



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

**Fire Safety Division**

Date: 3/21/2019

P.C. Number: 19-001 Round 3

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. Confirm that the length of the fire lane on the west side of 44 S. Highland is acceptable to the Fire Chief.
2. To confirm, brick pavers of any kind are not an approved surface for fire lanes.
3. Provide the proposed width of the travel lane exiting onto West Campbell Street.

Date 03-21-19

Reviewed By:

  
Fire Safety Supervisor

**RECEIVED**  
MAR 21 2019  
PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

**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 3**

109. The petitioner's response to Comment No. 75 is acceptable.
110. The petitioner's response to Comment No. 76 is noted. The widening of the fire lane has addressed the issues with the maneuvers through the site. Although pavement widths for one way entrances and exits are 14 ft maximum, this conflicts with the required fire lane width. The one way traffic flow through the site can be addressed with striping and any necessary signage. The "no parking fire lane" crosshatching is currently shown on the architectural site plan. The striping to designate the one way lane width and any necessary signage shall be shown on the civil site plans. This can be addressed at final engineering.
111. The petitioner's response to Comment Nos. 77 thru 79 is acceptable.
112. The petitioner's response to Comment No. 80 is noted.
- a. Information was not provided to support the concrete layer coefficient of 0.50 for the structural number of the brick pavers. 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. This can be addressed at final engineering.
  - b. 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. This can be addressed at final engineering.
  - c. Provide the cross section for the underground parking and fire lane. This can be addressed at final engineering.
  - d. The reinforced lawn for the fire lane is not acceptable.
113. The petitioner's response to Comment No. 81 is noted. Per Comment No. 112, a reinforced lawn for the fire lane is not acceptable.
114. The petitioner's response to Comment Nos. 82 and 83 are acceptable.
115. The petitioner's response to Comment No. 84 is noted. Per prior comments, it would be preferred to adjust the grades to eliminate the retaining wall. In no case shall the wall exceed 3 ft in height.
116. The petitioner's response to Comment No. 85 is acceptable.
117. The petitioner's response to Comment No. 86 is noted.
- a. The petitioner's response does not address the underground parking for the Chestnut Ave building which will be located under the proposed fire lane between the Chestnut Ave building and Highland Ave building. Additional information shall be provided to address the respective phases of construction to verify that the fire lane will not be affected during Phase II. Please also see Comment No. 77 from the Planning Department.
  - b. Dimensions shall be placed on the staging plan to insure that there is adequate space for proposed traffic flow.

118. The petitioner's response to Comment No. 87 is acceptable.
119. The petitioner's response to Comment No. 88 is noted. The plans show approximately 30 ft of sidewalk will be constructed on the adjacent property to meet the current alignment. The petitioner is aware that there is the possibility of development on this site, which would require the dedication of the remaining 8 ft right-of-way along the east side of Chestnut Ave. In the event the necessary right-of-way is not dedicated to the Village prior to the installation of the sidewalk, an easement should be obtained from the adjacent property for this section of sidewalk. This can be addressed at final engineering.
120. The petitioner's response to Comment No. 89 is noted. Staff has discussed the intersection of Highland Ave and Campbell St, and has reviewed the traffic report prepared for this project along with pedestrian counts completed by the Village for other intersections in the immediate vicinity. Taking all factors into consideration, a three way stop should be installed at Highland Ave and Campbell St, and the bumpouts installed for the pedestrian access routes and ADA ramps. The necessary modifications to the plans, including modifications to on-street parking, can be addressed at final engineering.
121. The 6 inch sewer serving the Highland Ave building is mislabeled. This can be addressed at final engineering.
122. All building downspots shall be connected to the sewer. This can be addressed at final engineering.

