

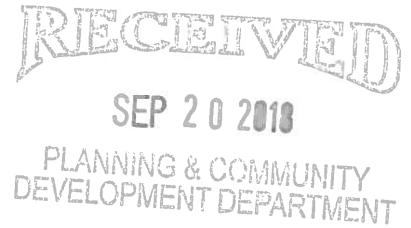
MRV ARCHITECTS, INC.

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 Email: mariov@mrvarch.com

September 20, 2018

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



Re: 1530 W. Algonquin Road – Taco Bell Redevelopment / SUP Amendment
Plan Commission Review Round 1

Dear Mr. Hubbard,

Please see this letter as the response to the comments received on the September 5, 2018 letter regarding the first round of reviews for drawings submitted for the above noted location. Below is the response per item requesting clarification.

DEPARTMENT OF BUILDING & LIFE SAFETY

General Comments

1. All currently adopted codes shall apply.

Response: Understood.

2. The building shall have a fire suppression system complying with NFPA 13 as well as a Hood and Duct system. Fire department connections shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.

Response: Understood. The building will have a Hood and Duct system. See revised C-4 drawing for location of fire department connection and hydrant.

3. Shop drawings for any fire alarm systems shall be submitted for review and approval prior to system installation. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.

Response: Requested provisions will be made available for approval prior to installation. Contractor will be notified of the above listed requirements.

4. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

Response: We are aware of the requirement and will comply. Acceptability of Knox Box installation will be verified upon inspection.

5. Buildings shall have approved address numbers.

Response: Understood.

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6. Signs shall be posted on both sides of an approach of any fire lane stating “NO PARKING – FIRE LANE”. Signs shall have arrows indicating the area of parking restriction

Response: As submitted, there are no fire lanes proposed.

PUBLIC WORKS DEPARTMENT

Specific Comment(s):

1. Provide a detail for the restricted catch basing (note 18 on Civil 18-19)

Response: A detail for the restricted catch basin has been added to sheet C-6. We have removed the restrictor detail previously shown on sheet C-6

2. Provide a maintenance plan for the proposed underground detention basin.

Response: The maintenance plan for the underground storage is shown on sheet C-6.

3. Abandon all existing water services at the respective public water main.

Response: A note has been added to sheet C-4 near the likely location of the existing water service that the existing water service shall be abandoned at the main.

4. Document condition of existing sidewalk and asphalt on rear easement both before and after construction and repair as necessary.

Response: A note has been added to sheet C-2 to document the condition of the pavement in the rear easement before and after construction, and repair as necessary.

5. Verify condition of both existing sanitary and storm manholes that are proposed for re-use.

Response: Notes 28 and 29 have been added to sheet C-4 to verify condition of existing manhole and catch basin, and repair if necessary.

ENGINEERING DEPARTMENT

Specific Comment(s):

1. 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.

Response: It is acknowledged that more review comments may be forthcoming from the Village during the final review process.

2. Final engineering plans shall be georeferenced by using State Plan Coordinate System – Illinois East.

Response: The final engineering drawings will be georeferenced to the Illinois State Plane Coordinate System.

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3. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Interim Director of Engineering for an editable version of the OUMA.

Response: An Onsite Maintenance Agreement relative to the proposed detention/retention storage facility will be executed prior to final engineering approval for this project.

4. Regarding the detention, the 2" restrictor should be a plate restrictor with a trap, the plans should be revised according to the enclosed detail. The detention calculation verification based on a high water elevation of 695.30, invert elevation of 690.35, 2" diameter restrictor and a discharge coefficient of 0.61 for a plate restrictor calculates to a maximum volume provided of 7,154 cu ft, which is a 1,541 cu ft deficiency from the required 8,695 cu ft. the detention could be revised to provide the required volume, or the petitioner can elect to pay the balance between the required volume and the provided volume as a fee in-lieu-of detention at the rate of \$1.00 per cu ft.

