



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

## **Interoffice Memorandum**

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**To:** Jorge Torres, Director of Building & Life Safety

**From:** Elliot Eldridge, Assistant Building Official, Building & Life Safety Department

**Subject:** 116-120 Eastman – SDC Review

**PC:** 23-002

**Date:** August 14, 2023

**General Comments:**

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

1. Approved fire apparatus access roads shall be provided and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

Response: We have designed the project to comply

2. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official per IFC 2018 D105.4 Obstructions. Please verify that the submittal meets this requirement.

Response: We will comply with this requirement

3. Per IBC 1202.1 General, buildings shall be provided with natural ventilation in accordance with Section 1202.5, or mechanical ventilation in accordance with the International Mechanical Code.

Response: The building will comply with this requirement

4. Per IBC 1204.1 General, every space intended for human occupancy shall be provided with natural light by means of exterior glazed openings in accordance with Section 1204.2 or shall be provided with artificial light in accordance with Section 1204.3. Please verify that future submittals will meet this requirement.

Response: The floor and unit plans comply with this requirement

5. Per IAC, wall-mounted luminaires (Sconces) are limited to four inches in depth when located between 27 inches and 84 inches from the finished floor level of walks, halls, corridors, passageways, or aisles. Please verify that future submittals will meet this requirement.

Response: The building permit plans will show compliance with this requirement.

6. Provide the slope and slip rate coefficient of the walking surfaces surrounding the pool to the surface drains. Please verify that future submittals will include this info.

Response: The slopes and slip rate coefficient will be shown on permit plans.

7. Per IAC, large pools must have two accessible means of entry, with at least one being a pool lift or sloped entry. Please verify that future submittals will meet this requirement.

Response: We need confirmation that our pool is considered a large pool requiring this provision

8. Note: "A transmittal letter detailing all the changes from the initial review will be required for any additional reviews"

**PLAN COMMISSION PC #23-002**  
**MYLO Residential**  
**116-120 W Eastman St**  
**Round 4**

59. The petitioner has not provided a written response to the Round 3 comments. It is assumed that the petitioner's previous response to review comments remains unchanged. The petitioner shall acknowledge that they accept this understanding.

Response: We have provided a written response to Round 3 comments

60. With the addition of the tree grates on Eastman Street, the accessible route is less than 4 ft wide and is non-compliant. The fire connection located at the southeast corner of the building also encroaches into the public right-of-way and accessible route. Provide a minimum of 5 ft for the accessible route. Consider installing curb extensions for a bump-out, or widening the sidewalk by shifting the curb to the south to accommodate the tree grates.

Response: Tree grates have been shifted to provide a 5 ft accessible route.

61. The accessible parking stalls located in the garage are located further away from the accessible entrance to the elevators and requires residents to cross the drive aisle.

Response: The accessible parking spaces are located where they can be accommodated.

62. The door to the stairwell located at the southeast corner of the building opens into the drive aisle. Consider recessing the door, or provide pavement striping.

Response: We added pavement striping to that door.

63. The architectural plans show a median between the entrance off of Eastman St and the loading zone, however; the engineering plans do not show the median. Clarify if there will be a median between the loading zone and the entrance.

Response: We will co-ordinate between all plans

64. Staff is not in favor of the exit only onto Highland Avenue drive aisle west of the building. The alignment would not prevent vehicles from turning north, and could direct vehicles traveling south to be in oncoming traffic. It is recommended to reverse the traffic flow, with vehicles entering off of Highland Avenue drive aisle, and exiting onto Eastman Street.

Response: : The original plan had a full access driveway serving the inbound and outbound movements to the parking garage. With input from the neighbors, the inbound access was move to Eastman Street and the outbound exit drive was restricted to left turns out to go southbound to Eastman Street or Northwest Highway. The goal of these changes was to reduce vehicular noise and activity on the west side of the building and to eliminate garage traffic's headlights from pointing north toward the houses. Reversing the driveway to an inbound right-only will substantially increase the vehicle lights pointing north toward the houses.

The design of the left-out out only drive is at an angle with a minimal radius at the junction of the drive and Highland Avenue which makes is difficult to turn into the northbound lane. To help reinforce the proper turning path to the southbound lane of Highland Avenue, a skip-dash radial line could be added directing exiting traffic into the southbound lane. Also, directional arrows and a centerline striping could be added on Highland Avenue to further show that this is a two-way street.

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Michael L. Pagones, P.E.  
Village Engineer

Date

# ARLINGTON HEIGHTS POLICE DEPARTMENT

## Community Services Bureau

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### DEPARTMENT PLAN REVIEW SUMMARY

#### ARLINGTON HEIGHTS MULTI-FAMILY 116-120 W Eastman

##### Round 1 Review Comments

08/11/2023

**1. Character of use:**

The character of use is consistent with the area. It will be necessary to limit access to the grounds, to discourage loitering. The addition of trespass signs is recommended.

