING)

Curb & Gutter ..... YES

Sidewalks ..... YES

Street Lighting ..... YES

## c. Easements

Utility & Drainage ..... NO

Access ..... NO

## 2. PERMITS REQUIRED OTHER THAN VILLAGE:

## a. MWRDGC

X

## b. IDOT

\_\_\_\_\_

## c. ARMY CORP

\_\_\_\_\_

## d. IEPA

\_\_\_\_\_

## e. CCHD

\_\_\_\_\_

YES

NO

COMMENTS

YES

NO

X

X

YES

NO

YES

NO

NO

## 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? .....

SEE TDM'S COMMENTS

500 YEAR FLOOD

## GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: SPACE W & KLDA  
 DATE OF PLANS: 1/16/19

Michael J. Firsell  
 Director  
 Village Engineer

2/1/19  
 Date



**PLAN COMMISSION PC #19-001**  
**Arlington 425**  
**PUD, Preliminary Plat of Subdivision, Rezoning from R-1 to B-5,**  
**LUV for Apartment Building, Variations**  
**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. Since a subdivision is being proposed, the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be sidewalk, curb and gutter, widening of Chestnut Ave for parking, and street lighting. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_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

14. The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.
15. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.
16. The preliminary detention calculations are acceptable. Final approval will require final engineering plans including calculations for storage provided and details of the detention system. The detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. Restrictors between 2" and

4" must be in a trap in a catch basin. Regarding the hood, for reference is a removal hood detail from the Metropolitan Water Reclamation District. Provide a detail showing the restrictor catch basin.

17. 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.
18. The fire truck maneuver exhibits provided only show fire truck access to the Campbell St building. Provide the necessary exhibits to show how the Chestnut Ave and Highland Ave buildings will be accessed. Verify that the parcel carrier location shown on the architectural site plan does not affect the access to the fire lane shown between the Chestnut Ave and Highland Ave buildings.
19. The existing conditions survey is from the year 2002 and does not show the existing Vail Garage structure over Highland Avenue. Other surface and/or underground improvements have been made in the interim. The existing conditions must be checked and updated to enable cogent comments.
20. Provide additional information to show the clearance of all trucks for the access off Campbell St, under the Campbell St building.
21. The maneuvers provided for all trucks (single unit, garbage and fire truck) appear to be problematic for the Campbell St entrance, the drop off area on the north side of the Chestnut Ave building, and the drop off area on the north side of the Highland Ave building. In the event vehicles are parked in the drop off area, the trucks will not be able to complete the turn. Snow removal operations must take into consideration maintaining the space needed for all vehicles to maneuver.
22. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick. The proposed permeable pavers, brick pavers and reinforced lawn located in the fire lane must be designed with a cross section that meets or exceeds the structural number of the Village's heavy duty pavement section specified. The heavy duty pavement section must also be shown on the fire truck maneuver exhibits. Provide a cross section for the underground parking and reinforced lawn (fire lane).
23. The fire lane between the Chestnut Ave and Highland Ave buildings is show as "reinforced lawn". Fire lanes require a hard surface and must be plowed for year-round access.
24. Coordinate possible fire lane cross access with the parcel located south of the proposed development.
25. The setback for the Chestnut Ave building is shown from the existing right-of-way. Provide the setback to the proposed right-of-way.
26. The setback shown on the south side of the Highland Ave building is 12.4 ft. The information presented to the Village Board references a requested variance of 12.9 ft. for the Highland Ave building. Clarify this setback.
27. The public sidewalk across all access points must meet the Public Right-of-Way Accessibility Guidelines, including 2% maximum cross slope. In the event there will be a stop sign or yield sign at a driveway, detectable warning panels will be required. The island at the Campbell St access is within the pedestrian access route and should be revised to provide clear access across the entire access. Sidewalks take precedence through driveways. Driveway curb returns shall not go through sidewalks. Additional grades and details will be necessary at final engineering.

28. The plans do not accurately shown the existing conditions near the intersection of Campbell St and Chestnut Ave, including the current striping, crosswalk, and ADA ramp at the SE corner of Campbell St and Chestnut Ave. Revise the plans accordingly.
29. The access to the underground parking for the Chestnut Ave building is shown at 10%, which may present issues during inclement weather such as snow or ice. The petitioner may want to consider providing a heating element.
30. The preliminary grading plan shows a retaining wall along the entire south property line, ranging in height from ½ ft. to 4 ½ ft. Revise the grading and proposed elevations accordingly such that the retaining wall will not be necessary. The wall around the Chestnut Ave access to the underground parking garage is acceptable.
31. The proposed sanitary sewer service for the Highland Ave building is less than 10 ft. from the proposed water service. This can be addressed at final engineering.
32. The proposed sanitary sewer service for the Campbell St building crosses the existing 10" water main along Campbell St and may be in conflict. Verify the depth of the existing water main and show additional information for this and all crossings. This can be addressed at final engineering.
33. The submittal references that the project will be constructed in two phases, with the Chestnut Ave and underground parking garage being constructed as the second phase. Additional information should be provided to show the limits of the two phases, the limits of the underground garage to be constructed in the first phase, and verify that the fire access will not be affected during construction of Phase II.
34. Provide preliminary information on how the utilities will be provided to the buildings (Comed, Nicor, etc.) and how any existing utilities will be addressed.

Preliminary Plat of Subdivision:

35. The Subdivision Code requires the dedication of eight feet of right-of-way along the west side of Highland Ave. The Village is still evaluating whether a variation to waive the dedication of the portion of the side along Highland Ave that abuts the Vail Ave garage is reasonable.
36. All building setback lines shall be shown on the plat.
37. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512.

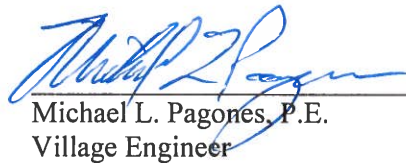
Traffic:

38. Reconcile the differences between engineering and architect's plans regarding width and paving material of internal roadways, driveways, sidewalks, drop off/loading lanes, and on-street parking. Chestnut Building driveway must be 24 ft. width by code.
39. Provide driveway curb cut width of Campbell Street driveway. Curb returns for driveway and at intersections should be 25 ft. radius typical, 20 ft. min.
40. Include the Village standard detail for the streetscape cross section for paving brick, concrete ribbons, tree placement, etc.
41. The traffic report identifies the need to establish proper sight distance for driveways and street intersections. Provide exhibit showing required sight triangles. Modify on street parking accordingly.