Response: The 2" restrictor for the project has been revised so that it is now a 2" hole cut in a plate with a trap. The detail is shown on sheet C-6. We did not use the Outlet Control Structure detail included with the review letter, because that detail did not fit the conditions under which storm water detention is being provided for the Taco Bell site. This was verified in a phone conversation we had with Mr. Mike Pagones, Village Interim Director of Engineering. If during the preparation of the final engineering drawings and calculations it is determined that the volume provided is less than the required 8,695 cubic feet, the developer will elect to pay the balance between the required volume and the provided volume as a fee in-lieu-of detention at the rate of \$1.00 per cubic foot, as suggested in the Village review letter.

5. It appears that the existing light poles are proposed to remain in place for the parking lot lighting. The lighting levels along the north easement line, adjacent to the single-family homes, exceeds the 0.1fc lighting intensities permitted by code. The lighting and the site photometric lighting diagram must be brought into compliance. Provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off and no wall pack style fixtures will be permitted.

Response: See PH1.0 for revised photometric plan. As permitted by the code, lighting levels have been adjusted to not exceed 0.1 foot candles. Cut sheets for all site and building-mounted fixtures have been provided.

6. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck, from Algonquin Rd to the New Wilke Road access. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

Response: We understand that the Fire Department will not require a truck turning exhibit for this site.

7. The fire lane adjacent to the building must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. The fire lane requires a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. The parking

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lot pavement cross section should be revised accordingly to accommodate the heavy duty pavement section.

Response: The pavement for the fire lane which runs from the Algonquin Road driveway to the north exit has been changed to heavy duty pavement. The location of this heavy duty pavement is shown on sheet C-2, and a detail for the heavy duty asphalt pavement is shown on sheet C-6. The heavy duty pavement over the underground storm water storage system is shown as 8" thick concrete.

8. All right-of-way improvements along Algonquin Rd shall also be reviewed and approved by the Illinois Department of Transportation (IDOT). The sidewalk at the entrance / exit along Algonquin Rd should extend through the driveway, revise the plans to eliminate the curb. The Village will defer to IDOT regarding all other comments for the entrance / exit, striping, signage and ADA detectable warning panels along Algonquin Rd.

Response: Plans for this project have previously been submitted to IDOT for review and approval of the work shown in the Algonquin Road right of way, and will be revised in response to any comments received from IDOT.

9. All ADA related items shall also meet the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Response: All ADA related items will meet the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG).

10. The sanitary service shall be a blind connection to the existing sanitary main.

Response: The sanitary sewer service line connection to the existing sanitary sewer at the northeast corner of site has been revised on sheet C-4 to be a blind connection.

11. Per Chapter 20, Section 20-106© of the Municipal Code, the applicant shall pay a permit fee for the plan inspection and review. The fee shall be equal to 3% of the approved Engineer's Estimate of Cost and shall be collected prior to approval of the final engineering plans. Please provide an Engineer's Estimate for the site development construction cost.

Response: An Engineer's Estimate of Cost shall be prepared and provided to the Village once the final engineering drawings have been approved.

12. Revise the striping plan for the exit lane for a dedicated left turn only and right turn only. The stop bar should also extend the full width of the exit lane.

Response: The striping plan for the drive-thru exit has been revised as requested.

FIRE DEPARTMENT

General Comment(s):

1. Building is to have an approved sprinkler system.

Response: Understood. Sprinkler system will be designed by the contractor who will then seek approval with the Village.

2. A fully operational annunciator panel or alarm panel shall be installed at the main front entrance.

Response: Understood. Requirement to be verified upon inspection.

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3. A Knox Box (key safe) shall be located at the main front entrance.

Response: We are aware of the requirement and can be verified upon inspection.

4. The Fire Department Connection shall be located at the main front entrance of the building, be fully visible, and accessible. It shall be located within a maximum travel distance of 100 feet to the nearest fire hydrant.

Response: The Fire Department Connection will be located at the Southeast corner of the building above the landscaped area and south of the proposed bike racks. See sheet C-4 for specific locations of the connection and new fire hydrant.

POLICE DEPARTMENT

Round 1 Review Comment(s):

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. The grounds should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

Response: See Photometric Plan, PH1.0 for site lighting levels.

