



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 – Amendment to PUD Ordinance #19-019, to allow modifications to the previously approved development plan

PC#: 21-002 – Round 2

Date: March 8, 2021

General Comments:

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

Sam...

I do not have any additional comments for the project.



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

Fire Safety Division

Date: 3/1/2021 P.C. Number: 21-002 Round 2

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. The following is provided for informational purposes, no response is required.

High-rise buildings shall be provided with an automatic smoke detection system, a fire department communication system, and an emergency voice/alarm communication as required by the International Fire Code.

Fire Safety permits shall be obtained for the following: Fire suppression systems, fire alarm systems, generators for emergency backup systems.

Overhead utilities shall not interfere with tower/aerial fire operations.

The fire command center is not indicated on the submitted drawings. For confirmation, a fire command center shall be located on the first floor with the location to be approved.

Plans show the roof has a proposed fireplace. The fire code prohibits open flame on a combustible deck unless the deck is protected by fire sprinkler. The fireplace would not be permitted.

Date 03-1-21

Reviewed By: 
Fire Safety Supervisor

PLAN COMMISSION PC #21-002
Arlington 425 PUD Amendment
Block 425 of Downtown Master Plan
Round 2

39. The petitioner's response to Comment Nos. 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 29, 31, 33, 34, 36, and 37 are acceptable.
40. The petitioner's response to Comment No. 14 is unacceptable. 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.
41. The petitioner's response to Comment No. 24 is unacceptable. The AutoTurn exhibit showing the inbound and outbound turning movements for a tower engine entering from Campbell St shall be provided at final engineering. The prior Plan Commission approval for the PUD and preliminary plat does not exempt the Engineering Division from requiring additional information for final engineering. The petitioner shall acknowledge that they accept this understanding.
42. The petitioner's response to Comment No. 28 is unacceptable. The parking spaces in question would be problematic for residents attempting to leave the parking space. Alternative layouts should be considered. This can be addressed at final engineering.
43. The petitioner's response to Comment No. 32 is noted. Fiber optic is not included in the requests for JULIE as it is a private utility. The conduit must be shown on the site plan. Details on how the conduit will be lowered can be addressed at final engineering.
44. The petitioner's response to Comment No. 35 is noted. Prior to final plat and final engineering, the petitioner shall be responsible for acquiring the as-built conditions from the developer of Sigwalt 16. This can be addressed at final engineering.
45. The petitioner's response to Comment No. 38 is noted. An agreement addressing the snow removal in the parking area of the bump outs along Chestnut Ave shall be provided. The petitioner shall acknowledge that they accept this understanding.



 3/8/2021
Michael L. Pagones, P.E. Date
Village Engineer



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 21-002

Project Name

Arlington 425 Pud Amendment

Project Location

Block 425-Northern portion

Planning Department Contact Sam Hubbard

General Comments

Round 2:

The Fire Department has no additional comments at this time.

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

Date March 4, 2021

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Arlington 425 (amended)
Block 425 – Northern Portion

Round 2 Review Comments

03/02/2021

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.

RECEIVED
MAR - 9 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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

Approved by:

Sgt Ry 569
Supervisor's Signature

Memorandum

To: Sam Hubbard, Development Planner

From: Terese Biskner, Environmental Officer *TB*

CC: James McCalister, Director of Health and Human Services *JM*

Date: 3/5/2021

Re: Arlington 425 PUD Amendment

Please see the attached comment from David Robb.

Plan Review for Accessibility

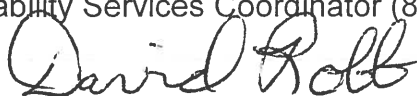
Addresses: Arlington 425 PUD Amendment
Amendment to PUD Ord. #19-019, to allow modifications to
the previously approved development plan

P.C. #21-002 Round 2

Submitted to: Sam Hubbard, Planning & Community Development

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

Date: March 5, 2021



Re: Illinois Accessibility Code (IAC) Eff. October 23, 2018
<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. At time of building permit petitioner shall supply a unit by unit listing of the 20 percent Adaptable/Accessible dwelling units distributed throughout each building to provide a variety of sizes and locations as required by Illinois Accessibility Code Section 233.6 Multi-story thru 233.6.5.7.
 2. It is recommended that the above citation be added to the ordinance when amended.

