

June 22, 2018

Plan Commission of Arlington Heights
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Regarding: 2018 PUD – Comments on Round 2 PUD Review
Arlington Downs | 2400 Stonegate Boulevard | Arlington Heights, IL

Commission Members:

These comments are submitted in response to the review comments received May 25th, 2018. Numbering is coordinated to the comments received from each reviewing department.

Building & Life Safety Department

Residential Building II

- No additional comments

VIB Hotel by Best Western

- No additional comments

Fire Safety Division

- Acknowledged that specific concerns like the location of FDC's will need to be addressed as the process continues.

Public Works Department

- Acknowledged that meter and RPZ sizes will be determined upon receipt of plumbing plans.

Engineering Department

31. Acknowledged
32. Acknowledged. It is understood that the project will need the appropriate building permits and approval of all governing agencies for construction.
33. Acknowledged. An Engineers estimate of construction cost of full site improvements will be provided with this response.
34. Acknowledged. A Final Plat of Subdivision is included in this submittal.
35. Acknowledged. Per Fire Department Comments, the Department has requested confirmation that their Engine Truck is capable of making the full circle and that Tower 131 be able pull in and back out. The team is working to secure a meeting with the Fire Department for clarification. To keep the process moving we are responding with what we feel is appropriate.



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36. EEA has indicated that permitting would be about 6 months with CCDOT and all work will be permitted with City of Rolling Meadows and CCDOT. See phasing for anticipated construction timeframes.
37. Acknowledged. Please refer to Civil Engineering documents.
38. Acknowledged. The southbound Rohlwing improvements have been removed from this sheet. Note that permitting with Rolling Meadows and CCHD may require that some modification of this movement be incorporated in the design. The inclusion of any modifications to this intersection (if any) will be made upon request by Rolling Meadows or CCHD at the time of permitting for the larger Euclid Road widening efforts. Timing of any such improvement is noted in the response to comment #36.
39. Per conversations with the Village Engineering Department, the ADR II building will be constructed on top of the existing 60" storm sewer.

Traffic

40. Per discussions with engineering staff, a table was prepared below comparing the land-uses in the 2014 PUD to the proposed 2018 plan. Next to each use is a qualitative note on the impact on overall traffic volumes and parking demand. Overall, the amount of traffic generated by the site is less and the parking demand is less due to the reductions in restaurant, retail, and entertainment uses.

Comparison of Arlington PUD Changes (2014-2018)

Lot	2014		2018		Change in Intensity	
	Use	Size	Use	Size	Traffic	Parking
1A	One Arlington	214 units	One Arlington	214 units	same	same
2A	Health Club	17,350 sq. ft.	Office (25N)	11,722 sq. ft.	less	less
	Water Park	1,150 persons	First Ascent/Funtopia	834 persons	less	less
5	Apartments	222 units	Apartments (ADR-II)	263 units	more	more
	Retail	18,100 sq. ft.	-	-	less	less
3	Apartments	221 units	Senior Living (ADR-III)	180 units	less	less
	Childcare	6,600 sq. ft.	-	-	less	less
2B/16	Hotel	161 rooms	Apartments (ADR-IV)	360 units	more	more
	Meeting Rooms	300 persons	-	-	less	less
4A	Bank	4,700 sq. ft.	Hotel	116 rooms	more	more
	Retail	40,300 sq. ft.	Retail	10,300 sq. ft.	less	less
	Restaurant	26,100 sq. ft.	Restaurant	20,000 sq. ft.	less	less

41. Lot 16 has sufficient room for a parking structure with 360 units in a three to four level parking garage. A Saturday analysis was now completed with the Saturday peak-hour traffic counts (see Traffic Appendix) 1,100 vph less than the PM peak-hour counts. The overall Saturday trip generation was 100 vph higher than the PM peak-hour. The PM peak-hour has the highest overall traffic volumes at the site entrances and adjacent roadways.
42. See phasing. (response to 49)



43. There is a typo in Table 5 that has been corrected relative to the intersection delays. We are providing **less** spaces than required by the zoning ordinance.
44. Proposed floor layout for the new parking garage will be provided.
 - a. Acknowledged. ADR II parking garage also has a second entry/ exit at the lower level. This allows residents to access the proposed road at the south side of ADR III connecting to Salt Creek Lane. Appropriate signage will be studied.
 - b. Acknowledged. Appropriate signage will be studied.
 - c. The lower level of the ADR II garage can be access internally or from the proposed road to the east of the garage. The proposed road starts at 719'-0" and drops to 714'-6" over 165'-0" to the lower garage entry.
 - d. This is proposed road is open to the sky and not an underground ramp.
45. The parking tables on all documents have been coordinated. Please note the Village's building break down for the calculation of parking is different than the overall area used in the trip generation calculations.