42. All intersections at existing stops sign must comply with state law: No Parking 30 ft. in advance of and 20 ft. departing a stop sign; No Parking within 15 ft. of a fire hydrant.
43. Show pedestrian access from the proposed site to the existing Vail Garage at the north entrance at Highland Avenue. Since there is no pedestrian walkway on the west side of Highland underneath the Vail Garage, north-south pedestrian movement along Highland Avenue needs to be along the existing walk on the east side of the street underneath the garage.
44. The proximity of drop off lanes adjacent to the single inbound and outbound lanes of the proposed Campbell Street driveway poses possible conflicts with opening car doors, cars queuing to use this feature, cars double parking to unload passengers, and vehicle occupants moving across the lanes to get to the section of the building opposite from where they are being dropped off. Is there a center barrier between lanes to prevent crossing pedestrian movements? Provide comment on how to mitigate these concerns.
45. Show centerline striping on Highland Avenue south of Campbell Street to channelize traffic for the entrance to the Vail Garage.
46. Suggest protection of the side panels of the Vail Garage panels by placement of bollards or concrete Jersey wall type barriers adjacent to opening.
47. Southbound traffic from Campbell Street from under the Campbell building when entering the traffic circle needs pavement marking, arrows, and/or signage in the median showing the one-way counter-clockwise flow for the circle.
48. Since traffic from the Campbell Street driveway can access the Highland building parking garage entrance at the northwest corner of the building, only a right turn into the garage driveway is permitted. Signage or pavement markings to prohibit vehicles from continuing easterly needs to be provided.
49. The same informational striping, arrows, and/or signage needs to be provided for westbound traffic from Highland Avenue entering the traffic circle.
50. Traffic exiting this garage exit at the northwest corner of the Highland building can only turn left and proceed around the traffic circle. Provide pavement markings and/or signage prohibiting right turns out of the driveway.
51. Based on the traffic counts, this driveway is the predominate access point to the Highland building garage. Traffic turning in, coming from the east turning left into the garage, results in a lot of required turns and forced traffic flow in a very compressed area. Provide comment on how to mitigate these concerns.
52. The magnitude and impact of this project on adjacent roadways has the potential to be significant and cause surface and sub-surface damage. Final engineering plans should include pavement patching and resurfacing of the half streets adjacent to the development. The Village reserves the right to require street reconstruction should that be required based on actual damage. Current standards for streets with one sided parking is 32 ft. b-b of curb, (for Chestnut Avenue) and two sided parking cross section is 43 ft. b-b of curb, (for Highland Avenue).
53. The existing truck loading operations on the east side of Highland Avenue often congest traffic along the street. When trucks occupy the loading bay, other trucks staging do not have a clear area while waiting. Introduction of two more loading docks within 50 ft. south of this area would suggest freight clutter staging along Highland Avenue. Provide anticipated truck delivery operations, scheduling, and number of trucks that would be necessary to service these buildings. Additionally, the location where this is shown requires modification to the Vail Garage structure to remove the existing concrete skirt panels that are only 8-9 ft. above grade, limiting vertical clearance.

54. Will the existing Vail Garage require shoring or steel sheeting to retain footing integrity once excavation for the Highland Building commences?
55. At Chestnut Avenue, and also necessary at the Highland Avenue intersections with Campbell Street, the existing overhead high mast lighting must be provided to provide required street intersection illumination.
56. Where on the property will bicycle parking be provided?
57. As part of the final plans, a preliminary construction management schedule, maintenance of traffic plan, identification of potential utilization of Village streets for construction staging, public sidewalk closures, areas for materials storage, and requested detour routing, must be provided. The finalized construction schedule, maintenance of traffic, and construction staging plan must be submitted by the contractor as part of the building permit.
58. Traffic Report Figure 3, is incorrect for the all way stop signage shown at Wing St. and Vail Ave.
59. Traffic Report Figure 4 must be corrected for 'Inset B', which shows three intersecting driveways along the north side of the street. However, the text on page 8 refers to four driveways.
60. Traffic Report Table 1 Accident Data, I.D.O.T summary seems to underrepresent the accident experience based upon the retrieval of AHPD accidents at the Highland and Campbell intersection. Accident reports for the four intersections adjacent to the site must be retrieved from the Police Department for analysis.
61. Traffic Report page 13, has a typo for access to the Highland Building from Chestnut Avenue. In addition, the discussion suggesting loading operations along the widened section of Chestnut Avenue is not supported.
62. Traffic Report page 14, explains the number of internal drop off/loading areas, but provide evaluation of the competition for use of the areas between pedestrians and delivery vehicles.
63. Evaluate the motorists' sight distance exiting the driveway from the Highland Building under the Vail Garage.
64. Traffic Report page 17, needs to provide some discussion to explain the use of ITE land use code 220, rather than utilizing codes 221, 222, or 223 as more representative of these buildings. Please provide calculations and pages cited from the ITE 10th edition. Also provide the Retail, Restaurant, and Office generation rates.
65. Traffic Report page 19, Figure 7: It is confusing why southbound traffic on Chestnut from Campbell Street generates 22, (23) vehicles S.B. that seem to bypass the site.
66. Traffic Report page 19, Figure 7: Similarly, for southbound Highland traffic from Campbell Street, 34, (45) S.B. trips bypass the garage driveway into the Highland Building seemingly not entering or exiting the site.
67. Traffic Report page 19, Figure 7: Internal trip generation values from the Highland Building northwest corner driveway should be provided since this seem like the higher volume generator from that building.
68. Traffic Report page 19, Figure 7: There are arithmetic errors on the exhibit that do not equal the values shown in Table 2.
69. Traffic Report page 21: There are numerous errors for the summation of values of Figures 7 & 8 suggested as the final projected counts for the intersections of Ridge, Chestnut, and Highland with Campbell Street, as well as the intersections of Chestnut and Highland with Sigwalt Street. Revise and correct these counts and rerun the Synchro analysis to verify the accuracy of the LOS values as required.
70. The report did not discuss weekend or nighttime traffic count or parking data when the other business have their peak hour of the generator.

71. Traffic Report page 28: As suggested above, provisions for pedestrian crosswalks are needed at the intersection of Highland and Campbell.
72. See comment #19. The Traffic Report must be updated based on the actual conditions of Highland Avenue under the Vail Garage. Provide a LOS for the intersections of Highland Avenue and the two garage ramps.
73. Traffic Report page 32: The description of the Chestnut Avenue passenger/loading zones infers proprietary use of the on-street loading zone for this site's residents. However the discussion on the next page about the number of onsite passenger/loading areas make on street loading zones unnecessary. Village policy and enforcement will not support on street loading zones.
74. Traffic Report page 36 &37: Provide ITE backup and calculations to support the findings in tables 7 & 8.