3. Present traffic problems?

There are no traffic problems at this location.

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.

This development should not create any additional traffic problems.

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.

Response: Emergency information/contact card will be completed and returned before construction begins.

HEALTH SERVICES DEPARTMENT

General Comment(s):

1. Section 11-403 Requirements for Drive-Through Windows.

Self-closing windows equipped with mechanical air curtains must be installed for all newly constructed or remodeled drive-through windows at restaurants.

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Response: Understood. Requirement shall be noted in the specifications and be verified at the time of inspection.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

General Comment(s):

7. The following approvals have been requested:
 - a. Amendment to Special Use Permit Ordinances #83-14 and #91-082 to allow redevelopment of the restaurant and drive-through.
 - b. Variation to landscape island requirements – TBD upon additional information.
 - c. Illumination at property lines – TBD upon additional information.
8. Please note that all signage as shown on the plans must be reviewed and approved by the Design Planner as part of a separate process, and requested signage may require a variation. No signage will be reviewed and/or approved by the Plan Commission.

Response: Understood.

9. Please confirm that there will be no outdoor dining. Any future outdoor dining will require separate review and approval as an amendment to the existing SUP or through a SUP waiver request.

Response: As submitted, there will be no outdoor seating/dining.

10. The project narrative contained no information on any green features or sustainable design. Please revise the project narrative to include this information. If no green features/sustainable design elements will be used, please make this clear.

Response: See revised project narrative for green/sustainable features being utilized.

11. A copy of document # 26759365 was requested during the Conceptual Plan Review Committee preliminary review process. Please provide said document.

Response: The document was provided in the first submittal for plan commission. An additional copy has been provided.

12. Please provide a formal response to my email from 8/21/18 regarding the ownership questions and a new check owed for the application fee.

Response: Regarding the 8/21/18 email, a response has been provided on 9/20/18. A new check is provided in the amount of \$1,000. The previously provided check shall be returned.

13. The Elk Grove Township Assessor's office has been provided with information on the proposed development and has compiled a list of all PIN #'s of property within 250' of the subject property. Please obtain the list from the Assessor's office and prior to looking up the addresses associated with each PIN, please provide the list to me so that I can double check to ensure that all necessary PIN's have been included on the list. In addition, please note that when the mailing is sent out, it must go to the taxpayer of record of each PIN, and not to the actual property address of the PIN.

Response: Understood. A copy of the list has been provided.

14. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

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Response: See resubmitted plans/studies with new revision date of 9-14-18 and titled “Round 1 Revisions”.

Site Plans/Floor Plans:

15. The site plan (SP1.0) and landscape plan do not show the proposed transformer. Please include this element on both plans.

Response: See revised SP1.0 and L1.0 for the addition of proposed transformer.

16. Other than the transformer proposed on the northwest side of the building and the rooftop mechanical units, are any above ground utility or mechanical units proposed on the site (HVAC equipment, generators, utility pedestals, transformers, etc.)?

Response: Other than those units mentioned, there are no other proposed utilities/units.

17. Please provide on the proposed trash enclosure (height, materials, style, etc.) on the plans.

Response: See revised Site Plan, SP1.0 for description of proposed trash enclosure.

18. How high wall will the wooden split-rail fence be that is proposed around the detention area?

Response: The wooden split-rail fence will be set at a height of 42 inches.

19. The photometric plan shows illumination levels at property lines in excess of the maximum allowable foot candle level of 2.0. Please revise the plan so that illumination levels at property lines do not exceed 2.0. Additionally, please provide catalog cut sheets for all proposed light fixtures within the parking area, as well as all proposed building mounted light fixtures.

Response: See PH1.0 for adjusted lighting levels. Along the northern property line, light levels are not to exceed 0.1 foot candles. At all other property lines, levels have been adjusted to not exceed 2.0. Cut sheets for the requested items are provided.

20. Please clarify how the overall site size was determined as listed on the application form (site listed at 29,343 square feet). None of the documents submitted (including the Plat of Survey) included a calculation for site size.

