



Village of Arlington Heights Building & Life Safety 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 2
Date: March 3, 2019

General Comments:

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

Sam...

I do not have any more comments.

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DEVELOPMENT DEPARTMENT



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

Fire Safety Division

Date: 3/6/2019

P.C. Number: 19-001 Round 2

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. The fire lane for the south Highland building (high rise) shall be a hard surface approved by the Fire Chief capable of supporting the loads of fire apparatus to include point loads generated from outriggers of the aerial truck. Soft turf of any kind is not an approved surface.
2. All fire lanes shall be of appropriate width without encroaching into adjacent use areas and shall be maintained free from the parking/standing of any vehicle at any time. Appropriate fire lane signage shall be placed along the routes of all fire lanes.
3. Elevated curbs crossing fire lanes shall not be approved. Entrances to fire lanes from other areas or fire lanes shall be of minimal elevation to prevent compromise of apparatus mounting elevated surfaces.
4. Provide a detailed explanation showing how the east side of the building along Highland will be accessible in order to meet the requirement that all first floor areas be accessible within 150 feet of fire apparatus/hose lines.
5. Provide acknowledgment that the fire lane provided for the Highland building along the west side shall not be removed for any reason once it is established. It is believed there was discussion about removing this area prior to the second phase of the project and that this would not be permitted, however, no comments were provided acknowledging the understanding that this would not be allowed.
6. It is requested that language be added to the ordinance that would prevent the erection of any structure or placement of any obstruction into the fire lane along the west side of the Highland building.

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Date 03-06-19

MAR 06 2019 Reviewed By:

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

[Signature]
Fire Safety Supervisor

PLAN COMMISSION PC #19-001

Arlington 425

PUD, Preliminary Plat of Subdivision, Rezoning from R-1 to B-1

LUV for Apartment Building, Variations

Round 2

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DEVELOPMENT DEPARTMENT**

75. The petitioner's response to Comment Nos. 11 thru 17 are acceptable.
76. The petitioner's response to Comment No. 18 is not acceptable. Although an exhibit has been added to show fire access to the courtyard between the Chestnut Ave and Highland Ave buildings, there are still issues with the maneuvers shown at several other locations. The drop off lanes shall not be considered part of the necessary 26 ft wide fire lane. Revise the plans accordingly.
77. The petitioner's response to Comment No. 19 is noted. The existing conditions of the portion of Highland Ave under the parking garage have been added to the preliminary engineering plans, however; they are not shown on the plat. Revise the plat accordingly.
78. The petitioner's response to Comment No. 20 is acceptable.
79. The petitioner's response to Comment No. 21 is not acceptable. Per Comment No. 76, the drop off lanes shall not be considered part of the necessary 26 ft wide fire lane. The maneuvers provided for all trucks appear to still be problematic and several of the maneuvers conflict with the drop off lane and mountable center median. The fire lanes shall be revised to 26 ft minimum and all exhibits revised accordingly.
80. The petitioner's response to Comment No. 22 is noted. The structural number provided references a concrete layer coefficient of 0.50. Provide additional information from the manufacturer and/or a Structural Engineer verifying that the layer coefficient for the heavy duty pavers is equivalent to the concrete layer coefficient. It should also be clarified that the structural number applies to both the permeable pavers and the brick pavers in the fire lane. The heavy duty pavement section must also be shown on the fire truck maneuver exhibits, on the geometric plan and the details. Revise the plans accordingly. The reinforced lawn is not acceptable. The plans shall be revised to provide a hard surface that meets or exceeds the structural number of the Village's heavy duty pavement section. Provide the cross section for the underground parking and fire lane.
81. The petitioner's response to Comment No. 23 is not acceptable. See Comment No. 80.
82. The petitioner's response to Comment No. 24 is noted. The adjoining property has not submitted preliminary plans for staff to review and comment. The Village would have a similar request of the adjoining property to coordinate cross-access with Arlington 425. When revising the site plan, the possibility of cross-access should still be taken into consideration.
83. The petitioner's response to Comment Nos. 25 thru 29 are acceptable.
84. The petitioner's response to Comment No. 30 is noted. The retaining wall shall not be located on the property line, assess the possibility of accounting for the change in elevation at the garage. If a retaining wall is still necessary, the maximum height shall be 3 ft. Provide a detail of the retaining wall and footing. Revise the grading and proposed elevations accordingly.
85. The petitioner's response to Comment Nos. 31 thru 32 is acceptable.
86. The petitioner's response to Comment No. 33 is not acceptable. The fire access between the Chestnut Ave and Highland Ave buildings must be fully constructed in Phase I and not disturbed by Phase II. Provide preliminary Phase I and Phase II plans.