Preliminary Plat of Subdivision

46. Response to comments received on the initial submitted Plat will be included with our response.
47. Response to comments received on the initial submitted Plat will be included with our response.

Fire Department (June 14, 2018)

1. The comment is acknowledged, and the team is working to secure a meeting with the Fire Department for clarification. To keep the process moving we are responding with what we feel is appropriate.
2. The comment is acknowledged, and the team is working to secure a meeting with the Fire Department for clarification. To keep the process moving we are responding with what we feel is appropriate.
3. The comment is acknowledged, and the team is working to secure a meeting with the Fire Department for clarification. To keep the process moving we are responding with what we feel is appropriate.

Community Services Bureau

- No additional comments

Health Services Department

- No additional comments

Health & Human Services Department

1. Acknowledged. The building will meet the requirements of IAC Section 400.350
2. Acknowledged. The building will meet the requirements of IAC Section 400.360



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3. Acknowledged. Unit entry doors will comply with IAC Section 400.310 (j) and 400. Illustration B Figure 25 Maneuvering Clearances at Doors in accordance with Section 4000.350(a).
4. Acknowledged. The Fair Housing Accessibility Guidelines apply to 100% of the dwelling units

Planning and Community Development Department

General

48. Acknowledged.
49. Phasing Schedule
 - o Phase 1: ADR I (Complete)
 - o Phase 2: FRC (Commence Q# 201/, Completion Q3 2019)
 - o Phase 3: ADR II along with associated parking structures and access roads (including northern driveway connection from Stone Creek Blvd to Salt Creek Ln) (Commence Q4 2018, Completion Q4 2020)
 - o Phase 4: Construction of Parking in Zone D (zone with hotel and retail buildings) and Hotel (Commence Q4 2018, Completion Q1 2020)
 - o Phase 5: Retail Building B (Commence Q1 2019, Completion Q4 2019)
 - o Phase 6: Off-site Improvements (commence Q3 2019, Completion Q4 2019)
 - o Phase 7: Construction of Retail Buildings "A", "C" and "D" (TBD depending on Tenant interest)
 - o Phase 8: ADR III/IV (TBD depending on market interest)
- Acknowledge that Retail Building B will require a Design Commission application.
- Retail pads A, C and D will be left as graded pads without concrete foundations constructed until construction moves forward on these retail buildings.
50. Acknowledged. Given delays it is now the intention to appear before the July 12th Plan Commission date. The Plat of Subdivision will be submitted in time to proceed on that date.
 - a. Acknowledged
 - b. Acknowledged
 - c. Acknowledged. The new Platt of Subdivision is included in this package.
 - d. Acknowledged.
 - e. Acknowledged
 - f. Acknowledged.
 - g. Acknowledged.
 - h. Acknowledged. (See response to 55)
 - i. This variation is not required. The F.A.R. was previously incorrectly calculated to include the parking garage. The designed F.A.R. of the ADRII lot is 1.8, keeping the floor area under the 250% maximum allowable.
 - j. This variation is no longer required. The parking area in front of ADR-II has been revised and the required number of parking spaces is still being provided.
51. Acknowledged. Round 2 drawings will include a revision date
52. Acknowledged
 - a. Attached is the sustainable design features list.



- b. Acknowledged. The plan of subdivision is included in this package.
 - c. Acknowledged cut sheets have been included in the revised submission.
 - d. Rent Ranges:
 - o Studio: \$1,461 / \$2.92 PSF
 - o 1 BD: \$1,805 / \$2.41 PSF
 - o 2 BD: \$2,653 / \$2.41 PSF
 - o 3 BD: \$3,153 / \$2.43 PSF
53. There currently is a Declaration of Easements, Covenants and Restrictions that was recorded in 2013. Mike Firsel has been engaged to amend this document to clarify shared parking, access and maintenance of common utilities and common elements to be reflective of the requested amendments of the previously approved PUD.

