



Village of Arlington Heights Building & Life Safety Department

RECEIVED
FEB 0 2021
PLANNING AND 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 – Amendment to PUD Ordinance #19-019, to allow modifications to the previously approved development plan

PC#: 21-002 – Round 1

Date: February 4, 2021

General Comments:

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

The following comments apply to **225 W. Campbell**:

1. Compliance with the current Village adopted codes, as well as 2015 NFPA 101-Life Safety Code, and the 2018 Illinois Accessibility Code is required.
2. Each building shall be classified as high-rise, and meet all the requirements in 2018 IBC Section 403 and 420.
3. Based on the number of stories above grade (10) the construction type shall be I-B with sprinklers per 2018 IBC Table 504.4.
4. Exterior wall ratings shall meet the requirements of 2018 IBC Table 602 for I-B.
5. Indicate if the buildings will be separated or non-separated mixed use of M (retail spaces), and R-2.
6. Separation for incidental use areas shall follow the requirements of 2018 IBC Table 509.
7. Provide a height and area calculation for each building.
8. A Fire Command Center shall be provided for each building per 2018 IBC Sections 403.4.6 and 911.
9. The elevated pedestrian walk way and underground tunnel shall comply with 2018 IBC Section 3104.
10. 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.
11. One elevator in each building shall be part of the accessible means of egress. 2018 IAC 506.2.1. Stand-by power is required per 2018 IAC 506.4
12. The trash termination rooms shall comply with the requirements of 2018 IBC Table 509 and Section 713.

13. Each building shall have a Fire Command Center that complies with 2018 IBC Sections 403.4.6 and 911.
14. Each building shall have a protected fire pump room that complies with 2018 IBC 913 and NFPA 20.

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

The following comments apply to 33 S Chestnut:

1. Compliance with the current Village adopted codes, as well as 2015 NFPA 101-Life Safety Code, and the 2018 Illinois Accessibility Code is required.
2. Indicate if the buildings will be separated or non-separated mixed use of S-2 and R-2.
3. Separation for incidental use areas shall follow the requirements of 2018 IBC Table 509.
4. Provide a height and area calculation for each building.
5. At least one elevator in the 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.
6. One elevator in each building shall be part of the accessible means of egress. 2018 IAC 506.2.1. Stand-by power is required per 2018 IAC 506.4
7. The trash termination rooms shall comply with the requirements of 2018 IBC Table 509 and Section 713.

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

The following comments apply to the Highland Parking Garage

1. The parking garage shall have a stand pipe system per 2018 IBC 406.5.
2. At least one elevator in the 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.

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



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

Fire Safety Division

Date: 1/25/2021

P.C. Number: 21-002 Round 1

Project Name: Planned Unit Development – Amended

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.

Some comments below were listed on the original review; however, the items are not indicated on the submitted drawings.

1. 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.
2. Indicate the proposed location of the fire command center and the fire pump room.
3. 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.
4. 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.
5. 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 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.
6. All new fire alarm systems shall be capable of sending a wireless signal and shall be monitored by Northwest Central Dispatch.
7. The parking garage shall have sprinkler standpipe protection.

Date 01-25-21

Reviewed By: 
Fire Safety Supervisor

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-30-425-(B-30)

Petition #: P.C. 21-002
 Petitioner: CCH LLC
838 Busse Rd., Park Ridge, IL 60068
 Owner: CCH LLC
838 Busse Rd., Park Ridge, IL 60068
 Contact Person: Michael Firsel
 Address: 2801 Lakeside Drive, Suite 207
Bannockburn, IL 60015
 Phone #: (847) 582-9910
 Fax #: (847) 307-7970
 E-Mail: mfirsel@firselross.com

P.I.N.# 13 PINs
 Location: Block 425 of Downtown Master Plan
 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: ✓ For: Amendment
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: Vacant
 Proposed: mixed-use
 Site Gross Area: 124,964 square feet
 # of Units Total: 319 Total Studios: 56
 1BR: 189 2BR: 3BR: 4BR: 74

(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
 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

3. R.O.W. DEDICATIONS?
 4. SITE PLAN ACCEPTABLE?
 5. PRELIMINARY PLAT ACCEPTABLE?
 6. TRAFFIC STUDY ACCEPTABLE?
 7. STORM WATER DETENTION REQUIRED?
 8. CONTRIBUTION ORDINANCE EXISTING?
 9. FLOOD PLAIN OR FLOODWAY EXISTING? ...
 10. WETLAND EXISTING?