 2/1/19  
Michael L. Pagones, P.E. Date  
Village Engineer

Attachments:

- Final Plat of Subdivision Checklist (3 pages)
- Contacts for Plat Signatures (1 page)
- Sample Utility Signature Blocks (1 page)
- Removal Hood Detail from the MWRD (1 page)

**Final Plat of Subdivision Checklist**  
**Municipal Code Section 29-209(a - t)**

- ☐ a. The date of preparation of the final plat and by whom prepared.
- ☐ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ☐ c. All permanent survey monuments, markers and bench marks.
- ☐ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ☐ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ☐ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ☐ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ☐ h. All easements for rights of way established for public use and utilities.
- ☐ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ☐ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ☐ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ☐ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ☐ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ☐ n. A deed of dedication in the form set forth in Section 29-217(a):  
The Final plat shall contain a deed of dedication substantially as follows:

"We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20\_\_\_\_ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

STATE OF ILLINOIS )  
COUNTY OF COOK ) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this \_\_\_\_ day of 20 \_\_\_\_.

\_\_\_\_\_  
Notary Public"

- ☐ o. A blank certificate of approval in the form set forth in Section 29-217(b).  
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held \_\_\_\_\_

\_\_\_\_\_  
Chairman



\_\_\_\_\_  
Secretary

APPROVED by the Village Board of Trustees at a meeting held \_\_\_\_\_

\_\_\_\_\_  
President

\_\_\_\_\_  
Village Clerk

APPROVED by the Village Collector

\_\_\_\_\_  
APPROVED by the Village Engineer

”

- ☐ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

“I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

\_\_\_\_\_  
Signature

(SURVEYOR'S SEAL)

Illinois Land Surveyor  
No. \_\_\_\_\_”

- ☐ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.
- ☐ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.
- ☐ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.
- ☐ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.
- ☐ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at [www.vah.com](http://www.vah.com) .

## Contacts for Plat Signatures

Mr. Frank Gautier <b>Comcast Cable</b> 688 Industrial Drive Elmhurst, IL 60126	224-229-5853 <a href="mailto:Frank_Gautier2@comcast.com">Frank_Gautier2@comcast.com</a> Alternates: Bob Schulter (Department Supervisor), Martha Agieras (Assistant) <a href="mailto:Bob_Schulter@comcast.ncom">Bob_Schulter@comcast.ncom</a> <a href="mailto:Martha_Gieras@comcast.com">Martha_Gieras@comcast.com</a>  <i>Per Frank: Request that completed plat data be shared with Comcast in advance of signature, and that the plat be physically provided at their 688 Industrial Drive office at a mutually agreed date and time.</i>
Mr. Mark Cozzi <b>ComEd</b> Three Lincoln Center, 4th Floor Oakbrook Terrace, IL 60181	630-576-6530 <a href="mailto:Mark.Cozzi@ComEd.com">Mark.Cozzi@ComEd.com</a>
Ms. Kim Augustine <b>NICOR Gas</b> 300 W Terra Cotta Ave Crystal Lake, IL 60014	630-338-2976 <a href="mailto:kaugust@aglresources.com">kaugust@aglresources.com</a>
Ms. Sue E. Manshum ROW Engineer <b>Ameritech</b> 1391 Abbot Ct Buffalo Grove, IL 60089	847-465-6086 <a href="mailto:sm9231@att.com">sm9231@att.com</a>
Mr. Dominick Silvio <b>WOW Internet Cable</b> 4350 Weaver Parkway Warrenville, IL 60555	630-536-3121 <a href="mailto:dominick.silvio@wowinc.com">dominick.silvio@wowinc.com</a>
Ms. Abigail Robinson <b>IDOT Permits</b> 201 W Center Court Schaumburg, IL 60196	847-705-4541 <a href="mailto:Abigail.L.Robinson@illinois.gov">Abigail.L.Robinson@illinois.gov</a>
Mr. Michael Sterr, P.E. Permit Division Head, Construction Bureau <b>Cook County Department of Transportation and Highways</b> 69 W Washington St 24th Floor Chicago, IL 60602	312-603-1670   <a href="mailto:michael.sterr@cookcountyil.gov">michael.sterr@cookcountyil.gov</a> <a href="mailto:hwy.permits@cookcountyil.gov">hwy.permits@cookcountyil.gov</a>

## Sample Signature Blocks

COMMONWEALTH EDISON COMPANY  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

AMERITECH/SBC  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

NICOR GAS  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

COMCAST CABLE  
EASEMENT APPROVED AND ACCEPTED

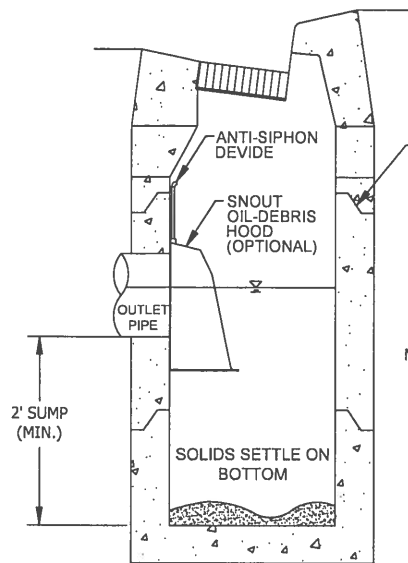
BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

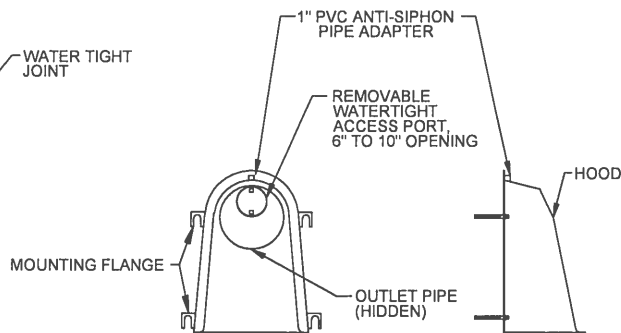
WIDE OPEN WEST, LLC  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

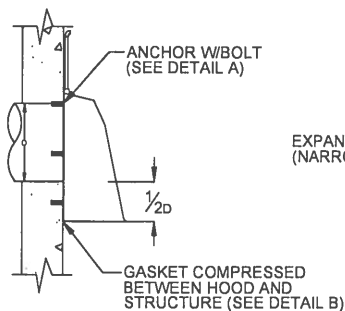
TITLE: \_\_\_\_\_



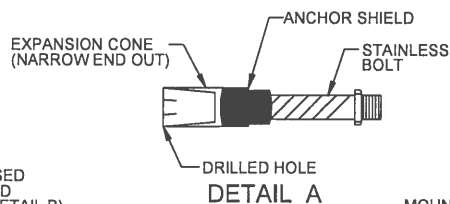
CATCH BASIN WITH OPTIONAL HOOD



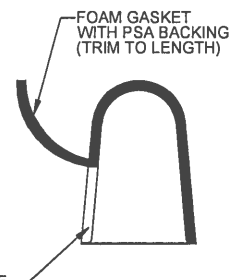
REMOVABLE SNOOT OIL-WATER-DEBRIS  
SEPARATOR (OPTIONAL)