Planning & Community Development Dept. Review

March 10, 2021



REVIEW ROUND 2

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

Case Number: PC 21-002

44. The response to comments #8-#12, #15-#18, #21, #22, #24-#26, #28-#31, #34, #35, #38, and #42 and #43 is acceptable.
45. The response to comment #7 is noted. Based on the revised plans, 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.**
46. The response to comment #13 is noted. Please ensure that the notice will be sent to the current property owners/taxpayers of record at time of mailing, not the property owner/taxpayer of record that were of record prior to the application being submitted. Please submit a draft of the notification letter as soon as possible to allow sufficient time to review to ensure that the necessary language is included within the letter.
47. The response to comment #14 is noted. As no preliminary construction schedule and phasing plan was submitted, staff is recommending a condition of approval that would require a construction schedule and phasing plan be submitted at time of Final Plat of Subdivision, for review and approval by staff. Said phasing plan shall include details on all infrastructure that will be constructed in each phase of development, as well as a phased landscape plan.
48. The response to comment #19 is noted. These items shall still be required per Ordinance 19-019, although many of them have now been shown on the plans. Please note that the 1-year extension granted by the Village Board for Preliminary Plat of Subdivision approval is set to expire on June 3, 2021. Any future request to extend the Preliminary Plat approval must first be discussed by the Plan Commission. As such, please acknowledge that, along with the proposed PUD amendment, you wish to request another 1-year extension to the Preliminary Plat of Subdivision approval for expiration on June 3rd of 2022.
49. The response to comment #20 is noted. Since no details were provided on the retaining walls, fences, or loading zone (dumpster) enclosure walls, staff is recommending a condition of approval that would require these details be submitted at time of Final Plat of Subdivision, for review and approval by staff.
50. The response to comment #23 is not sufficient. Trash collection at the base of the ramp does not appear viable as it would require the refuse truck to stop and stage on the public street for reversal into ramp, and collection on the ramp may not be possible due to grade differentials. Furthermore, the Chestnut Building does not contain a screened "loading area" for trash collection. Please clarify, specifically, where trash collection would occur, and how the dumpsters would be relocated to the loading area on collection days.
51. The response to comment #27 is noted. There appear to be well over 50 bike storage stalls within the Highland garage for the 85 units within the Chestnut building. Bike parking regulations would only recommend around

1 stalls per 10 multi-family units. A reduction in the number of bike stalls within the Highland garage may allow an additional parking space.

52. The response to comments #32 and #37 is not acceptable. Since no hourly parking data was provided, staff has prepared an hour by hour parking analysis. Please see the attached charts and revise the allocation plan as indicated below:

- a) Phase 1 appears to contain an adequate number of overall parking spaces, however, the allocation of those spaces needs some adjustments based on the modeling:
 - i. The 277 allocated spaces for "Restricted Residential" can remain as is.
 - ii. The 32 "Restaurant/Retail & Residential Guest" parking spaces should be allocated as "Non-Residential Only".
 - iii. 24 of the 36 "Residential & Resident Guest" parking spaces should be allocated as "Non-Residential Only". This would bring the total number of "Non-Residential Only" spaces to 56, which should be viable to capture anticipated non-residential parking demand.
 - iv. The remaining 12 spaces can remain as "Resident & Resident Guest" spaces.
- b) Based on the modeling, parking for Phase 2 does not appear to be sufficient. In order to move forward with construction of the Phase 2 Chestnut building, the developer would have to demonstrate that there is sufficient capacity within the Highland Garage to accommodate for the expected demand from the Chestnut building. Alternatively, at time of construction, the number of units could be decreased or the onsite parking supply could be increased.