YES	NO	COMMENTS
<u>X</u>		
		<u>N/A</u>
<u>X</u>		
	<u>X</u>	
	<u>X</u>	<u>(500 YSAE)</u>
	<u>X</u>	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: SPADE 00
 DATE OF PLANS:

Director

Date

PLAN COMMISSION PC #21-002
Arlington 425 PUD Amendment
Block 425 of Downtown Master Plan
Round 1

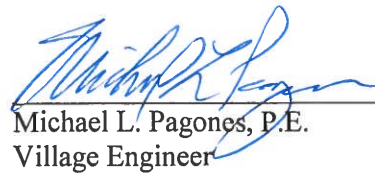
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, 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, brick sidewalk, curb and gutter, widening of Chestnut Ave for parking, street lighting, bump outs at Highland Ave and Campbell St, bump outs at Chestnut Ave and Campbell St, installation of a 3 way stop control at Highland Ave and Campbell St, and all way stop control at Highland Ave and Sigwalt St. 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 site storm water management summary and volume control summary appear acceptable.
 - a. The storm water management report, detention calculations and restrictor calculations shall be updated at final engineering.
 - b. The detention storage system under the garage must be designed to AASHTO HS-25 loading standard.
 - c. In the event the project is constructed in phases, the underground detention must be installed during Phase I.
 - d. A maintenance plan shall be provided for the permeable pavers and underground detention.
16. Final subdivision approval will require final engineering plans.
17. A site photometric lighting diagram indicating lighting intensities and associated catalog cut sheets for all site and building mounted luminaires must be provided. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. This can be provided at final engineering.
18. An existing street light on Campbell St just west of the entrance may need to be relocated. This can be addressed at final engineering.
19. There are concerns with the current layout of the median under the porte cochere:
 - a. The median should be extended south, stopping just short the outer radius of the roundabout to help guide entering and exiting vehicles, and prevent prohibited movements.
 - b. The north end of the median may encroach into the pedestrian access route along Campbell St. The median should be shifted south such that the pedestrian access route is maintained through the driveway.
 - c. These items can be addressed at final engineering.
20. Per the original approval, crosswalks are required to be installed on all legs at the intersections of Highland Ave and Campbell St, and Highland Ave and Sigwalt St. The original approval also required bump outs to be constructed on Campbell St between Highland Ave and Chestnut Ave, and on the western side of Highland Ave between Campbell St and the access drive. Revise the plans to include the conditions as noted in the previous approval. This can be addressed at final engineering.
21. The all-way stop control at the intersections of Highland Ave and Campbell St, and Highland Ave and Sigwalt shall be completed. This can be addressed at final engineering.
22. Sidewalk shall carry through all driveways, curb shall stop on either side of the sidewalk. For driveways that are under stop control, detectable warning panels are required.
23. The fire lanes are to be constructed of permeable pavers. The structural number of the proposed cross section of the fire lane shall meet or exceed the Village's heavy-duty asphalt pavement cross section consisting 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. This can be addressed at final engineering.
24. The AutoTurn exhibits submitted do not include turning movements for an inbound tower engine entering from the Campbell St driveway. Submit AutoTurn exhibit showing the inbound and outbound turning movements for a tower engine entering from Campbell St. This can be addressed at final engineering.