OUTLET PIPE



DETAIL A



DETAIL B

**NOTES:**

1. ALL HOODS SHALL BE CONSTRUCTED OF A FIBERGLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
2. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW AS DRAWN. (SEE CONFIGURATION DETAIL).
3. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOOT SIZE ALWAYS LARGER THAN PIPE SIZE).
4. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO  $\frac{1}{2}$  THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES < 12" I.D.
5. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
6. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND PIPE SHALL BE FINISHED FLUSH TO WALL.
7. THE REMOVABLE HOOD SHALL BE ATTACHED TO THE STRUCTURE WITH THE SLOTTED TABS MOUNTED OVER  $\frac{3}{8}$ " STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKETS.
8. POSITION HOOD SUCH THAT BOTTOM FLANGE IS AT A DISTANCE OF  $\frac{1}{2}$ " OUTLET PIPE DIAMETER (MIN.) BELOW THE PIPE INVERT. MINIMUM DISTANCE FOR PIPES < 12" I.D. IS 6".
9. RESTRICTOR AND SNOOT WHEN PAIRED SHOULD BE INSTALLED IN SUCH A WAY THAT RESTRICTOR AND SNOOT REMAIN INSPECTABLE.
10. RESTRICTOR AND SNOOT HOOD SHALL BE CURVED TO INSIDE RADIUS OF STRUCTURE AND WATERTIGHT.

NOT TO SCALE



TECHNICAL GUIDANCE MANUAL

REMOVABLE HOOD basin and water  
quality structure DETAIL

7/1/15

STD. DWG. NO.11

PAGE NO. 12



# Arlington Heights Fire Department Plan Review Sheet

P. C. Number 19-001

Project Name Arlington 425

Project Location Campbell, Highland, and Chestnut

Planning Department Contact Sam Hubbard

## General Comments

Round 1:

1. The buildings are to be fully sprinkled.
2. A Knox Box containing keys to access necessary parts of the building shall be at the main front entrance of the buildings and for each commercial/office space. The Fire Department will be requesting additional Knox Boxes for the buildings as plans get finalized due to the size and complexity of the project.
3. The Fire Department Connection shall be located at the main front entrance of the buildings, be fully visible, and accessible. It shall be located within a maximum travel distance of 100 feet to the nearest accessible fire hydrant capable of delivering the required fire flows. We also request an additional FDC be located at the southeast side of the "Highland Building" and the a fire hydrant be located in the circular drive area between the three buildings.
4. Install a fully operational annunciator panel or alarm panel at the main front entrance door of each building.

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

Date January 24, 2019 Reviewed By: LT. Mark Aleckson

# ARLINGTON HEIGHTS POLICE DEPARTMENT

## Community Services Bureau

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### DEPARTMENT PLAN REVIEW SUMMARY

**Arlington 425**  
**45 S. Chestnut Ave.**

#### Round 1 Review Comments

**02/01/2019**

**1. Character of use:**

The character of use is consistent with the area. It will be necessary to limit access to the grounds, especially the pergola / firepit / courtyard- is this for residents only and does it have controlled access? This is recommended to limit access and loitering. The addition of Trespass signs is recommended.

**2. Are lighting requirements adequate?**

Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.

**3. Present traffic problems?**

There is not enough parking in the downtown area. Is the parking garage open to the public? If not, is there access control to restrict non-residents/non-permitted driver's access? Our Traffic Bureau has a number of concerns regarding parking enforcement, traffic patterns and other issues. The blue prints and Traffic Study have been forwarded by the Community Services Bureau to the Traffic Bureau for review.

**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.**

-The area around the vehicle entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

-Although the traffic study indicated no need for a stop sign at Highland and Sigwalt, the Police Department has concerns about the traffic flow at Highland and Sigwalt and the need of a four way stop sign at that intersection.

**6. General comments:**

- Is 225 W Campbell two separate buildings attached by a façade? If so this will create issues for emergency response for police and fire- the buildings should have different addresses

-Regarding the parking garage pedestrian bridge, who has access to this bridge? If it is not a resident only access we foresee issues with our homeless population seeking shelter in this area.

-Is the existing parking garage and the new parking garage both going to have public access to entrances off of Highland? If so, will the two parking garages have clearly marked addresses

delineating the two in the case of an emergency when a citizen is requesting assistance from 911?

-Is the new parking garage going to have public access or is it a resident only parking garage?

-Is the new parking garage designed in a way to reduce or eliminate members of our homeless population squatting there?

-Who owns the parking garage? Privately owned or Village Owned?

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-Parking could become an issue if a larger percentage of residents than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.

-The storage area, lower level, should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

A. Ovington #330

Alexandra Ovington, Crime Prevention Officer  
Community Services Bureau

D. Hajek #557

Doug Hajek, Sergeant  
Community Services Bureau

## Arlington Heights Police Department

### Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: [policemail@vah.com](mailto:policemail@vah.com).

Arlington Heights Police Department  
200 E. Sigwalt Street  
Arlington Heights, IL 60005-1499  
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department  
200 E. Sigwalt Street, Arlington Heights, IL 60005  
Attention: Police Administration

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

**Print Form (To Mail)**

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

#### IN CASE OF EMERGENCY PLEASE CALL:

##### Contact #1

Name

Address/City

Telephone Number

Cell Number

##### Contact #2

Name

Address/City

Telephone Number

Cell Number

#### Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name



## PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 19-001  
Petitioner: CCH LLC  
838 Busse Highway  
Park Ridge, Illinois 60068  
Owner: CCH LLC  
838 Busse Rd. Park Ridge, IL 60068  
Attn: Bruce Adreani  
Contact Person: Michael D. Firsell of Firsell Ross  
Address: 2801 Lakeside Dr., Suite 207  
Bannockburn, IL 60015  
Phone #: (847) 582-9910  
Fax #: (847) 307-7970  
mfirsell@firsellross.com

P.I.N.# 13 PINs  
Location: Block 425 of the Master Plan  
Rezoning: ✓ Current: B5 & R3 Proposed: B5  
Subdivision: ✓  
# of Lots: ✓ Current: 17 Proposed: 1  
PUD: ✓ For: 361-unit mixed use  
Special Use: ✓ For: apartments in B-5  
Land Use Variation: ✓ For: Ch 28, § 5.1-14.1  
and 14.6 for dwellings on 1st floor, 2 setback variations  
Land Use: ✓ Current: vacant  
Proposed: mixed-use  
Site Gross Area: 124,964 square feet  
# of Units Total: 361 (65 Str; 197 1-bdr; 99 2-bdr)  
1BR: 2BR: 3BR: 4BR:

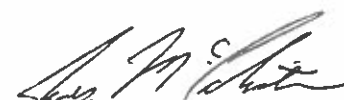
(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

See attached comments.