53. The response to comment #33 does not address include enough detail. Please provide an updated Management and Allocation description, similar to what was provided within the 2019 PUD. Please ensure that the plan include details on the following:

- a) How spaces and access will be restricted/identified/assigned/segregated to each use type.
- b) Rates and time limits for commercial usage.
- c) Valet parking for restaurant.
- d) How will shared parking spaces function?
- e) Will residential spaces be assigned or on a first come first served basis? Will commercial employee spaces be assigned or on a first come first served basis?

54. The response to comment #36 is noted, however, it is unclear how the study arrived at the 1.14 parking spaces per residential unit figure.

55. The response to comment #39 is not acceptable. There has been no demonstrated need to have an additional tenant/commercial loading zone within the garage, and refuse can be accommodated within a loading zone on the north side of the garage with access from the internal courtyard, or potentially elsewhere on the site. Parking spaces are key to the success of this project, both internal and external along Highland, and staff is recommending a condition of approval that the loading/storage area within the Highland garage be eliminated and replaced with parking spaces, or relocated to the north side of the garage with access from the internal courtyard.

56. The response to comments #40 and #41 is noted. Staff notes that Figures G and F were not updated. Per comment #55, if the Highland loading/storage area is necessary, it should be relocated to the north side of the of the garage building with access from the internal motorcourt.

Prepared by: 

Arlington 425 - Phase 1
Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	Retail (Visitor)	Retail (Employee)	Restaurant (Visitor)	Restaurant (Employee)	Residential	**Total Required	Surplus/ Deficit	Commercial Total
6:00 AM	0	0	5	2	289	296	49	7
7:00 AM	1	5	10	3	260	279	66	19
8:00 AM	2	1	12	6	246	267	78	21
9:00 AM	4	2	15	6	231	258	87	27
10:00 AM	7	3	20	7	217	254	91	37
11:00 AM	9	3	26	7	202	247	98	45
12:00 PM	10	3	35	7	188	243	102	55
1:00 PM	10	3	33	7	202	255	90	53
2:00 PM	10	3	23	7	202	245	100	43
3:00 PM	9	3	17	5	202	236	109	34
4:00 PM	9	3	19	5	217	253	92	36
5:00 PM	10	3	30	7	246	296	49	50
6:00 PM	10	3	35	7	260	315	30	55
7:00 PM	10	3	40	7	280	340	5	60
8:00 PM	8	3	40	7	283	341	4	58
9:00 PM	5	2	32	6	286	331	14	45
10:00 PM	3	1	30	6	289	329	16	40
	Total Parking Provided:						345 Spaces	
Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekdays								
Scenario: Campbell Building and Highland Garage Constructed (222 units parking on-site with 12 units parking in Vail Garage, 345 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.								

Arlington 425 - Phase 1
Weekend Parking Demand - ITE/ULI and Modified Village

Time	Retail (Visitor)	Retail (Employee)	Restaurant (Visitor)	Restaurant (Employee)	Residential	**Total Required	Surplus/ Deficit	Commercial Total	
6:00 AM	0	0	2	2	289	293	52	4	
7:00 AM	1	1	5	4	260	271	74	11	
8:00 AM	1	1	9	4	246	261	84	15	
9:00 AM	3	2	14	5	231	255	90	24	
10:00 AM	5	3	18	6	217	249	96	32	
11:00 AM	7	3	21	6	202	239	106	37	
12:00 PM	8	3	30	6	188	235	110	47	
1:00 PM	9	3	28	6	202	248	97	46	
2:00 PM	10	3	22	6	202	243	102	41	
3:00 PM	10	3	17	5	202	237	108	35	
4:00 PM	10	3	18	5	217	253	92	36	
5:00 PM	9	3	24	7	246	289	56	43	
6:00 PM	8	3	32	7	260	310	35	50	
7:00 PM	8	2	40	7	280	337	8	57	
8:00 PM	7	2	40	7	283	339	6	56	
9:00 PM	5	2	24	6	286	323	22	37	
10:00 PM	4	1	23	6	289	323	22	34	
	Total Parking Provided:						345 Spaces		
Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekends									
Scenario: Campbell Building and Highland Garage Constructed (222 units parking on-site with 12 units parking in Vail Garage, 345 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.									