25. 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.
26. Currently, westbound vehicles from Highland Ave are aligned with vehicles attempting to enter the parking garage from the roundabout. Additional striping, signage or other modifications that help delineate turning movements are required near the Highland parking garage's northwest access in order to reduce potential conflicts. This can be addressed at final engineering.
27. A "no right turn" sign is needed for the Highland Parking garage exit to direct vehicles to the traffic circle. This can be addressed at final engineering.
28. Both the Highland Ave Parking Garage and the underground parking for the Chestnut Ave building have parking stalls located in areas that could be problematic to the residents. The two parking spaces that flank the storage/refuse/loading area on the ground level of the Highland St. parking garage will face sight obstructions when attempting to leave their parking spaces, while also being in close proximity to both entrances and exits where traffic may be more frequent. The northern most spaces in the Chestnut Ave building abut a wall and restrict turning movements for vehicles attempting to leave these parking spaces. Alternative layouts should be considered for these locations.
29. A maintenance plan for the underground parking for the Chestnut Ave building shall be provided. This can be addressed at final engineering.
30. A snow removal plan for the top deck of the parking garage shall be provided. This can be addressed at final engineering.
31. Regarding the proposed use of the surface lot located at the southwest corner of Chestnut Ave and Campbell St, additional information shall be provided at final engineering on the parking lot and on the phasing of construction on when the use of the lot would be eliminated.
32. The Village has an underground conduit for fiber optic and copper cable located in the east parkway of Chestnut Ave between the sidewalk and curb. The bump outs will not leave the minimum 30" cover over the conduit, which will require lowering the conduit from Sigwalt St to Campbell St. The conduit must be shown on the site plan. Details on how the conduit will be lowered can be addressed at final engineering.
33. Regarding the proposed pressure connections:
 - a. All pressure connections must utilize an epoxy coated full circumference tapping sleeve with stainless steel bolts.
 - b. The size of the pressure connection for PC-1 should show 8"x8", not 8'x8'.
 - c. This can be addressed at final engineering.
34. The Village completed an extensive combined sewer project in the downtown in 2019. The plans must be updated to reflect the new utilities. This can be addressed at final engineering.
35. The Sigwalt 16 development located in the southern portion of Block 425 is currently under construction. The final engineering plans for Arlington 425 shall be updated to reflect the as-built conditions along the south property line and along Chestnut Ave.
36. A structural review and field verification of the existing Vail Garage footings is to be included in the design of the Highland Ave garage. This can be addressed at final engineering.

37. 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. This can be addressed at final engineering.
38. The proposed bump out parking located on Chestnut will not be maintained by the Village. This shall be in the maintenance agreement.

 2/9/21

Michael L. Pagones, P.E. Date
Village Engineer

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Arlington 425 (amended) **Block 425 – Northern Portion**

Round 1 Review Comments

02/01/2021

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. 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?

A new parking impact study is recommended for this project due to the amended site plans.

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.

6. General comments:

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

- Emergency telephones and call boxes 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.

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FEB 02 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

A. Ovington #330
Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt R. J. S69
Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION


Petition #: P.C. <u>21-002</u>	P.I.N.# <u>13 PINs</u>
Petitioner: <u>CCH LLC</u>	Location: <u>Block 425 of Downtown Master Plan</u>
<u>838 Busse Rd., Park Ridge, IL 60068</u>	Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u>
Owner: <u>CCH LLC</u>	Subdivision: <u> </u>
<u>838 Busse Rd., Park Ridge, IL 60068</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
Contact Person: <u>Michael Firsell</u>	PUD: <u>✓</u> For: <u>Amendment</u>
Address: <u>2801 Lakeside Drive, Suite 207</u>	Special Use: <u> </u> For: <u> </u>
<u>Bannockburn, IL 60015</u>	Land Use Variation: <u> </u> For: <u> </u>
Phone #: <u>(847) 582-9910</u>	Land Use: <u> </u> Current: <u>Vacant</u>
Fax #: <u>(847) 307-7970</u>	Proposed: <u>mixed-use</u>
E-Mail: <u>mfirsell@firsellross.com</u>	Site Gross Area: <u>124,964 square feet</u>
	# of Units Total: <u>319 Total Studios: 56</u>
	1BR: <u>189</u> 2BR: <u>3BR: 4BR: 74</u>


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

1. GENERAL COMMENTS:

All owners of multi-family properties shall make recycling services available to all residents residing in the property. The owners must develop and implement a recycling plan with adequate procedures and management in order to stimulate participation. The recycling plan shall be submitted for approval to the Villages Health Department prior to residents moving in. If you have any questions please contact Terese Biskner, Environmental Health Officer at 847-368-5785.