  
Environmental Health Officer

1-31-19  
Date

  
for  
1/31/19 Direc  
Date

## Plan Review for Accessibility


Addresses: Arlington 425  
225 W. Campbell, 33 S. Chestnut, and 44 S. Highland

PUD, Preliminary Plat of Subdivision, Rezoning from R-1 to B-5, LUV for Apartment Building, Variations

P.C. #19-001      Round 1

Submitted to: Sam Hubbard, Planning & Community Development

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

Date: January 30, 2019 

Re: New Illinois Accessibility Code (IAC):  
<https://www2.illinois.gov/cdb/announcements/2018/Pages/New-Illinois-Accessibility-Code.aspx>

Fair Housing Amendments Act, (42 U.S.C. §3601 et seq.)  
<http://www.fairhousingfirst.org/fairhousing/requirements.html>

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1. The requirements of IAC Section 233.6 Multi-story Housing apply.
2. All Common Use and Public Use Spaces on all floors (levels) shall be accessible in compliance with the applicable requirements of the Code per Section 233.6.1.
3. 20 percent of the dwelling units in each building shall be designed and constructed as either accessible or adaptable dwelling units and shall be distributed throughout each building to provide a variety of sizes and locations per IAC Section 233.6.4 in accordance with Section 812.
4. Petitioner shall supply a unit listing of 20% Accessible/Adaptable dwelling units for each building in a variety of sizes and locations as required by IAC Section 233.6.4.
5. An Accessible Route into and within all adaptable dwelling units to all rooms and spaces shall provide wheelchair maneuvering clearances at all doors as required by IAC Section 233.6.5.2 in accordance with Section 404.2.4.
6. An accessible route per IAC Section 233.6.5.3 shall be provided into and within all private patios, terraces, balconies and garages designated for use by adaptable dwelling units.

7. Entrance Doors to all individual dwelling units shall provide clear floor wheelchair maneuvering space in compliance with IAC Section 404.
8. Identify Areas of Refuge where persons unable to use stairways can remain temporarily to await instructions or assistance during emergency evacuation per IAC Section 506.6.

Sheet HL. 1 of 12 Ground Floor Parking Garage:

9. Identify the Circulation path from Accessible Parking spaces to the Elevator Lobby.

Sheet CA. 1 of 12 Second Floor Plan:

10. Bridge – Changes in level are not permitted in the required maneuvering clearances at doors per IAC Section 494.2.4.4 and shall comply with IAC Section 302.

Sheet CS - "Drop Off" locations:

11. Identify Passenger Loading Zones complying with IAC Section 503 for every continuous 100 linear feet of loading zone space, or fraction thereof with markings per IAC Section 209.2.1.
12. Identify the accessible route via curb ramp or other means adjoining the passenger loading zone with the sidewalk per IAC Section 503.3

Federal Fair Housing Accessibility Requirements:

13. **Important note:** In elevator buildings all public and common use areas and 100 percent of the dwelling units are covered by the Federal Fair Housing Accessibility Guidelines (See Fair Housing Amendments Act, 42 U.S.C. §3601 et seq.)

The ten "Safe Harbor" Equivalents detailing the 7-Requirements of Accessibility  
<https://www.fairhousingfirst.org/faq/safeharbors.html>

- Requirement 1. Accessible building entrance on an accessible route.
- Requirement 2. Accessible and usable public and common use areas.
- Requirement 3. Usable doors.
- Requirement 4. Accessible route into and through the covered dwelling unit.
- Requirement 5. Light switches, electrical outlets, thermostats and other environmental controls in accessible locations.
- Requirement 6. Reinforced walls for grab bars.
- Requirement 7. Usable kitchens and bathrooms.

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>19-001</u>	P.I.N.# <u>13 PINs</u>
Petitioner: <u>CCH LLC</u>	Location: <u>Block 425 of the Master Plan</u>
<u>838 Busse Highway</u>	Rezoning: <u>✓</u> Current: <u>B5 &amp; R3</u> Proposed: <u>B5</u>
<u>Park Ridge, Illinois 60068</u>	Subdivision: <u>✓</u>
Owner: <u>CCH LLC</u>	# of Lots: <u>✓</u> Current: <u>17</u> Proposed: <u>1</u>
<u>838 Busse Rd. Park Ridge, IL 60068</u>	PUD: <u>✓</u> For: <u>361-unit mixed use</u>
<u>Attn: Bruce Adreani</u>	Special Use: <u>✓</u> For: <u>apartments in B-5</u>
Contact Person: <u>Michael D. Firsell of Firsell Ross</u>	Land Use Variation: <u>✓</u> For: <u>Ch 28, § 5.1-14.1</u>
Address: <u>2801 Lakeside Dr., Suite 207</u>	<u>and 14.6 for dwellings on 1st floor. 2 setback variations</u>
<u>Bannockburn, IL 60015</u>	Land Use: <u>✓</u> Current: <u>vacant</u>
Phone #: <u>(847) 582-9910</u>	Proposed: <u>mixed-use</u>
Fax #: <u>(847) 307-7970</u>	Site Gross Area: <u>124,964 square feet</u>
<u>mffirsell@firsellross.com</u>	# of Units Total: <u>361 (65 Stu; 197 1-bdr; 99 2-bdr)</u>
	1BR: <u>2BR: 3BR: 4BR:</u>

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

- |    | <u>YES</u> | <u>NO</u>     |   |
|----|------------|---------------|---|
| 1. | <u>X</u>   | <u>      </u> | COMPLIES WITH COMPREHENSIVE PLAN?               |
| 2. | <u>X</u>   | <u>      </u> | COMPLIES WITH THOROUGHFARE PLAN?                |
| 3. | <u>X</u>   | <u>      </u> | VARIATIONS NEEDED FROM ZONING REGULATIONS?      |
|    |            |               | (See below.)                                    |
| 4. | <u>X</u>   | <u>      </u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? |
|    |            |               | (See below.)                                    |
| 5. | <u>X</u>   | <u>      </u> | SUBDIVISION REQUIRED?                           |
| 6. | <u>X</u>   | <u>      </u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?    |
|    |            |               | (See below.)                                    |

Comments:

*Please see attached Comments*

*Sam A. B. B. B.* 2-1-19  
Date



# Planning & Community Development Dept. Review

January 30, 2019

## REVIEW ROUND 1

Project: 3400 W. Euclid Ave.  
Arlington Downs PUD Amendment

Case Number: PC 18-010

### **General:**

7. The Plan Commission must review and approve the following actions:
  - a) Planned Unit Development to allow a 361 unit mixed use development.
  - b) Rezoning from the R-3, One-Family Dwelling District to the B-5, Downtown District, for four lots of the subject property.
  - c) Preliminary Plat of Subdivision to consolidate the subject property into one lot.
  - d) Land Use Variation to allow residential uses as a principal use in the B-5 District (Chestnut building).
  - e) Variation to Chapter 28, Section 5.1-14.4, Conditions of Use, to allow dwelling units below the second floor (Chestnut building).
  - f) Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 7' setback along a public street frontage (Chestnut Street) for the Campbell building where code requires a 20' setback.
  - g) Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 12.3' setback along a public street frontage (Chestnut Street) for the Chestnut building where code requires a 20' setback.
  - h) Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 12.4' setback along an interior lot line (southern lot line) for the Highland building where code requires a 25' setback.
  - i) Chapter 28, Section 10.2-7, Size, to allow a certain parking spaces within the Highland building garage to be 15' in depth where code requires 18' in depth.
  - j) A variation may be required for the proposed pergola.
  - k) Chapter 29, Section 29-304(l), to allow a 50' wide right-of-way for a local street where code requires a 66' wide right-of-way for local streets, along certain portions of Highland Avenue.
8. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date. Additionally, all revised plans must incorporate any changes as recommended by the Design Commission.
9. Will any Bylaws or Covenants be established for the proposed development? Please provide these (in draft form) if so. How will shared parking and cross access be governed if individual buildings are taxed parceled off and sold to separate owners? Will easements be dedicated?
10. Impact Fee's will be required for the residential portion of the development, in accordance with Village Code.
11. Please revise the project narrative to provide information on any green features/sustainable design elements that are proposed (other than the green roofs).
12. A photometric plan is required.

13. Please note that all future restaurants will be required to receive a Special Use Permit or will be required to obtain a Special Use Permit Waiver, if eligible.
14. Based on communications with the Engineering Division and the Fire Safety Division, brick pavers are potentially viable for a fire lane, but must be supported by a structural engineer review that certifies the brick paver pavement design will meet the AASHTO HS-25 loading and also the punch through loading from the tower truck outriggers.
15. Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Please provide the required preliminary construction schedule, which includes information on the approximate date of construction start, the number of construction phases and the starting and completion date for each phase, and details on what will be constructed in each phase, as well as a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure. Please note that the project narrative includes a general description of the construction phases, with phase one involving the construction of the "Highland building, Campbell building, and infrastructure and common areas", and phase two involving the construction of the underground garage for the Chestnut building. Please clarify if construction of the common areas involves the courtyard landscaping, fire lane, and associated improvements within the courtyard area. If so, it is assumed that the construction of the underground garage for the Chestnut building will involve the removal of the previously constructed elements within the courtyard and will then involve their replacement. Please address this situation and confirm with the Fire Safety Division if temporary removal of the fire lane will be permitted.
16. Please provide a response to the criteria outlined in Section 9.5 of the Zoning code relative to variation approval standards for variations associated with a PUD.
17. Please be aware that the PUD will be reviewed in relation to the criteria contained in Section 9.10 of the Zoning code. An analysis demonstrating the economic benefits of this project shall be required.
18. For any new variations identified in these review comments, please provide a written response to the hardship criteria for variation approval, as outlined on page 2B of the zoning application and summarized below:  
Variations and Land Use Variations:
  - The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
  - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
  - The proposed variation is in harmony with the spirit and intent of this Chapter; and
  - The variance requested is the minimum variance necessary to allow reasonable use of the property.

**Site Plan Related:**

19. The site plan must be redesigned to accommodate for the fire lane concerns from the Fire Safety Division.
20. Please include the necessary zoning analysis on the site plans, as attached to the end of these review comments. All missing information within the tables must be filled out.
21. Please revise the site plan to accommodate for the potential future conversion of the one-way drive aisle from Highland Avenue to the internal courtyard to a two-way drive aisle (which would be added on the northern side

of this drive aisle and may need the screen wall of the loading area to be shifted slightly to the north).

22. The project narrative states that the southern setback of the Highland building will be 12.9', however, the engineering plans show a 12.4' setback. Please clarify and revise the plans accordingly.
23. Please provide an elevation of the proposed retaining wall along the southern property line, as well as details on the retaining wall (color, materials, etc.).
24. The ramp wall for the Chestnut garage appears to encroach on a visibility triangle. Please show all visibility triangles on the plans and propose a solution to the visibility issue for cars exiting the Chestnut garage ramp.
25. Please evaluate alternative locations for the loading zones within the Highland building that would allow the preservation of parking spaces along Highland and would not interfere with traffic along Highland. One option could be a loading zone along the drive aisle (similar to the loading zone along the west side of the 200 W. Campbell building). Or perhaps the loading zones in that building could be moved south to be combined with the drive aisle entrance/exit to the garage.
26. Please evaluate the on-street parking spaces on the east and west side of the porte-cochere entrance/exit of the Campbell building. The spaces on each side of the entrance/exit may not be viable to allow for suitable room and visibility for turns in/out of the porte-cochere.
27. Please revise the plans to provide details on the proposed fence along the southern property line and in front of the Chestnut building (height, style, materials, etc.).
28. Please revise the plans to include details on the proposed pergola at the southern end of the property. Additionally, please note that pergolas are considered accessory structures, and as such must be located in a rear yard only (i.e. completely behind the rear of the building). Pergolas are also restricted to 300 square feet in size, 15' in height, and must be setback 5' from a rear lot line. Please clarify if a variation is requested and provide the necessary written justification for any such variation.
29. Please revise the plans to provide additional details on the proposed fireplace at the rear of the property (setback, size, height, open fire pit? fireplace with chimney? outdoor grilling station?).
30. Please provide a detailed explanation of all utility relocations that will be necessary to facilitate this development, outlining which lines will be removed, what utilities are on those lines, and where those utilities will be re-routed. Will any new lines/poles or changes to existing lines/poles be needed to facilitate the utility removal? Will any upgrades to the utilities be required to accommodate for the proposed development? Please provide an update on all communications with utility companies regarding the ability of existing utilities in the area to accommodate for the proposed development and any upgrades that may be required.
31. As previously requested, please provide a separate exhibit that shows all building mounted, ground mounted, and interior utilities, switch gear, generators, meters, transformers, pedestals, and other mechanical equipment. For all exterior equipment, the exhibit should address how these items will be screened. The plans should also include preliminary information on expected locations/routing of gas lines, electric lines, cable lines, etc. It is understood that this plan will be conceptual and that final placements may need revisions as more detailed plans are developed.
32. Please provide details of any preliminary structural review of the Vail Avenue garage and the ability to construct the Highland building adjacent to the garage. Will any improvements to the garage be needed? Do the proposed access points to the Highland building (loading spaces, garage entrance/exit) conflict with any

structural elements of the garage?