54. Acknowledged

55. Loading Zone Variation

1. The Property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
Based on retail tenant needs providing adequate sized loading spaces will limit parking and potentially eliminate the drive-thru's which will limit potential interested tenants due to their needs for a drive-thru and/or ample parking during peak hours.
2. The plight of the owner is due unique circumstances.
Retail tenants in today's market require ample parking as close to their stores as possible. Providing the code required loading zones will reduce parking stalls close to the retail storefronts thus limiting the interest of high quality retail tenants.
3. The variation, if granted, will not alter the essential character of the locality.
In our experience owning and managing retail centers, delivery trucks servicing the retail tenants load as close to the door of the tenant they are servicing as possible whether you provide a designated loading area or not. In addition, they deliver at off hours, typically first thing in the morning, before the tenants open for business and thus will not be interfering with customers parking.

F.A.R Variation: this was calculated incorrectly and a variation is not required

ADR II Parking Variation

1. The Property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
The property cannot yield a reasonable return if parking per code is provided due to the additional cost to add more parking stalls to the parking deck. This additional cost threatens the viability of the project.
2. The plight of the owner is due to unique circumstances.
We are providing a parking ration of 1.5 at ADR II. One Arlington is parked to 1.38 and this has proved to be more than adequate to support the parking demand from residents. In addition, our parking analysis has indicated that a parking ratio of 1.31 spaces per unit can be supported. Due to this information we feel that a parking ratio of 1.5 is more than adequate and any additional parking required threatens the viability of the project.
3. The variation, if granted, will not alter the essential character of the locality.



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One Arlington parking ratio is 1.38 and has proved to be more than adequate to support the parking demand from residents. Due to this information, a parking ratio of 1.5 is more than adequate to support parking requirements from residents and guests.

Site Plan / Landscaping

56. Acknowledged
 - a. The table has been adjusted to read "Zone 2B/Lot 16" and the number of future units listed has been corrected to 360.
 - b. Square footages have been re-calculated and the table has been adjusted for increased fidelity.
 - c. Civil, architectural, and landscape plans have been coordinated and are consistent across disciplines.
 - d. The F.A.R. was previously calculated to include the square footage for the parking garage. This figure has been recalculated and the correct F.A.R. is 1.8, eliminating the need for a variation.
 - e. Acknowledged. The Lot Coverage Table on sheet A010 has been updated for precision and accuracy.
57. Acknowledged. It is not our intention to relocate any existing electrical equipment. The plans have been altered to reflect the existing equipment accurately. The object at both entrances to Stonegate Blvd. is an underground water meter vault, one existing, one proposed. Landscaping is shown on all sides of the existing utility equipment. The cross hatch pattern on the landscape drawings symbolize shrubs, perennials and ornamental grasses.
58. Acknowledged. Dumpster enclosures will be of a masonry style to match the architecture. A typical drawing has been included in the resubmittal. Please see sheet A-011 for further information. The proposed condition of approval is acknowledged. Final design and construction will comply with Arlington Downs Design Guidelines.
59. Acknowledged. Signage design has been included in the revised drawing package. Please see sheet A-011 for further details.
60. There is no fence planned for the area east of the First Ascent/ Funtopia building. The area will remain available as the location of a future parking deck if ever needed, per previous PUD approvals. There is an existing metal panel-clad mechanical equipment enclosure to the north of the First Ascent/ Funtopia building. This is to screen the mechanical equipment from view and tampering, and the enclosure itself will be screened with additional landscaping.
61. Acknowledged. The hotel will have some additional AC units at grade. The landscape plan has been modified to match the design submitted by Gillespie Design. The AC units and other mechanical equipment along Rohlwing will be screened with a mix of shrubs and trees. While the PUD plan uses a cross hatch pattern to denote shrubs and perennials, the Gillespie plan identifies each type of shrub and perennial proposed.

