



MORGAN / HARBOUR
CONSTRUCTION

January 10, 2018

Attn: Sam Hubbard

Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Tel: 847-368-5223

Re: 703-723 W. Algonquin Road Project – Planning Commission – Response Letter – (Round 2)

Mr. Hubbard,

The following is our Planning Commission Response Letter addressing the comments as outlined in the VAH Review Letter received on January 03, 2018 regarding the aforementioned project:

PLANNING & COMMUNITY DEVELOPMENT DEPT. From Sam Hubbard, dated Jan 2, 2018

44. Noted
45. Noted. The Plat document has been revised to read "Preliminary Plat"
46. Noted. Please see Soil Erosion and Sediment Control Plans (Shts 9 & 10) of the Final Engineering Plans for construction entrance and construction fence locations.
47. A copy of the requested documents is provided. The Owner is working on a plan that in conjunction with other applicable parties would clean-up and clarify these easement rights
48. A copy of the requested documents is provided. As indicated above the Owner is working on a plan that in conjunction with other applicable parties would clean-up and clarify these various easements
49. As noted above, the Owner is working a plan that would clarify/confirm the easement rights.
50. As noted above, the Owner is working on a plan that in conjunction with other applicable parties would clean-up and clarify these easement rights
- 51.

	<i>M-2 District Code Required</i>	<i>Proposed</i>
<i>Setbacks</i>		
<i>North (front)</i>	<i>15'</i>	<i>54.88'</i>
<i>South (rear)</i>	<i>15'</i>	<i>132.47' from existing building to south property line 81.73' between phase 1 and existing building</i>
<i>East (side)</i>	<i>10' or 10% of lot width (whichever is less)</i>	<i>60'</i>
<i>West (side)</i>	<i>10' or 10% of lot width</i>	<i>56.94'</i>

	<i>(whichever is less)</i>	
<i>South (rear – parking areas)</i>	<i>15'</i>	<i>N/A - existing conditions</i>
F.A.R.	<i>2.50 maximum</i>	<i>.38</i>
Building Lot Coverage	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>38.24%</i>
Impervious Surface Coverage	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>81.58%</i>
Building Height	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>39'-0"</i>
Off-street Parking Spaces	<i>77 (new building only)</i>	<i>152 (new building only)</i>

	M-2 District Code Required	Proposed
Lot Size	<i>N/A</i>	<i>671,453 SF (15.41 AC)</i>
Lot Width	<i>N/A</i>	<i>441.74'</i>
Setbacks		
<i>North (front)</i>	<i>15'</i>	<i>54.88'</i>
<i>South (rear)</i>	<i>15'</i>	<i>84.18'</i>
<i>East (side)</i>	<i>10' or 10% of lot width (whichever is less)</i>	<i>60'</i>
<i>West (side)</i>	<i>10' or 10% of lot width (whichever is less)</i>	<i>56.94'</i>
<i>South (rear-parking areas)</i>	<i>15'</i>	<i>15.45'</i>
F.A.R.	<i>2.50 maximum</i>	<i>.49</i>
Building Lot Coverage	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>49.30%</i>
Impervious Surface Coverage	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>88.55%</i>
Building Height	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>39'-0"</i>
Off-street Parking Spaces	<i>169</i>	<i>308</i>

RESPONSE: Noted – see revised architectural site plan and tables above.



52. Copies of the (2) documents requested are included with this submittal. The easement was originally shown on the plat and most likely on the ALTA Surveys by others because it was listed as an exception in the title commitment.
53. Legal lines and labelling of parcels has been removed.
54. The concrete for pedestrian access has been removed and a shade tree provided (see Landscape Plan)
- 55.

<i>Phase</i>	<i>Parking Code Use</i>	<i>Number of Employees</i>	<i>Number of Vehicles</i>	<i>Square Feet</i>	<i>Parking Ratio</i>	<i>Parking Required</i>
<i>Phase 1</i>	<i>Office</i>	<i>N/A</i>	<i>N/A</i>	<i>5,460</i>	<i>1 space per 300 sq. ft.</i>	<i>18.2</i>
<i>Phase 1</i>	<i>Warehouse</i>	<i>65</i>	<i>26</i>	<i>N/A</i>	<i>1 space per vehicle plus 1 space per every two employees</i>	<i>58.5</i>
<i>Phase 2</i>	<i>Office</i>	<i>N/A</i>	<i>N/A</i>	<i>5,460</i>	<i>1 space per 300 sq. ft.</i>	<i>18.2</i>
<i>Phase 2</i>	<i>Warehouse</i>	<i>65</i>	<i>42</i>	<i>N/A</i>	<i>1 space per vehicle plus 1 space per every two employees</i>	<i>74.5</i>
					<i>Total Parking Required</i>	<i>169</i>
					<i>Total Parking Provided</i>	<i>308</i>
					<i>Parking Surplus/(Deficit)</i>	<i>139</i>

RESPONSE: Noted.