See David Robb's comments attached.


Environmental Health Officer 2-2-21 Date


for 2/2/21 Direc
Date

Plan Review for Accessibility

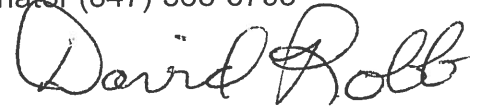
Addresses: Arlington 425 PUD Amendment
Amendment to PUD Ord. #19-019, to allow modifications to
the previously approved development plan
Block 425 Northern Portion

P.C. #21-002 Round 1

Submitted to: Sam Hubbard, Planning & Community Development

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

Date: February 1, 2021



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>

Sheet HI1 Parking Garage:

1. A minimum of 8 Reserved Accessible parking Spaces are required in parking facilities with more than 301 parking spaces per IAC Section 208.2 and in accordance with 208.3 Location.
2. For every six or fraction of six parking spaces required by 208.2 to comply with 502 at least one shall have a vertical clearance complying with 502.5. (98-inches)
3. Comments from P.C. 19-001 Round 1 still apply.

Planning & Community Development Dept. Review

February 12, 2021



REVIEW ROUND 1

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

Case Number: PC 21-002

General:

7. The Plan Commission must review and approve the following actions:
 - a) **Amendment to Planned Unit Development Ordinance #19-019 to allow modifications to the approved development plan.**
 - b) **Special Use Permit to allow a "Private Garage, Customer/Employee" for the Highland garage.**
 - c) **Variation to Chapter 28, Section 6.5-2, to allow accessory structures (pergola and fire pits) within a side yard where accessory structures are only allowed within a rear yard.**
 - d) **A variation may be required for the proposed pergola size, height, and setback.**
8. The proposed amendment to the PUD involves several different development alternatives and plans showing these alternatives must be provided:
 - a) Floorplans and elevations for the Highland garage at 3 stories with 273 parking spaces. Elevations must show details on the east side appearance of the Highland garage.
 - b) Floorplans and elevations for the Highland garage at 4.5 stories with 388 parking spaces. Elevations must show details on the east side appearance of the Highland garage.
 - c) Floorplans for the Chestnut building if no basement/garage is built, which is necessary to understand where refuse and building structural/mechanical elements would be located.
9. There are several conditions of approval from Ordinance #19-019 that will need to be amended or eliminated as a result of this proposal. Please note that all conditions not amended or eliminated will remain applicable.
10. Submitted paper plansets show Highland garage at 4 stories with 344 parking stalls, submitted PDF plansets show Highland garage at 5 stories with 431 parking stalls. Please coordinate plans on forthcoming resubmission.
11. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date. Additionally, all revised plans must incorporate any changes as recommended by the Design Commission.
12. Impact Fee's will be required for the residential portion of the development, in accordance with Village Code.
13. To identify all PIN's within 250' (with all ROW's omitted), will you be working with a title company to compile the PIN list, or are you expecting to work through a PIN list provided by the Township Assessor?

14. Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Please outline, specifically, all infrastructure (both onsite and off-site) and site improvements that would be constructed in Phase 1 and full buildout.
15. A photometric plan shall be required at time of building permit. All photometric levels shall conform to code requirements.
16. Design Commission review and Housing Commission review shall be completed prior to appearing before the Plan Commission. Please provide an update on the status of the Design Commission applications and required Affordable Housing Plan necessary for Housing Commission appearance.
17. 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.
18. Please ensure that all plans are coordinated. Engineering plans do not appear to match Landscape and Architectural plans with regards to paving at the southern end of the Highland garage.
19. There were several public improvements required by Ordinance 19-019 (bumped-out crosswalk at the eastern leg of Campbell/Highland, parking bump-outs on Campbell and Highland, crosswalks, modifications to the Chestnut egress curb, Village gateway sign, etc.). Please revise the plans to reflect these required improvements. Additionally, please provide final details on the proposed Chestnut building garage ramp wall (materials, height, etc.) as was required in Ordinance 19-019.
20. Details are needed on all proposed fences, retaining walls, dumpster enclosure walls (height, material, etc.). Dumpster enclosure walls are required to be masonry to match the building materials. The southern retaining wall is required to be reduced/eliminated and if determined necessary, shall be setback 1' minimum from the southern property line.
21. Please provide details on the connection to the Highland garage in a Highland garage basement floorplan.
22. If parking for the Chestnut Building is contained entirely in the Highland garage, will an underground connection be proposed?
23. How would trash collection occur within the Chestnut Building? Will a scavenger truck access the underground garage to load trash, and if so, how would it fit/maneuver? If not, where would trash be stored on pick-up days? If the underground garage is eliminated, where would trash be stored and where would collection occur on pick-up days?
24. Architectural sheet "CS" indicates max number of spaces in Highland garage to be 344, project narrative indicates max number to be 388.
25. Garages with 300-400 parking spaces are required to have 8 handicap accessible parking stalls.
26. The Arlington 425 Unit Mix and Parking document does not reflect the 7,376 sq. ft. of retail space in the basement of the Campbell building.
27. Where will bike parking for the Chestnut building be located?
28. For all 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:

- 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.

29. For the required Special Use Permit, please provide a response to the approval criteria as outlined on page 2B of the zoning application and summarized below:

- That said special use is deemed necessary for the public convenience at this location.
- That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.
- That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

30. Please revise the plans to include details (height, size, setbacks) 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.

31. Please revise the plans to provide additional details on the proposed fireplace/firepits within the landscaped courtyard (setback, size, height, open fire pit? fireplace with chimney? outdoor grilling station? Permanent structure or moveable?).

Parking and Traffic:

32. It appears that the current plan does not provide sufficient parking. At a minimum, parking shall be provided as per the ratios within the approved PUD. Parking for both Phase 1 and full build-out fall short of the 1.3 parking spaces per unit approved within the 2019 PUD, and parking demand for commercial uses has not been factored in (see attached chart). Allocation of the affordable parking spaces in the Vail garage as noted is subject to Board approval. Per comment #37 below, provide hourly data on commercial demand, including basement space and the overall size of the restaurant space.

33. A detailed Parking Allocation and Management plan shall be required. This plan must provide a detailed explanation of how parking within the Highland garage will function for the commercial uses and residential tenants/guests, including details on the following:

- Where will spaces be located for commercial employees, commercial patrons, residential guests, and residential tenants and how many specifically for each use/group.
- How spaces and access will be restricted/identified/assigned/segregated to each use type.
- Rates and time limits for commercial usage.
- Valet parking for restaurant.
- Shared parking amongst the various users.
- Will residential spaces be assigned or 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).

34. The KLOA study does not include the proposed 7,376 sq. ft. of retail space within the basement and must be revised to reflect this space. Furthermore, the project narrative indicates that the restaurant seating area size will be 3,000 sq. ft., meaning that the overall size of the restaurant will be greater than 3,000 sq. feet. A total

size for the restaurant is needed for accurate parking and traffic projection purposes. Absent of this, the following assumptions were made:

- 7,962 sq. ft. retail/restaurant on 1st floor with 3,500 sq. ft. for retail, 3,000 sq. ft. for restaurant seating area, leaving 1,462 sq. ft. left for “back of house” restaurant size.
- 7,376 sq. ft. basement retail.

If these assumptions are incorrect, please clarify actual sizes of both restaurant space (overall size **and** seating area size) and retail spaces. Additionally, please clarify how the basement “auxiliary retail” space is intended to be utilized.