**Building Related:**

33. Clarify if the rooftop restaurant is proposed at this time. The plans do not currently show this restaurant, however, the traffic and parking study has taken into account a restaurant within the amenity space. Will this restaurant be 2,500 sq. ft.? The plans should be revised to show this space if approval is being sought. A condition of approval may be recommended that would restrict the rooftop area from operating as a bar only (i.e. if liquor is to be served, the space would be required to have a full kitchen).
34. For each building, please provide a detailed explanation of how trash collection will function. Where will pick-up locations be? If collection will occur on the outside of a building, where will the dumpsters be stored on collection days? What time of day will trash collection likely occur? How many days a week will trash collection be needed?
35. For each building, please provide a detailed explanation outlining loading/drop-offs, deliveries (commercial and residential), and move-ins/move-outs. Where will each of these functions occur? Will there be any restrictions on times/days for such operations? Will there be an onsite doorman for residential deliveries?
36. Please provide a basement floorplan for the Highland building/garage and Campbell Building.
37. Please provide a breakdown of the square footage of each floor for each building (including basements).
38. Please provide a typical unit layout for each unit type.
39. Please dimension all parking stalls (width and depth) and provide drive aisle dimensions for both the Highland building and Chestnut building garages. Additionally, please dimension all exterior loading spaces and drop-off spaces.
40. How will the 6<sup>th</sup> floor roof on the Highland building be used? Will this roof be accessible to residents? Some elevations show trees on this roof; please clarify and provide details on the floor plans.
41. Building sections should include the underground connection between the Highland building and Campbell building.
42. Please confirm that the height of the Highland building as shown on the elevations was measured per the definition of "Building Height" within the Zoning Code.
43. Please confirm that the balconies on the northern elevation of the Campbell building will not encroach over the property line and into the public way. If so, an indemnification agreement with the Village will be required. Additionally, please confirm that all balconies will be constructed of a suitable material to allow for BBQ grills.
44. Please confirm that the Highland building loading spaces will have 14' of vertical clearance.
45. Please revise the plans to include details on the screening walls for the loading zones of the Campbell building (height, material, etc.).
46. Please revise the floor plans to provide details on the amenity space within the Highland building. Will this space include a fitness room? Meeting rooms? Business center? Clubroom/lounge room with a kitchen?



**Market Study:**

47. Previous correspondence indicated that the Chestnut building could potentially be developed as a condominium, however, the market study does not support a condominium development of a size as proposed in the Chestnut building. Please confirm that this building will be developed as rental and acknowledge that conversion to a condominium would require an amendment to the PUD and would need to be justified by a market study.
48. The market study states that storage lockers are a necessary feature in class A rental developments. No storage lockers were shown on the floor plans. Please confirm that each unit in the development will have a storage locker and outline the locations of such lockers on the floorplans.
49. The market study suggests that the development include an outdoor pool, which is a desired amenity in class A rental developments such as the Arlington 425 proposal. Please address the lack of swimming pool within the plan.
50. The market study identified some concern over the large size of many of the units and a concern that their large size may affect the ability to achieve the desired price point per square foot. Please address this situation.

**Plat of Subdivision:**

51. Dedication of land along Highland Avenue is required per the regulations of Chapter 29 of the Municipal Code and therefore a variation will be necessary to waive this requirement. The Village is currently evaluating whether the dedication 8' of land is necessary along Highland Avenue where the subject property does not abut the Vail Avenue garage. If this dedication is required, it must be shown on the Plat.
52. An easement for the sidewalk along the east side of the Campbell building may be necessary if 8' of land is **not** dedicated along that side of the site.
53. The required building setbacks must be shown on the Plat (20' along the Chestnut Avenue property line as measured from the east side of the dedicated area and 25' along the southern property line).
54. Please check with the Engineering Division to determine if easements will be required along the east, west, and southern property lines per Section 29-309 of Chapter 29.

**Parking and Traffic:**

55. The floor plans did not include the breakdown of square footage for restaurant space within the development. Please confirm that the numbers within the KLOA study represent the breakdown of total uses, and provide details on which floor each portion of the square footage for retail, office, and restaurant are located. The floor plans should also be adjusted to make this clear. Additionally, is 2<sup>nd</sup> floor retail space viable? It seems more likely that any retail space on the 2<sup>nd</sup> floor would be used as office as opposed to retail. If retail is proposed on the 2<sup>nd</sup> floor, please clarify how this will be viable. Finally, please note that the KLOA study lists the size of the retail space within the Highland building at 2,000 sq. ft. and the floorplans show this space as 3,023 sq. ft.
56. As previously mentioned, the downtown area may have a second evening peak in traffic, which occurs later than the 5:00pm-6:00pm peak identified in the KLOA study. The study did not contain any analysis of whether there is a second evening peak beyond the 5:00pm-6:00pm time. Please address this.
57. The traffic volumes during peak times do not show a need for two-lane egress along Campbell. Please revise to one lane of egress or clarify why two separate egress lanes have been provided.
58. The traffic distribution shows low volumes of ingress traffic utilizing the Campbell Street entrance during peak times, and the vast majority of traffic exiting the site through this point during peak times is projected to loop back

down to Sigwalt via Chestnut or Highland. One of the primary reasons for the Campbell Street access was to keep traffic off Chestnut and Highland, but the models do not show this occurring. Please address this situation.

59. The traffic volumes from Figure 7 of the KLOA study, when added to the volumes in Figure 8, do not equate to the volumes shown in Figure 9. Please revise these figures to model the correct traffic volumes.
60. The parking study should be revised to include a parking analysis showing the residential uses parked at 1.5 spaces per unit, but the commercial/office/retail spaces parked per the 2018 Rich & Associates parking study of downtown parking demand (see below):

Classification	Peak Hour Daytime Value (1:00 pm – 2:00 pm)	Peak Hour Evening Value 7:00 pm – 8:00 pm)
Retail (per 1,000 sq. ft)	1.32	0.72
Office (per 1,000 sq. ft)	1.62	0.23
Restaurant (per 1,000 sq. ft)	3.61	10.82
Metropolis Theater (per seat)	0.13	0.32
Residential (per dwelling unit)	0.60	1.82
Movie Theater (per seat)	0.09	0.17
Banquet hall (per attendee)	.012	0.60
Commuters	0.95	0.17