Arlington 425 - Phase 2
Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	Retail (Visitor)	Retail (Employee)	Restaurant (Visitor)	Restaurant (Employee)	Residential	**Total Required	Surplus/ Deficit	Commercial Total	
6:00 AM	0	0	5	2	394	401	-12	7	
7:00 AM	1	1	10	3	355	370	19	15	
8:00 AM	2	1	12	6	335	356	33	21	
9:00 AM	4	2	15	6	315	342	47	27	
10:00 AM	7	3	20	7	296	333	57	37	
11:00 AM	9	3	26	7	276	321	68	45	
12:00 PM	10	3	35	7	256	311	78	55	
1:00 PM	10	3	33	7	276	329	60	53	
2:00 PM	10	3	23	7	276	319	70	43	
3:00 PM	9	3	17	5	276	310	79	34	
4:00 PM	9	3	19	5	296	332	58	36	
5:00 PM	10	3	30	7	335	385	4	50	
6:00 PM	10	3	35	7	355	410	-21	55	
7:00 PM	10	3	40	7	382	442	-53	60	
8:00 PM	8	3	40	7	386	444	-55	58	
9:00 PM	5	2	32	6	390	435	-46	45	
10:00 PM	3	1	30	6	394	434	-45	40	
	Total Parking Provided:						389 Spaces		
Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekdays									
Scenario: Campbell Building and Highland Garage Constructed (303 units parking on-site with 16 units parking in Vail Garage, 389 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.									

Arlington 425 - Phase 2
Weekend Parking Demand - ITE/ULI and Modified Village

Time	Retail (Visitor)	Retail (Employee)	Restaurant (Visitor)	Restaurant (Employee)	Residential	**Total Required	Surplus/ Deficit	Commercial Total
6:00 AM	0	0	2	2	394	398	-9	4
7:00 AM	1	1	5	4	355	366	23	11
8:00 AM	1	1	9	4	335	350	39	15
9:00 AM	3	2	14	5	315	339	50	24
10:00 AM	5	3	18	6	296	328	62	32
11:00 AM	7	3	21	6	276	313	76	37
12:00 PM	8	3	30	6	256	303	86	47
1:00 PM	9	3	28	6	276	322	67	46
2:00 PM	10	3	22	6	276	317	72	41
3:00 PM	10	3	17	5	276	311	78	35
4:00 PM	10	3	18	5	296	332	58	36
5:00 PM	9	3	24	7	335	378	11	43
6:00 PM	8	3	32	7	355	405	-16	50
7:00 PM	8	2	40	7	382	439	-50	57
8:00 PM	7	2	40	7	386	442	-53	56
9:00 PM	5	2	24	6	390	427	-38	37
10:00 PM	4	2	23	6	394	429	-40	35
	Total Parking Provided:						389 Spaces	
Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekends								
Scenario: Campbell Building and Highland Garage Constructed (303 units parking on-site with 16 units parking in Vail Garage, 389 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.								

Arlington 425
PC 21-002
March 9, 2021

Landscaping

- 1) Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.
Your response is noted.
- 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.
It is recommended that the space be further evaluated.
- 3) Provide an interim landscape plan for each phase.
It is understood that the area will be used for staging; however, a plan must be provided for the interim between phases.
- 4) The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape. Please provide a site furnishings package.
Your response is noted.
- 5) Provide additional landscaping on the east elevation of 33 S. Chestnut.
Please add additional landscaping along 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.
Your response is noted.
- 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.
Please show the pavers on the plans.
- 8) Please evaluate the sign location. The sign should be located on the corner where it more prominent and should include landscaping. Consider including the sign as part of a raised planter located outside of the vision triangle.