35. Staff does not support the use of the southwest corner of Chestnut/Campbell for parking, either on a temporary basis or permanent basis. As such, the usage of parking here was not factored into our analysis of onsite parking. This property would need to have certain zoning approvals for offsite parking and no detailed plans have been submitted.
36. Page 40 of the KLOA study concludes that parking is provided at a ratio of 1.22 spaces per unit, however, this does not factor in parking assigned to non-residential uses. Will all parking be shared? A similar ratio is provided for parking per bedroom. These ratio’s must be revised to reflect parking assigned to non-residential uses.
37. Similar to pages 37-43 in the 2019 KLOA study, a shared parking/hourly parking analysis must be provided. Please use the correct size for non-residential uses based on the utilization of the basement space and overall size of the restaurant space.
38. The parking study does not match the plans submitted. The study references 390 spaces within the garage, whereas the project narrative references 388 spaces. The study also references the Chestnut Building as including two levels of underground parking.
39. The proposed two-bay loading zone within the Highland garage is too far removed from the residential portions of the development and negatively impacts public parking given the loss of spaces along Highland. It shall be relocated to the north side of the garage to be closer to the buildings it serves with access from the internal motorcourt.
40. Figure G within the Appendix should be updated to coordinate with the civil/architectural plans.
41. Ordinance 19-019 required infrastructure improvements that are not reflected in the commentary of the study, such as curbed parking bump-outs, a crosswalk bump-out on Campbell east of Highland, and curbed bump-outs on Highland. These improvements should be referenced in the study and included within Figures G and F in the appendix.
 - Page 29: No reference to Campbell crosswalk east of Highland.
 - Page 31 & 32: Provide number of spaces that will be lost on Campbell and Highland. Take into consideration required curbed bump-outs, crosswalks, and Highland garage access modifications.
 - Page 34: Per comment #39, Highland loading zone should be relocated to the north side of the building with access from the internal motorcourt.
 - Figure F and G should be revised to show curbed bump-outs, number of street parking spaces, and removal of Highland loading zone.
42. Should the Chestnut Building be proposed as a condominium, a PUD amendment shall be required. Alternatively, if a viable plan showing parking provided at a minimum ratio of 1.7 parking spaces per unit for this building, staff will evaluate the ability for administrative review for this request.

43. It is not cost effective to construct the Highland garage in phases and phased construction will impact the ability to provide the necessary parking during construction. It is encouraged to construct the entire garage as one phase/buildout to avoid future costs and disruptions to parking.

Prepared by: 

Arlington 425

Weekday Parking Demand - ITE/ULI and Modified Village Code

<i>Time</i>	<i>Retail</i>	<i>Restaurant</i>	<i>Office</i>	<i>Residential</i>	<i>Total Required</i>	<i>Surplus/ Deficit</i>	<i>Commercial Total</i>
6:00 AM	-	-	-	292	292	-19	-
7:00 AM	-	-	-	262	262	11	-
8:00 AM	-	-	-	246	246	27	-
9:00 AM	-	-	-	231	231	42	-
10:00 AM	-	-	-	216	216	57	-
11:00 AM	-	-	-	201	201	72	-
12:00 PM	-	-	-	186	186	87	-
1:00 PM	-	-	-	201	201	72	-
2:00 PM	-	-	-	201	201	72	-
3:00 PM	-	-	-	201	201	72	-
4:00 PM	-	-	-	216	216	57	-
5:00 PM	-	-	-	246	246	27	-
6:00 PM	-	-	-	262	262	11	-
7:00 PM	-	-	-	283	283	-10	-
8:00 PM	-	-	-	286	286	-13	-
9:00 PM	-	-	-	289	289	-16	-
10:00 PM	-	-	-	292	292	-19	-
Method:	ITE/ULI	ITE/ULI	ITE/ULI	1.3 Sp./Unit*	-	-	ITE/ULI
	Total Parking Provided:			273 Spaces			
*1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekdays - Residential (Resident) factors Scenario: Campbell Building and Highland Garage Constructed (234 units with parking for 12 affordable units within the Vail Garage, 273 parking spaces with 37 spaces reserved for commercial)							