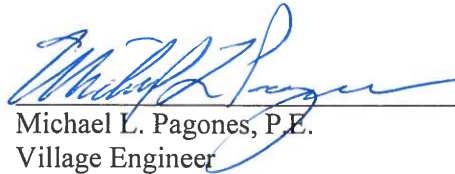
**Preliminary Plat of Subdivision:**

123. The petitioner's response to Comment Nos. 91 thru 93 are acceptable.

**Traffic:**

124. The petitioner's responses to Comment Nos. 93, 95, 97, 99, 102, 103, 104, 106, and 108 are acceptable.
125. The response provided by the petitioner to Comment No. 94 is noted. Per Comment No. 120, bumpouts for the pedestrian access routes shall be installed at the intersection of Highland Ave and Campbell St, and at the SE corner of Campbell St and Chestnut Ave. The necessary modifications to the plans, including the radii, can be addressed at final engineering.
126. The petitioner's response to Comment No. 96 is noted.
- a. The installation of the bumpouts at the intersection of Highland Ave and Campbell St will result in modifications to the existing on-street parking on the north side of Campbell St. This can be addressed at final engineering.
  - b. The geometric plan only shows the existing parking stalls along Highland Ave. The relocated fire hydrant must be shown on the geometric plan, and the parking stalls in this section shall be revised to comply with the Illinois Rules of the Road setbacks. This may result in the elimination of one parking stall along the west side of Highland Ave. This can be addressed at final engineering.
  - c. Although the exhibit showing the site triangles provided in the traffic report recommends the elimination of several parking stalls to the east and west of the porte cochere, the loss of on-street parking in the downtown area is a concern. The site triangles and all required setbacks affecting on-street parking on Campbell St from Chestnut Ave to Highland Ave should be reevaluated such that as many on-street parking spaces as practically possible will be provided. The fire hydrant at the SE corner of Campbell St and Chestnut Ave shall be relocated to allow for two parking stalls west of the porte cochere. The plans shall be also be revised to account for three to four parking stalls east of the porte cochere. This can be addressed at final engineering.

127. The response provided by the petitioner to Comment No. 98 is noted. Per Comment No. 106, a provision will be made restricting / prohibiting loading operations along Chestnut Ave. As the Chestnut Ave is the only building without a designated loading bay, additional information should be provided to clarify how the loading operations associated with move in / move out for the Chestnut Ave building will be addressed. It is also recommended that the petitioner consider the possibility of accommodating box trucks in the underground parking for the Chestnut Ave building.
128. The response provided by the petitioner to Comment No. 100 is acceptable.
129. The response provided by the petitioner to Comment No. 101 is noted. The description under the Internal Circulation in the Traffic Report has not been updated, and needs to be building by building specific for proactive management for all of these functions.
130. The response provided by the petitioner to Comments Nos. 105 and 107 is acknowledged and requires further collaborative development with staff.

 3/21/19  
Michael L. Pagones, P.E. Date  
Village Engineer

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MAR 21 2019  
PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT



## 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 3:

1. The Fire Department would like a clear explanation and specs of what a "flat curb" will consist of and the locations where the "flat curb" will be.
2. Please show the area of the "Highland" and "Chestnut" buildings that will be reachable with out ladder truck basket when operating from a shortened fire lane between the two buildings. Please specify the length of the fire lane.
3. The use of brick pavers for fire lanes is not acceptable.

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

Date March 21, 2019

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

# Planning & Community Development Dept. Review

March 22, 2019



## REVIEW ROUND 3

Project: Northern 2/3<sup>rd</sup>s Of Block 425  
Arlington 425

Case Number: PC 19-001

### **General:**

92. The response to comment #79 is noted. Please continue to evaluate alternative interior locations for the two loading docks proposed along Highland.
93. The response to comment #89 is noted. Please note that per Code requirements, this space must be factored into the parking calculations for the site. This was not factored in the parking study.
94. The response to comment #90 is noted. Please provide a detailed parking plan for the proposed Highland Avenue garage.
95. Provide revised traffic distribution data assuming that the driveway off Campbell is eliminated and the driveway off Highland is two way.
96. Please continue to evaluate the provision of affordable housing in advance of the Housing Commission meeting and continue discussions on this element with the Planning Department.

Prepared by: SAM JUBARI

Arlington 425  
PC 19-001  
March 21, 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.  
**The response is noted and please provide the details including the proposed movable planters.**
- 8) Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.  
**The developer shall install bump-outs for the on-street parking spaces along the southern side of Campbell Street between Highland and Chestnut. This may include the relocation of an existing fire hydrant. (Additionally, the developer shall be responsible for installing bump outs for the proposed mid-block crosswalk at the eastern leg of the Campbell/Highland intersection.)**
- 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.  
**Install the trees and plant mix along the west elevation of 44 S. Highland between the fire lane and the building as part of the phase one landscaping.**
- 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.  
**Instead of a solid fence, please incorporate a decorative open metal fence along the south property line. This will require a variation and staff is supportive of the variation.**
- 15) Along the south property line adjacent to the parking garage provide a decorative metal fence. Previously a fence was shown on the plan.  
**Staff is recommending a decorative open metal fence along the south property line. This will require a variation and staff is supportive of the variation.**
- 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.  
The response is noted.