56. Noted
57. Noted-Final Engineering Plans updated for bicycle parking per latest Architectural Plan, which will provide minimum of (7) bicycle parking spaces in area noted on plans.
58. Noted. Engineering Plan updated per Engineering Dept. comment
59. Please see letter from IDOT, dated 12-19-2017, is attached for reference.
60. Please see the KLOA Traffic Study, dated 12-15-17, is attached for reference.
61. The concrete pad for the proposed bike rack is shown on the Final Engineering Plans-front of northwest office area. (Please see specifically sht 7)
62. Fence details to be included with landscape plans. When fence location is determined, it will be reflected on engineering plans for reference.
63. The plans were previously modified to obtain the requested additional space for landscaping at the northeast corner of the building. (A minimum distance of 8.35' is provided.) Please see Final Engineering Plans, Sht 7 (Phase 1 Site Geometric Plan). Additional items with this comment to be addressed with Landscape Plans.



TREE PRESERVATION:

1. The trees have been reviewed by the project team and a significant portion of the building will impact the design and function of this building for its intended use.

LANDSCAPE ISSUES:

2. NOTED – Please reference Landscape Plans.
3. NOTED – Please reference Landscape Plans.
4. NOTED – Please reference Landscape Plans.

ENGINEERING DEPARTMENT – From James Massarelli, dated Jan 2, 2018

36. Noted
37. Noted. The OUMA will be provided
38. Noted. The Restrictor Detail for C.B. No. 28, on Sht 19, has been modified to include a trap
39. Noted. A second exhibit is provided reflecting the vehicle entering from Meijer Drive. To avoid the barrier median, the fire truck is shown entering the outbound lanes of Meijer Drive. The wheels are within the pavement area, with the overhang extending over the existing low height median within the driveway access to Meijer Dr.
40. The requested sidewalk is included with the updated Final Engineering Plans. Please see Sht 7, et al
41. Noted
42. Noted. The Owner is working on a plan that in conjunction with other applicable parties would clean-up and clarify these easement rights.
43. Noted and will comply.
44. The dual left-turn lanes on Meijer Drive at their approach to Algonquin Road provides approximately 190 feet of storage. Please refer to the attached capacity analyses for projected conditions, which assumes additional truck traffic on Meijer Drive as a result of the proposed development. The attached queue analysis shows that the exiting queue on Meijer Drive will not exceed the existing storage of 190 feet (36-foot 95th percentile queue in the weekday AM peak hour and 130-foot 95th percentile queue in the weekday PM peak hour). As such, the existing storage will not need to be extended to accommodate the proposed development.
45. The engineering plans have been updated to include the requested raised barrier median extension in the center of Meijer Drive.
46. The existing/proposed pavement striping on Meijer Drive and associated dimensions have been shown on Sht 7

Final Plat of Subdivision – Items 47, 48, the requested items have been addressed.

COMMUNITY SERVICES BUREAU

1. Noted
2. Noted
3. Noted
4. Noted
5. A "Right Turn Only Sign" has been included for the driveway access to Algonquin Rd. (It should be noted that pending comments by IDOT, additional restrictions to this driveway may be incorporated to make this a right-in, right-out, left-in access.)
6. Noted



FIRE DEPARTMENT - From Lt. Mark Aleckson, dated Dec 28, 2017

1. The vehicle used for the auto turn analysis as reflected on the attached Fire Truck Exhibit was prepared based on the specifications provided by the Village Engineering Dept. as reflected on the "Fire Engine Turning Template Village of Arlington Heights Tower 131"
2. The Fire Department Connection (FDC) is located on the north side of the building, facing Algonquin Rd, and proposed Fire Hydrant No 19 is within 100' of the FDC location. Please see Sht 15 of the Final Engineering Plans, as well as the Fire Truck Maneuvering Exhibit
3. Noted and will comply.
4. Noted and will comply.

FIRE SAFETY DIVISION - From Don Lay, dated Dec 19, 2017

1. Please see attached Fire Truck Maneuvering Exhibit, which includes the requested information. For reference, the FDC is located on the north side of the building adjacent to Algonquin Rd.
2. To minimize possible obstructed access to the pump room, the proposed transformer location has been relocated more to the west (closer to the driveway and farther from the building.) If there are still questions regarding the transformer location, we will discuss and work with the Village to identify an acceptable location; however, it is noted that there are several constraints impacting the location of the electrical transformer pad.
3. The emergency lighting battery back-up system will be addressed during the building permit submittal.

PUBLIC WORKS DEPT - From Cris Papierniak, dated Dec 28, 2017

1. The referenced water main connection has been modified to a pressure connection. The Valve Vault with Pressure Connection Detail on Sht 19 reflects the minimum 60" diameter vault
2. The referenced Note 11 on the Demolition Plans has been updated as requested.
3. The reference to a "Traverse City Hydrant" has been removed from the detail.
4. Note 7 on Sht 11 (Soil Erosion & Sediment Control Notes & Details) has been included with the engineering plans to address this item.
5. A Maintenance Plan will be provided
6. Noted and will comply.

Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain jurisdictional approval.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joshua Spinks".

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.