ULI Recommended Time-of-Day Factors for Weekdays	
<i>Time</i>	<i>Factor</i>
6:00 AM	100%
7:00 AM	90%
8:00 AM	85%
9:00 AM	80%
10:00 AM	75%
11:00 AM	70%
12:00 PM	65%
1:00 PM	70%
2:00 PM	70%
3:00 PM	70%
4:00 PM	75%
5:00 PM	85%
6:00 PM	90%
7:00 PM	97%
8:00 PM	98%
9:00 PM	99%
10:00 PM	100%

Arlington 425

Weekend Parking Demand - ITE/ULI and Modified Village Code

<i>Time</i>	<i>Retail</i>	<i>Restaurant</i>	<i>Office</i>	<i>Residential</i>	<i>Total Required</i>	<i>Surplus/ Deficit</i>	<i>Commercial Total</i>
6:00 AM	-	-	-	292	292	-19	-
7:00 AM	-	-	-	262	262	11	-
8:00 AM	-	-	-	246	246	27	-
9:00 AM	-	-	-	231	231	42	-
10:00 AM	-	-	-	216	216	57	-
11:00 AM	-	-	-	201	201	72	-
12:00 PM	-	-	-	186	186	87	-
1:00 PM	-	-	-	201	201	72	-
2:00 PM	-	-	-	201	201	72	-
3:00 PM	-	-	-	201	201	72	-
4:00 PM	-	-	-	216	216	57	-
5:00 PM	-	-	-	246	246	27	-
6:00 PM	-	-	-	262	262	11	-
7:00 PM	-	-	-	283	283	-10	-
8:00 PM	-	-	-	286	286	-13	-
9:00 PM	-	-	-	289	289	-16	-
10:00 PM	-	-	-	292	292	-19	-
Method:	ITE/ULI	ITE/ULI	ITE/ULI	1.3 Sp./Unit*	-	-	ITE/ULI
	Total Parking Provided:			273 Spaces			
*1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekends - Residential (Resident) factors Scenario: Campbell Building and Highland Garage Constructed (234 units with parking for 12 affordable units within the Vail Garage, 273 parking spaces with 37 spaces reserved for commercial)							

ULI Recommended Time-of-Day Factors for Weekends	
<i>Time</i>	<i>Factor</i>
6:00 AM	100%
7:00 AM	90%
8:00 AM	85%
9:00 AM	80%
10:00 AM	75%
11:00 AM	70%
12:00 PM	65%
1:00 PM	70%
2:00 PM	70%
3:00 PM	70%
4:00 PM	75%
5:00 PM	85%
6:00 PM	90%
7:00 PM	97%
8:00 PM	98%
9:00 PM	99%
10:00 PM	100%

Arlington 425

Weekday Parking Demand - ITE/ULI and Modified Village Code

<i>Time</i>	<i>Retail</i>	<i>Restaurant</i>	<i>Office</i>	<i>Residential</i>	<i>Total Required</i>	<i>Surplus/ Deficit</i>	<i>Commercial Total</i>
6:00 AM	-	-	-	399	399	-11	-
7:00 AM	-	-	-	358	358	31	-
8:00 AM	-	-	-	337	337	51	-
9:00 AM	-	-	-	316	316	72	-
10:00 AM	-	-	-	295	295	93	-
11:00 AM	-	-	-	275	275	114	-
12:00 PM	-	-	-	254	254	134	-
1:00 PM	-	-	-	275	275	114	-
2:00 PM	-	-	-	275	275	114	-
3:00 PM	-	-	-	275	275	114	-
4:00 PM	-	-	-	295	295	93	-
5:00 PM	-	-	-	337	337	51	-
6:00 PM	-	-	-	358	358	31	-
7:00 PM	-	-	-	387	387	1	-
8:00 PM	-	-	-	391	391	-3	-
9:00 PM	-	-	-	395	395	-7	-
10:00 PM	-	-	-	399	399	-11	-
<i>Method:</i>	<i>ITE/ULI</i>	<i>ITE/ULI</i>	<i>ITE/ULI</i>	<i>1.3 Sp./Unit*</i>	-	-	<i>ITE/ULI</i>
	Total Parking Provided:			388 Spaces			
<i>*1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekdays - Residential (Resident) factors Scenario: Campbell Building and Highland Garage Constructed (319 units with parking for 16 affordable units within the Vail Garage, 388 parking spaces with 37 spaces reserved for commercial)</i>							