Buildings / Used

62. No retail use is proposed for the residential building ADRII. Building amenity spaces, including fitness rooms, community room, and others have been relocated to the west side of the first floor, activating the street with more public spaces than private dwellings. Please see included plans for ADRII for additional information.
63. A dashed line has been added to the floor plan to indicate where the seating areas for the bar and the coffee station are located. The seating area for the bar is 138 SF and the seating area for



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the coffee station is 72 SF. There will be no food prepared at the hotel as there is no kitchen or food prep area. The service of purchased or catered food is at the discretion of the hotel manager. No details on such food service are available at this time. A liquor license will be obtained appropriately.

- 64. Acknowledged. This area has been picked up and landscaped on revised landscape plans.
- 65. Acknowledged. Retail Building B plans are attached in the resubmission. Please see sheet A-200.

Parking and Traffic

- 66. Acknowledged. The 13 parallel parking stalls have been removed from the project scope. Final parking counts have been clarified and coordinated between Civil and Architectural. The Parking Study has been revised to reflect these changes.
- 67. Acknowledged. The parking table has been updated.
- 68. Acknowledged. Dimensions will be added to the revised plans. Motor court parking stalls do conform to required dimensions, and drawings have been updated to include that information. Additionally, further detailing of the landscape shall be an ongoing process as the building design continues, in part based on input from the Design Commission, who approved the plans on June 12th, 2018.
- 69. Acknowledged. Plans have been coordinated between disciplines and a moving truck turning exhibit has been added. Landscape screening has been included.
- 70. Acknowledged. The F.A.R. was previously calculated to include the square footage for the parking garage. This figure has been recalculated and the correct F.A.R. is 1.8, requiring only two loading zones and eliminating the need for a variation.
- 71. A variation is requested to not provide the code required 10' x 50' loading spaces. To provide the code required loading spaces would pose several hardships by taking up currently identified parking stalls and/or drive-thru's on the site plan. Many tenants in today's retail environment mandate drive thru's due to them achieving increased sales volumes with drive-thru locations. If we are not able to provide drive-thru's, we eliminate our ability to lease the retail space to many food tenants. Adequate parking is also extremely important to potential retail tenants. Many retail tenants look for more than code required parking to adequately park their customers during peak times. It is of the up most importance to provide as much parking as possible to be attractive to potential retail tenants.

In our experience owning and managing retail strip centers delivery trucks servicing the retail tenants load as close to the door of the tenant they are servicing as possible whether you provide a designated loading area or not. In addition, they deliver at off hours, typically first thing in the morning, before the tenants open for business and thus will not be interfering with customers parking. Delivery hours can be specified in leases with tenants, if necessary.

- 72. Acknowledged. Plans have been coordinated to show bicycle parking in consistent locations.
- 73. Yes, the garage will be open to visitor parking. No, there will not be dedicated visitor parking. No, the tenants will not be assigned individual spaces. Access to the parking garage will be open, with no access gate or checkpoint, open to the public. The traffic study has been revised accordingly.
- 74. Acknowledged. The Parking and Traffic studies have been updated to match.



Landscape

- See response by Daniel Weinbach & Partners, LTD.
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Supplemental Plat of Subdivision Comments (June 15, 2018)

Responses on behalf of TFW Surveying

Engineering Comments:

- d. TFW HAS ADDED THE RIGHT OF WAY WIDTH.
- e. PER ILLINOIS STATUTE 765 ILCS 205/1, from Ch. 109, par. 1, TFW WILL SET ALL LOT CORNERS AND CONCRETE MONUMENTS
- j. THE PLAT DOES NOT CONTAIN ANY NEW DEDICATIONS OR EASEMENTS.
- n. THE PLAT DOES NOT CONTAIN ANY NEW DEDICATIONS OR EASEMENTS. NO INGRESS / EGRESS EASEMENT WILL BE ADDED.
- p. THE PLAT CONTAINS A SURVEYOR'S CERTIFICATE.
- u. THE VILLAGE HAS NOT ASSIGNED ADDRESSES.

TFW HAS CORRECTED THE PLAT.