61. The traffic volumes from Figure 7 show that much of the traffic leaving the site will travel through the Campbell Street access point, with the majority of it ending up taking a right to loop south on Highland Avenue. Why wouldn't these cars instead take a more direct route of leaving the Highland building garage exit directly on Highland Avenue (assuming that many of them are residents and have access to the egress point on Highland)? What percentage of these trips are resident based vs. commercial/office/restaurant based?
62. Please clarify why the value at 6:00am in Table 7 for residential parking demand is 443 spaces ( $307 \times 1.5 = 461$  spaces).
63. Please note that the Village is still evaluating the need for stop controls at Campbell/Highland, Chestnut/Campbell, Chestnut/Sigwalt, and Highland/Sigwalt.
64. The KLOA study should distinguish between residential traffic and commercial/office/restaurant traffic.
65. Given the reduction of on-street parking spaces along Campbell and Highland, combined with the increased demand for on-street parking spaces that will be created by the proposed retail/restaurant/office uses, please evaluate the possibility of opening up limited spaces within the development open for public parking.
66. Please provide a detailed explanation outlining how parking within the Highland Avenue garage will function for the commercial/office uses? How many spaces will be used for commercial/office uses? Where will they be located? How will access be restricted? How will customer parking be identified and assigned? How will employee parking be identified and assigned?
67. Please provide a detailed explanation for how parking for the residential units will be assigned. Will each unit have an assigned space, or will residential parking operate on a first come first served basis? Please note that the Rich & Associates 2018 parking study recommended that residential parking spaces are not assigned to specific

units (i.e. they are unbundled). How will access to these residential only spaces be restricted? How many will there be and where will they be located?

68. The number of parking spaces shown on the Highland building section drawings do not add up to the 454 number contained within the project narrative. Please revise and clarify if the 15' deep stalls were included in the overall parking stall count.
69. Recent changes to the IAC allow abutting handicap accessible stalls to share an access aisle. You are encouraged to take advantage of this provision, which would allow you to increase the parking stall count. In addition, please clarify the locations of all handicap parking stalls. It appears that the Highland building has only 5 handicap stalls where 9 would be required.
70. Please confirm that all proposed office uses will be general office and not medical office uses. Due to the higher parking demand generated by medical office uses, a condition of approval limiting these spaces to general office is likely.
71. The floorplans should include a note outlining how many bicycle parking spaces will be included within the Highland building. Will these spaces be available to the residents of each building, as well as the commercial/office tenants and the public? The streetscape improvements along Campbell should also include some sidewalk bicycle parking spaces.
72. The number of required loading spaces will be determined once the square footage of each floor has been provided. A variation may be required.

Prepared by:



# Planning & Community Development Dept. Review

February 4, 2019



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## ADDENDUM TO ROUND 1 PLANNING DEPARTMENT COMMENTS

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Project: Arlington 425  
Block 425

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Case Number: PC 18-010

### **Parking and Traffic:**

73. The parking study should be revised to include a parking analysis showing the residential uses parked at 1.5 spaces per unit, but the office/restaurant/retail spaces parked per the ITE parking generation rates. The text on page 36 is misleading and states that "Using ITE parking rates and hourly distributions, a shared parking analysis was conducted under two scenarios". However, it appears that the scenario in Table 7 assigns office/restaurant/retail demand per Village Code requirements and does not use ITE generation rates.

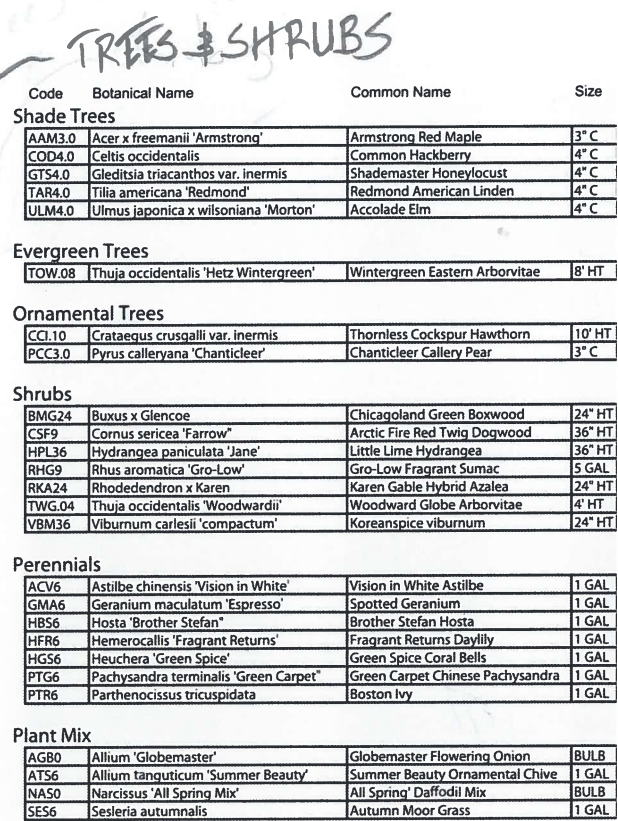
Prepared by: SAM J. WISBE

Arlington 425  
PC 19-001  
January 29, 2019

### **Landscaping**

- 1) Provide additional foundation plantings along Highland and Campbell.
- 2) Provide a detail of the proposed fence and retaining wall along the south property line.
- 3) Along the south elevation of 44 S. Highland incorporate ornamental trees and shrubs in order to soften the large span of wall. In addition, provide shade trees on the north elevation of 44 S. Highland.
- 4) On the landscape plan, indicate the location of the below grade parking and the outline of the detention area.
- 5) Provide additional screening adjacent to the transformer that is located south of 225 W. Campbell Street. In addition, provide a utility plan that identifies all mechanical units that are located at grade and indicate how they will be screened. All utilities must be fully screened with landscaping.
- 6) In order to soften the mass of the proposed building at 33 S. Chestnut, incorporate ornamental trees along the west elevation.
- 7) Provide a site furnishings package. It is recommended that large free standing planters be provided on the private property along Campbell and Highland.
- 8) Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.
- 9) Along Campbell and Highland there is a large spans of brick pavers between the back of curb and the proposed building. It is recommended that the area be further evaluated and that raised planters similar to the planters along Harmony Park be incorporated. In addition, it is recommended that the space at the corner be evaluated. This is a focal point and the space should be further developed.
- 10) Provide landscaping adjacent to the screen wall for the loading area that is located south of 225 S. Campbell near Highland.
- 11) The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape.
- 12) As more detailed plans are provided additional comments may be forthcoming.
- 13) Provide an interim landscape plan for each phase.





5-TOW.08  
4-CCI.10  
  
7-AAM3.0  
2-BMG24  
Plant Mix  
437-SES6  
130-ATS6  
91-NAS0  
91-AGB0  
  
Plant Mix  
335-SES6  
99-ATS6  
70-NAS0  
70-AGB0



1/28/2019

7 S Vail Ave - Google Maps

Google Maps 7 S Vail Ave



Arlington Heights, Illinois



Street View - Jul 2017

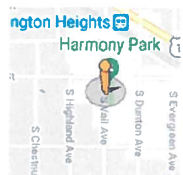


Image capture: Jul 2017 © 2019 Google