87. The petitioner's response to Comment No. 34 is noted. Provide the service plans from the respective utilities as they become available,
88. The sidewalk along Chestnut Ave, at the south end, should continue at 1 ft from the new right-of-way and not angle back to the current alignment, including through the 35 S Chestnut driveway. Revise the plans accordingly and adjust the grades as necessary for the new location of the sidewalk through the driveway. Future development of the adjoining property will address the remaining section of sidewalk.
89. The Village is considering constructing a north/south pedestrian crossing of Campbell St at the SE corner of Highland Ave and Campbell St, possibly by installing a "bump out". The petitioner is made aware that this may affect the alignment of the sidewalk ramp at the SW corner of Highland Ave and Campbell St. Any necessary modifications to the plans can be addressed at final engineering.

Preliminary Plat of Subdivision:

90. The petitioner's response to Comment No. 35 is noted. Provide the length for the 8' wide dedication south of the garage.
91. The petitioner's response to Comment Nos. 36 and 37 are acceptable.
92. In reference to Comment No. 77, revise the preliminary plat to show the existing conditions of the Highland Ave R.O.W. area under the Vail Street Garage.

Traffic:

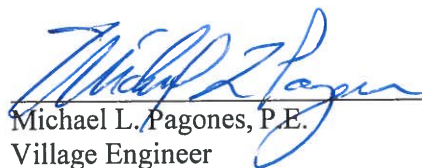
93. The petitioner's responses to comments 38, 40, 43, 44, 45, 46, 47, 48, 49, 50, 52, 54, 55, 56, 58, 59, 60, 64, 65, 66, 68, 71, 72 are satisfactory.
94. The response provided by the petitioner to comment #39 is noted. The existing radii at the S.E. corner of Campbell St and Chestnut Ave and the S.W. corner of Campbell St and Highland Ave is less than 25 ft. The corners can remain provided no changes are planned, however; in the event that corner bumpouts are installed for ADA ramps, the corners must have a minimum back of curb radius of 25 ft.
95. The petitioner's response to comment #41 is noted. The exhibit showing the site triangles supports a recommendation to establish all-way stop at the intersection of Campbell St and Highland Ave. Refer also to comments #89 and #94.
96. The response provided by the petitioner to comment #42 is not satisfactory. The geometric layout of on-street parking stalls does not comply with these Illinois Rules of the Road setbacks. Revise geometric plan accordingly.
97. The response provided by the petitioner to comment #51 is not satisfactory. The last statement made suggests that the south Highland parking garage driveway volumes are higher than the driveway out of the N.W. corner of the Highland building. However Figure 7 does not support this contention.