Response We do not understand this comment. The only 'grounds' is the arcade along Highland and that provides access to guest parking space.

**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, parking lots, outdoor decks. Landscaping must not create hiding locations and should provide for natural surveillance.

Response: A final lighting plan will be provided at the time permits are submitted.

**3. Present traffic problems?**

There are no traffic problems at this location.

Response: We agree

**4. Traffic accidents at particular location?**

This is not a problem area in relation to traffic accidents.

Response: We agree

**5. Traffic problems that may be created by the development.**

This development should not create any additional traffic problems.

Response: We agree

**6. General comments:**

**Address visibility:**

-Directional signage located at the entry to the complex should be utilized, clearly indicating location of management offices and unit numbers.

Response: We will provide examples and locations of signage at the time permits are submitted.

-Include signage for “No Trespassing,” “No Loitering” and/or “No Solicitation.”

Response: We will work with Village staff as to what signage will be required

-Interior and exterior of lobby space should utilize signage and increase visibility of addresses and unit numbers. All lobby spaces, elevator landings, etc. should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. Lobby areas should be equipped with interior signage indicating building number, floor plans, door numbers, etc.

Response: A sign plan will be submitted at the time permits are submitted.

-For each individual unit within the complex, there should be a prominent address number which is easily visible to approaching motor vehicles, pedestrians, and first responders.

Response: There is only one address for the building which is shown on the elevation along Eastman.

#### **Parking Lot and exterior courtyards:**

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

Response: Parking ratios will be addressed by a separate response; Emergency telephones will be provide.

- Pedestrian access should be a priority for this project due to the size of the multi-family complex as well as its proximity to other similar multi-family complexes. Signage should be used whenever possible to increase access control. Avoid forcing pedestrians to cross the paths of the cars whenever possible. When such encounters are unavoidable, the design should create a safe passage for persons to move along until they come to a marked crosswalk.

Response; The site plan and entrance locations respond to these concerns.

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.

Response: The entrance to the garage is on Eastman; the exit from the garage is on Highland

-Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.

Response: We will comply

-Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also

deter those intending to conduct criminal/nuisance activity. Exterior lighting should to be activated by sensor, timer or motion depending on the need and location.

Response: A lighting plan has been submitted

-The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

Response: There are no outdoor parking lots except for spaces along Highland so tall lighting fixtures are not appropriate.

-CCTV is an essential part of CPTED and is highly recommended in a parking garage as large as the one proposed for this project. Signage indicating the use of video surveillance and monitoring is also highly recommended in conjunction with CCTV.

Response: We will investigate the possibility of providing for a CCTV system. The issue is who would monitor the cameras.

#### **Trash enclosures:**

-Locking trash enclosures is recommended to discourage foraging. Additionally, the trash enclosure provides a place of concealment for criminal activity if trash areas are not properly secured.

Response: Trash enclosures are internal to the building so no foraging will be possible

-Should be monitored 24/7 by CCTV and contain clearly visible signage indicating the use of security cameras.

Response; See above

#### **Additional Resident Storage Space:**

-Are additional storage spaces for residents included in the plans for this project? If yes, storage facilities 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.

Response: There are no residential storage facilities.

#### **Emergency Contact Information:**

-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.

Response: This will be provided after construction of the building is completed.

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Alexandra Ovington, Crime Prevention Officer  
Community Services Bureau

Approved by:

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Supervisor's Signature

# Planning & Community Development Dept. Review

August 17, 2023



## REVIEW ROUND 4

Project: 116-120 W. Eastman Development  
116-120 W. Eastman Street

Case Number: PC 23-0027

73. Based upon the revised plans, the following approvals are required.:

- a) Planned Unit Development to allow a 136-unit multi-family residential development.
- b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
- c) Conceptual Special Use Permit approval for a restaurant on the subject property.
- d) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
- e) A variation from Chapter 28, Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.

Response: We agree that these approvals are required.

74. The previous review comments that have yet to be resolved are still applicable. Should approval of this project be recommended, conditions of approval will still apply relative to usage/elements within the outdoor deck, allocation and usage of the garage parking spaces, provision of a final construction staging plan that is acceptable to the Village, modifications to the streetscape improvements and the provision of compliant ADA access, encroachment of the FDC connection, potential site circulation issues, operation of the garage warning system, etc. Please acknowledge this understanding or provide additional details outlining how these items have been resolved or how the revised plans no longer generate concerns in these areas.

Response: All of the required responses have been submitted with our prior submittal or will be updated with this submission.

75. Residential parking has been reduced from 1.34 spaces per unit to 1.23 spaces per unit and from 1.22 spaces per bedroom to 1.06 spaces per bedroom. Where will residential guests park? Will any spaces in the garage be reserved/allocated for residential guests? Provide an updated parking management plan detailing how ownership will manage the residential parking to ensure no negative impacts with overflow parking. The plan must be detailed and shall outline where employees of the commercial spaces will park, employees of the residential uses will park, commercial patrons, residential guests, how access to the garage will work for residents and guests, how garage parking will function (assigned or open for all? Included in every lease or only available with an additional charge?), how spaces will be allocated to each unit, which units will be eligible for two parking spaces, the maximum number of spaces that can be leased per unit, etc.