ULI Recommended Time-of-Day Factors for Weekdays	
<i>Time</i>	<i>Factor</i>
6:00 AM	100%
7:00 AM	90%
8:00 AM	85%
9:00 AM	80%
10:00 AM	75%
11:00 AM	70%
12:00 PM	65%
1:00 PM	70%
2:00 PM	70%
3:00 PM	70%
4:00 PM	75%
5:00 PM	85%
6:00 PM	90%
7:00 PM	97%
8:00 PM	98%
9:00 PM	99%
10:00 PM	100%

Arlington 425

Weekend Parking Demand - ITE/ULI and Modified Village Code

<i>Time</i>	<i>Retail</i>	<i>Restaurant</i>	<i>Office</i>	<i>Residential</i>	<i>Total Required</i>	<i>Surplus/ Deficit</i>	<i>Commercial Total</i>
6:00 AM	-	-	-	399	399	-11	-
7:00 AM	-	-	-	358	358	31	-
8:00 AM	-	-	-	337	337	51	-
9:00 AM	-	-	-	316	316	72	-
10:00 AM	-	-	-	295	295	93	-
11:00 AM	-	-	-	275	275	114	-
12:00 PM	-	-	-	254	254	134	-
1:00 PM	-	-	-	275	275	114	-
2:00 PM	-	-	-	275	275	114	-
3:00 PM	-	-	-	275	275	114	-
4:00 PM	-	-	-	295	295	93	-
5:00 PM	-	-	-	337	337	51	-
6:00 PM	-	-	-	358	358	31	-
7:00 PM	-	-	-	387	387	1	-
8:00 PM	-	-	-	391	391	-3	-
9:00 PM	-	-	-	395	395	-7	-
10:00 PM	-	-	-	399	399	-11	-
Method:	ITE/ULI	ITE/ULI	ITE/ULI	1.3 Sp./Unit*	-	-	ITE/ULI
	Total Parking Provided:			388 Spaces			
*1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekends - Residential (Resident) factors Scenario: Campbell Building and Highland Garage Constructed (319 units with parking for 16 affordable units within the Vail Garage, 388 parking spaces with 37 spaces reserved for commercial)							

ULI Recommended Time-of-Day Factors for Weekends	
<i>Time</i>	<i>Factor</i>
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11:00 AM	70%
12:00 PM	65%
1:00 PM	70%
2:00 PM	70%
3:00 PM	70%
4:00 PM	75%
5:00 PM	85%
6:00 PM	90%
7:00 PM	97%
8:00 PM	98%
9:00 PM	99%
10:00 PM	100%

Arlington 425
PC 21-002
February 9, 2021

Landscaping

- 1) Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.
- 2) It is recommended that the corner space at Campbell and Highland be evaluated. This is a focal point and the space should be further developed. The proposed planters appear small and insignificant.
- 3) Provide an interim landscape plan for each phase.
- 4) The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape. Please provide a site furnishings package.
- 5) Provide additional landscaping on the east elevation of 33 S. Chestnut.
- 6) Along the south property line adjacent to the parking garage provide a decorative metal fence. This may require a variation and staff is supportive of the variation. Provide a detail of the fence and the retaining wall.
- 7) Along Campbell Street please include pavers within the drive aisle for the portion that is part of the pedestrian walkway. The pavers should match the downtown streetscape.
- 8) As more detailed plans are provided additional comments may be forthcoming.