98. The response provided by the petitioner to comment #53 is not satisfactory. The comment made disregards the 4 sentences requesting explanation of truck operations, anticipated volumes of truck deliveries, moving operations, and service and refuse activities that will occur. Additionally, discussion about anticipated truck delivery operation times should be provided that distribute and stage vehicles, and insure compliance with code noise and nuisance controls. The plans and exhibits shall be revised to show the new location of the loading docks.
99. The response provided by the petitioner to comment #57 is noted. Provide a preliminary construction staging plan at final engineering, a final construction staging plan will be required for permit.
100. The response provided by the petitioner to comment #61 is satisfactory.
101. The response provided by the petitioner to comment #62 is not satisfactory. Please identify where in the traffic report the utilization, designation, and operation of the on-site parking/drop off lanes is managed or regulated. Condo declarations or site management documents that clearly indicate movement of goods by utilization of the truck loading bays, or these on-site surface zones, to keep this activity off of the public streets..
102. The response provided by the petitioner to comment #63 is not satisfactory. There is no sight triangle diagram for the south Highland Building driveway contained in the report.
103. The response provided by the petitioner to comment #67 is not satisfactory. Again the relocation of more traffic to the north Highland Building garage, rather than the south driveway results in more traffic moving towards the north. There still are a couple of arithmetic errors for the Campbell street driveway, and not summing correctly at the Chestnut @ Campbell intersection, as well as the Highland driveway into the site.
104. The response provided by the petitioner to comment #69 is not satisfactory. It is understood that the values have been corrected, and that original entries into the Synchro analysis did utilize the proper traffic volumes. However in the description of the intersection Levels of Service, the impact of bicyclist and pedestrian confluence is not represented or factored into the delay calculations.
105. The response provided by the petitioner to comment #70 is not satisfactory. Based upon the values evaluated, were any intersection modifications, channelization changes, pedestrian crosswalk, or sidewalk revisions indicated? It shall also be noted that the updated weekend and evening counts were conducted in February. Pedestrian and vehicular traffic is likely greater on weekends and evenings in warmer weather.
106. The response provided by the petitioner to comment #73 is noted. The Planning Department is supportive of a condition to restrict move-in, move-out loading operations in the drop off zone. The Engineering Division concurs with this assessment. A provision should be contained in the Approved Village Ordinance prohibiting loading operations along Chestnut Avenue.

107. The response provided by the petitioner to comment #74 is not satisfactory. There are several factors not addressed, and a confusing representation of the parking analysis that need to be redefined as identified below:

- a.) The traffic report suggests that for Transit Oriented Developments, (TOD) a 15% reduction is feasible, but it is unclear if this is an ITE study, or based upon the values in Table 6. If based upon Table 6 summary, there are too many variables that cannot be evaluated for these locations that may have factors to compensate parking in these towns by other methods. Please clarify if any parking reduction is applied as part of the study recommendations.
- b.) The shared parking analyzes shown in Tables 7, 8, & 9, are confusing related to the following:
 - How were Retail, Restaurant, and Office values calculated in Table 7
 - Showing the total site parking requirement but including the 33 S. Chestnut building which is not part of the shared parking analysis is confusing.
 - Provide the ITE parking rates that justify the values shown in Table 8.
 - Why are the residential values between table 7 & 9 the same, and what is the difference that is trying to be shown?

108. Bullets #5 & #6 in the conclusions contradict the findings, and responses provided in the previous comments listed above.

 3/8/19
Michael L. Pagones, P.E. Date
Village Engineer



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 2:

1. The fire lane between the Highland and Chestnut building needs to be free of obstructions and run the entire length of the building. The use of reinforced lawn pavers is not acceptable.
2. The auto turn diagram for the fire truck shows the use of the circle. Please provide more information as to how the circle is going to be built. The use of a "mountable fire lane" as is not acceptable.
3. The auto turn diagram shows the truck using some areas that don't appear to be driving surfaces. For example, the inbound truck maneuver from Highland. The front overhang of the basket needs to also have a clear path.

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

Date March 4, 2019

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Arlington 425
45 S. Chestnut Ave.

Round 1 Review Comments

02/01/2019

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?**
Nothing further.
5. **Traffic problems that may be created by the development.**
Nothing further.
6. **General comments:**
Nothing further.