Response: The proposed residential parking garage has 167 parking spaces which provides 1.23 spaces per unit or 1.06 spaces per bedroom. Many sources of data was reviewed and supported the proposed residential parking supply. The Village Zoning Code requires less parking, 142 spaces, than what is proposed. Arlington Heights census data shows that the parking demand is less than 0.76 vehicles per bedroom or 120 spaces.

National and local data on apartment parking representing 41 apartment developments with an aggregate total of 10,872 units was also reviewed. This data showed that the overall parking demand is less than one vehicle per bedroom and only one site of the 41 exceeded 1.06 vehicles per bedroom (1.11). Parking demand per

bedroom correlates better with the residential population that generates parking than the per unit calculation. More bedroom per unit results in more people resulting in more parking per unit. The proposed development only has 18 2-bedroom units or 13% of the total unit mix.

76. The civil, landscape, and architectural plans have not been fully coordinated. Inconsistencies exist in the areas around the bike room/stair-1/pump room, the generator room, and the garage entrance. Please revise accordingly.

Response: The various plans have been revised to be consistent.

77. Provide a revised preliminary construction staging plan. Where feasible, construction trailers and material storage areas shall be located onsite.

Response: A revised construction staging plan will be submitted

78. Section 10.6-2 of the Zoning Code requires that all loading zones have 14' of vertical clearance. Please verify the vertical clearance of the loading zone door as it does not appear to conform to this requirement.

Response: The loading dock door height was increased to 14'-0"

79. A stair tower extending up to 87' in height is now shown on the plans. Why is this element now necessary? Previous iterations of this project did not include a stair tower overrun.

Response: A prior comment noted the requirement for a stair overrun above the roof. This submittal complies with this prior requirement. We still meet the height limitations.

80. Please provide a response to the four hardship criteria relative to the variation required for the 22' wide drive aisle.

The 22 ft. drive aisle is the maximum aisle width that can be achieved adjacent to the lower level elevators without reducing the total parking count. As we continue to discuss we are working to provide as many parking spaces within the building as will fit. We have already reduced the unit count and reconfigured the building so as to address the single family homes across St. James. The site width limits how wide the drive aisles can be and still provide sufficient parking.

The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property:

Our site is across St. James from a lower density district and within the B5 district. The width of the drive aisle is compatible with the limited use of the lower level parking spaces and was needed to be reduced to maintain parking.

The plight of the owner is due to unique circumstances, which may include length of time the subject property was been vacant as zoned:

The existing buildings on the property have outlived their usefulness and in fact provide a negative effect on the neighborhood across St. James. The site itself, even with utilizing a portion of Highland cannot accommodate the needed parking with 24ft. drive aisles.

The propose variation is in harmony with the spirit and intent of this Chapter:

We are providing significantly more parking than what is required under the code based on our proposed number of units. Our view is that the Code would rather have the developer provide this additional parking with a slightly drive aisle than to eliminate parking with a 2 ft. wider drive aisle.

The variance requested is the minimum variance necessary to allow for the reasonable use of the property:

We have significantly reduced the residential density in order to provide for a building that the community can accept. Our proposal is the most reasonable use of the property which will replace the old buildings currently located on the Property.

Once a new date with the Plan Commission has been determined, new public hearing notification signage must be placed on the site and public hearing notification letters will need to be sent out.

Response: New notice will be posted and sent once the date is known

82. Please provide a summary of the Aug. 6th meeting that was held with HANA.

Response: Many of the members supported the changes to the building. A few members are still seeking a more traditional building which we cannot agree to. At the DRC meeting a very vocal neighbor located directly across St. James congratulated us on the design changes.

83. The label and description of fixture F04 on the photometric plan do not match. Please revise the plans to clearly show the type and power of the proposed fixture. You're encouraged to utilize one of the less intense/less powerful versions of the fixture. Additionally, the photometric plan incorrectly identifies the manufacturer of F05. It is also encouraged that the 10-watt version of fixture F02 be utilized.

Response; This will be shown on permit plans.

Prepared by: \_\_\_\_\_

Eastman Development  
116-120 W. Eastman Street  
PC #23-002  
August 16, 2023

## **Landscaping**

### *Public Property*

1. Along Eastman, please substitute the proposed Maples for a more suitable species.

Response: The proposed maples along Eastman have been substituted for ginkgoes.

### *Private Property*

1. Provide a shade tree within the landscape island at the corner of St. James Street and Highland Avenue

Response: A shade tree has been added to the landscape island.

In addition to the ornamental trees and shrubs along St. James Street, please provide a mix of perennials.

Response: The proposed landscaping along St James St now includes a mix of perennials.

2. A tree fee of \$4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

Response: This requirement will be complied with