Staff Comments:

1. There currently is a Declaration of Easements, Covenants and Restrictions that was recorded in 2013. Mike Firsel has been engaged to amend this document to clarify shared parking, access and maintenance of common utilities and common elements to be reflective of the requested amendments of the previously approved PUD.
2. THE PROPOSED HOTEL DOES NOT FALL IN THIS SUBDIVISION AND DOES NOT APPLY.
3. THE SUBDIVISION INCLUDES LOTS EXISTING LOTS 3 AND 5. NO OTHER AREAS SHOULD BE INCLUDED ON THIS PLAT.
THE LIMITS OF LOT 4 PER THE ARLINGTON DOWNS HAS BEEN REMOVED. THE LIMITS OF THE LOT 4A IS SHOWN.
4. PER THE CLIENT THE 25' BSL WILL BE REMAIN AND NO 70' BSL WILL BE ADDED.
5. LOT 5A IS NOT ADJACENT TO ROHWLING ROAD.
6. COOK COUNTY GIS AND THE COOK COUNTY GIS DO NOT RETURN ANY RESULTS FOR 02-25-100-021. WE HAVE INCLUDED PART OF THE LATEST COOK COUNTY GIS MAP, DEPICTING THE PINs FOR THE LOTS SURVEYED.
7. TFW HAS ADDED THE RIGHT OF WAY WIDTH.
8. NO INGRESS / EGRESS EASEMENT WILL BE ADDED. THE PROVISIONS HAVE BEEN REMOVED.
9. TFW HAS ADDED A NOTE THAT NO DEDICATIONS OR EASEMENTS HAVE BEEN CREATED.
10. TFW HAS ADDED A REVISION DATE.



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Respectfully Submitted,

Mark Kluemper,
AIA Managing
Director OKW
Architects

Cc: D. Trandel
M. Parker
D. Reichl
C. George
A. Koglin



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DANIEL WEINBACH & PARTNERS, LTD.
Landscape Architects

June 20, 2018

Village of Arlington Heights
Department of Planning and Community Development

Re: Arlington Downs
3400 W. Euclid Ave

Attached are our responses to the Village's Round 2 landscape comments, dated May 14, 2018.

Site Plan / Landscaping:

57. Landscaping is shown on all sides of the existing utility equipment. The cross hatch pattern on the landscape drawings symbolize shrubs, perennials and ornamental grasses.
61. The landscape plan has been modified to match the design submitted by Gillespie Design. The AC units and other mechanical equipment along Rohlwing will be screened with a mix of shrubs and trees. While the PUD plan uses a cross hatch pattern to denote shrubs and perennials, the Gillespie plan identifies each type of shrub and perennial proposed.

Landscape Comments:

1. The proposed landscaping is appropriate for the size of the areas being landscaped. All trees have been identified on this submittal. The cross hatch pattern symbolize the extensive beds that will contain shrubs, perennials and ornamental grasses. Cross walks have been modified to include specialty paving. Specialty paving shall be colored and stamped paving.
2. Evergreen trees have been added along Funtopia's northwest property line.
3. The cross hatch pattern symbolize shrubs, perennials and ornamental grasses. These buildings have not been designed yet, however we continue to show solid landscaping between the proposed pad and the drives. As they are not designed yet, we have no information on mechanical units. Shrubs and trees have been added to the southwest corner to enhance the landscaping.
4. As noted on the drawings, the plantings around the refuse enclosures shall be 5' tall.
- 5.
- 6.
7. As noted on the drawings, the landscaping planting screening retail A and B from Euclid will be 3' tall. The cross hatch pattern on the landscape drawings symbolize shrubs, perennials and ornamental grasses.

8. As noted on the drawings, the plantings around the refuse enclosures shall be 5' tall.
9. Once the Retail Bldgs have been designed, specialty paving can be added to their layout. Specialty paving is shown on the drawings at both plazas, crosswalks and in front of the hotel.
10. Lighting locations have been added to the landscape plans. See the photometric drawings for lighting styles.
11. Benches and trash receptacles are shown in both plazas, and their models specified on the drawings. Bike Racks have been added throughout the site. See landscape drawings for product information.
12. See photometric drawings for all light fixture information. The landscape drawings provide the light locations only.
- 13.
14. Shade trees have been added to the landscape plan.
- 15.

Sincerely,

A handwritten signature in dark ink, appearing to read "William Ferguson", with a long horizontal flourish extending to the right.

William Ferguson, RLA
Associate