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A.O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

DH #557

Doug Hajek, Sergeant
Community Services Bureau



Planning & Community Development Dept. Review

March 8, 2019

REVIEW ROUND 2

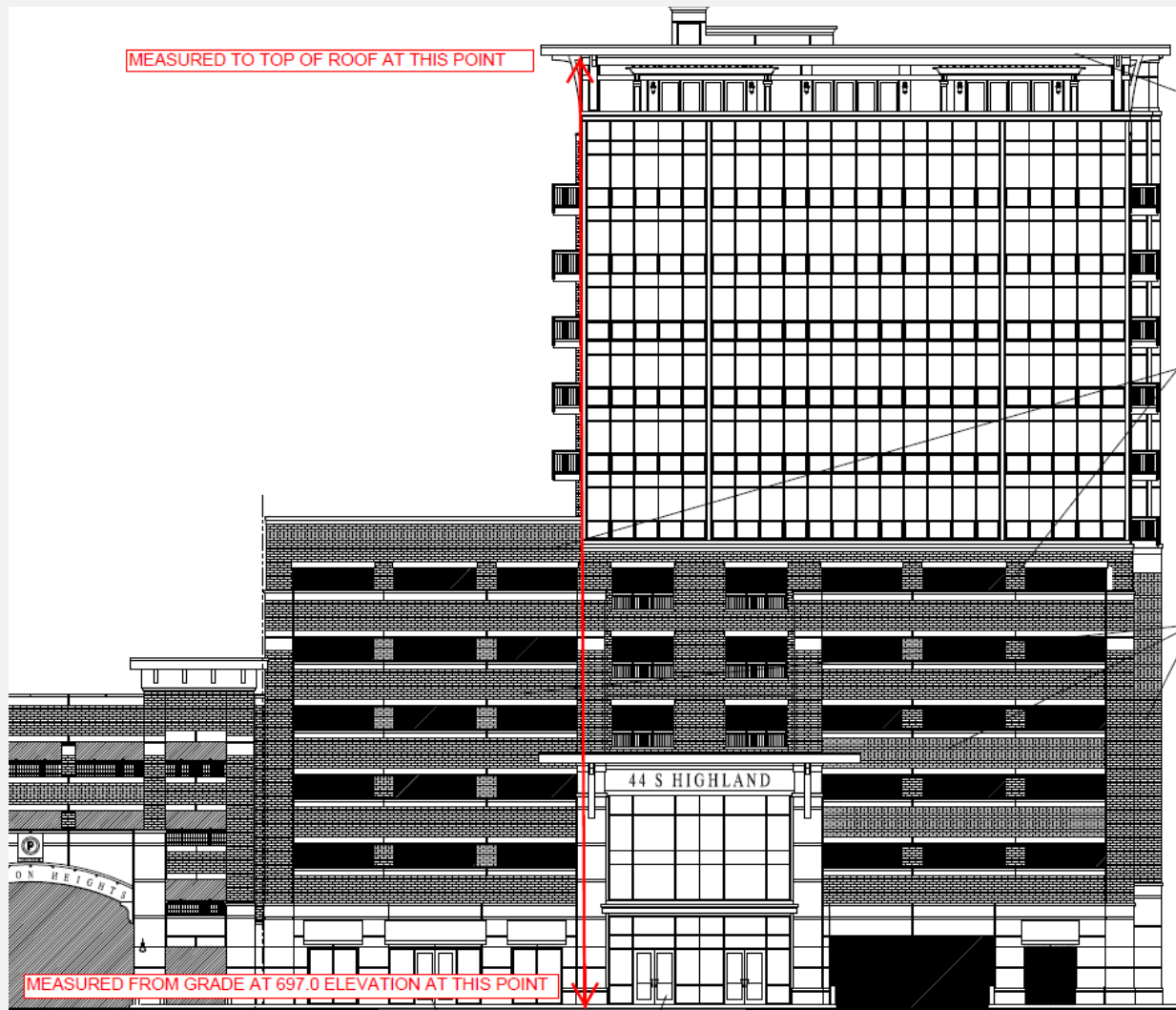
Project: Northern 2/3rds Of Block 425
Arlington 425

Case Number: PC 19-001

General:

74. The response to comment #7 is noted. Based on a review of the revised plans, the following additional or amended approvals are needed:
- Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 12.2' setback along a public street frontage (Chestnut Street) for the Chestnut building where code requires a 20' setback.
 - Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 0' setback along an interior lot line (southern lot line) for the Highland building where code requires a 25' setback.
 - Variation to Chapter 28, Section 10.2-7, Size, to allow certain parking spaces within the Highland building garage to be 15.3' in depth where code requires 18' in depth.
 - Variation to Chapter 28, Section 6.15-2.2, Landscape Requirements between Zoning Districts, to waive the requirement for a 6-foot tall solid screen along the southern property line.
75. The response to comment #9 is noted. A condition of approval will be recommended that shall require the recording of bylaws or covenants that established shared access and shared parking for the development should portions of the subject property be sold to separate owners.
76. The response to comment #11 is noted. Please note that the project narrative refers to a "Special Use Permit" and "Written Justification for Special Use" for the "all residential" Chestnut building. The specific approval needed for the Chestnut building is a Land Use Variation (not a Special Use), and the project narrative and approval justification should be revised accordingly. Please note that approval criteria for a Land Use Variation is different than that for a Special Use Permit. Finally, please revise the previously submitted justification for variations to reflect the actual variations requested per #74 above, and please provide justifications for the newly identified variation.
77. The response to comment #15 is not acceptable. We have not received the Power Construction site staging and logistics plan. Please provide this plan and note that the plan must identify preliminary estimates of any lane closures and closure timeframes. Since the description of what will be constructed in Phase 1 is vague, our comment asked for clarification on what will be constructed in each phase. Please outline, *specifically*, all infrastructure (both onsite and off-site), and common areas that will be constructed in Phase 1 and in Phase 2. Finally, please address how fire protection will be provided to the Highland Building if the underground garage for the Chestnut building causes the temporary removal of this fire lane.
78. The response to comment #21 is not sufficient. Please revise the plans to show a 26' wide one-way fire lane, which will require the existing proposed 17' wide lane to extend to the north. A condition of approval will be recommended that will require the developer to implement two-way travel along this drive aisle if, after construction, it is determined that two-way travel is necessary for adequate circulation and traffic flow. Please verify if the underground connection in this location has the structural ability to support the two-way drive aisle.

79. The response to comment #25 is not sufficient. The two loading spaces and garage access along Highland Avenue will result in the loss of at least nine public parking spaces and will result in congestion and truck turning movements adjacent to one of the entrances to the Vail Avenue garage. Please remove the two loading spaces and relocate them elsewhere on the interior of the site. Other options include:
- a) Placing them in the area where bike parking is located within the Highland building garage.
 - b) To the west of the bike racks within the Highland building garage where the parcel pickup space is located.
 - c) Locating them in a portion of the 2,869 sq. ft. space that is currently designated as retail within the Highland building.
80. The response to comment #26 is noted. The Planning Dept. and Engineering Division are evaluating if certain spaces along Campbell may remain.
81. The response to comment #27 is noted. A 6' tall solid screen (landscaping, fence, or berm) is required along the southern property line to comply with the screening requirements between zoning districts, or a variation is required. Please provide the required justification for this approval. The 42" tall fence in the exterior side yard in front of the Chestnut building must be an "open" style fence.
82. The response to comment #31 and #32 is noted. Since no details have been provided, a condition of approval will be recommended that will require all utility service lines to be underground, all ground mounted utility and mechanical equipment (switchgears, generators, transformers, etc.) to be appropriately located and screened, and all building mounted utility infrastructure (meters, utility/FDC connections, etc.) to be appropriately located and screened.
83. The response to comment #32 is noted. Since no preliminary analysis has been provided, a condition of approval will be recommended that prohibits all construction activities from damaging the Vail Avenue garage. A full structural analysis and soil borings will be required at time of building permit. The Village reserves the right to review any proposed modifications to the Vail Avenue garage and the ability to require certain upgrades to the garage as necessary to facilitate the proposed development (e.g. additional interior lighting, re-routing of electrical lines, etc.). Costs of any garage modifications, insurance, and bonds shall be the developers responsibility.
84. The response to comment #35 is noted. Staff is evaluating restrictions that would be placed on move-in/move-out days, times and locations.
85. The response to comment #42 is noted. The 140'-0" measurement is not accurate based on the code definition of building height. The code definition does not include the parapet wall. Provide an elevation and height measurement from elevation 697.00 at the north façade adjacent to the front entrance, which is what we've interpreted the established grade to be opposite the middle of the front of the building. See graphic below for further clarification:



86. The response to comment #45 is not sufficient. Please provide on the plans details for the screen walls (height, material, compatibility to building architecture, style and appearance of gates, etc.).
87. The response to comment #47 is noted. A condition of approval will be recommended that would prohibit the Campbell and Highland building from being converted to condo unless an amendment to the PUD is approved.
88. The response to comment #53 is noted. Based on the new area of ROW dedication, the building setback at the southeast of the property needs to jog in to accommodate for this ROW area. Please revise the plat to make this change.
89. The response to comment #55 is noted. The parking table on pages 39-41 do not include the newly shown auxiliary basement retail space within the Campbell Building. Please revise the parking study to accommodate for this new retail space. The "Arlington 425 Unit Mix Parking" document should be revised to be consistent with the square footages as shown within the parking study.
90. The response to comment #66 and 67 does not provide enough specificity to address the comments. Before we can make a recommendation on this project, a detailed parking plan outlining how parking will function is required. Please provide said plan. The plan must explain how parking for the commercial, restaurant, and office uses will be accommodated, as well as the residential portion of the development. The Highland building will

- Prepared by: SANJEEV

Arlington 425
PC 19-001
March 6, 2019

Landscaping

- 1) Provide additional foundation plantings along Highland and Campbell.
The revisions are noted and per the response, movable planters will be provided.
- 2) Provide a detail of the proposed fence and retaining wall along the south property line.
Please include details as part of the plans.
- 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.
The revisions are noted.
- 4) On the landscape plan, indicate the location of the below grade parking and the outline of the detention area.
The revisions are noted.
- 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.
The revisions are noted.
- 6) In order to soften the mass of the proposed building at 33 S. Chestnut, incorporate ornamental trees along the west elevation.
The revisions are noted.
- 7) Provide a site furnishings package. It is recommended that large free standing planters be provided on the private property along Campbell and Highland.
Please include details as part of the plans.
- 8) Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.
As part of the plans, incorporate the bump-outs along Campbell Street and Highland.
- 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.
Please evaluate the corner area and incorporate relief through the use of planters. This is a focal point and the space should be further developed. It is recommended that raised planters similar to the planters along Harmony Park be incorporated along Campbell and Highland in front of 225 W. Campbell Street east of the Campbell drive aisle and north of the Highland drive aisle.
- 10) Provide landscaping adjacent to the screen wall for the loading area that is located south of 225 S. Campbell near Highland.
The revisions are noted.

- 11) The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape.
The response is noted; however, please incorporate the details within the plans.
- 12) As more detailed plans are provided additional comments may be forthcoming.
The response is noted.
- 13) Provide an interim landscape plan for each phase.
Please provide the interim landscape plan.
- 14) Landscaping has been removed along the south property line in the southwest corner adjacent to the drive. Per Chapter 28, a six foot high screen is required since the site is zoned B-5 and is adjacent to the residential district. Please incorporate upright evergreen trees if space permits or request a variation. If evergreen trees are provided, the placement must consider site lines.
- 15) Along the south property line adjacent to the parking garage provide a decorative metal fence. Previously a fence was shown on the plan.
- 16) Along Campbell Street and Highland please include pavers within the drive aisle for the portion that is part of the pedestrian walkway. The pavers should match the downtown streetscape.