Response: Overall site size was calculated by taking the area contained by each side of the property line within the AutoCAD software.

21. Please add to sheet A1.0 a dashed line around the seating area within the restaurant and provide the total square footage for this area.

Response: See added Key Note 23 on sheet A1.0 for outline of the seating area and area calculation.

Use Restrictions:

22. Deliveries and loading related activities are prohibited between the hours of 10:00pm and 7:00am. Please outline when Taco Bell deliveries typically occur and acknowledge that Taco Bell will comply with the above restriction.

Response: Taco Bell will comply with the above noted restriction. Deliveries and loading activities will occur 2 times a week from 7:00am to 10:00am.

23. Conditions of approval as outlined below will likely be incorporated into any Plan Commission approval:

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a. If there are complaints about the speaker volumes, the restaurant operator and the Village shall work together to resolve the volume issue, which may include a requirement for face-to-face ordering b between specific hours overnight.

b. The restaurant operator shall make a good faith effort to reduce late night noise and other site issues that could impact neighboring residents.

Response: Noted. Owner will be notified of these conditions for approval.

Traffic/Parking/Circulation

24. Please clarify how future access to the west would be provided given the proposed one-way west-to-east circulation within the site along the southern west/east travel lane (where this reciprocal access would occur). Please add a note to sheet SP1.0 outlining that future access will be provided upon the request of the Village.

Response: See revised SP1.0 for note stating “Future access to be provided upon request of the village.” The one-way west/east travel lane would be converted into a two-way.

Landscaping would also be altered to accommodate the conversion.

25. The traffic study recommended reducing the width of the drive-through to a single lane at the exit. What was the rationale for this recommendation? Why would this change be beneficial. Please explain why it appears that this recommendation was not incorporated within the plans.

Response: The rationale for not incorporating the change is similar to the reasoning provided for having a 9-car stack. Having a relief lane reduces congestion not just with regular drive-thru traffic, but with vehicles accessing the trash enclosure.

26. In the Taco Bell parking surveys, please explain what “Drive-thru cars ½ hour” means. Does it mean the total number of cars that were seen going through the drive through during a ½ hour period within the hour of observation? What does the “Parking space usage ½ hour” mean? Does it mean the maximum number of cars observed parked on-site as see at ½ hour intervals during the one hour observation period?

Response: “Drive-thru cars ½ hour” refers to the total number of cars observed using the drive-through over ½ hour periods. Similarly, the values under the “Parking space usage ½ hour” column shows the maximum number of cars parked in the lot in ½ hour periods.

27. Two bicycle parking spaces are required. Please add these spaces to the architectural, landscape, and engineering plans with a note clarifying that two bicycle spaces will be included.

Response: See sheet SP1.0 for note pointing out the addition of two bicycle spaces. Bicycle spaces have been added to landscape and engineering plans as well.

28. The traffic/parking study observed that no more than 3 vehicles queued within the drive through lane at the subject property at any one time, and based on observations of other Taco Bell locations, a maximum of 5 cars queued at any one time. Please explain the need to push the drive-through lane to the rear to accommodate for 9 stacking spaces. Staff recommends reducing stacking space, which will allow the dumpster enclosure to be shifted farther from the rear of the property and for an expansion the greenspace/buffer area at the rear of the property.

Response: We understand the concern. However, the reason for the 9-stack drive-thru is because it’s better to have more stacking than not. Since it’s impossible to predict what impact the new building would have on stacking counts, being able to handle larger loads is

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beneficial in managing congestion. The trash enclosure has been shifted and the buffer expanded without reducing the amount of stacking. To achieve this, the detention area has been reduced slightly. In addition, this alteration allows tree #1 to be saved.

Landscape Comments:

1. Increase the buffer to the north adjacent to the residential district. Increase the width of the island adjacent to the alley 15 feet to allow for 10 foot high evergreen trees. In order to increase the width to the island the landscape area north of the building will need to be reduced and the trash enclosure will need to shift to the south.

Response: Width of aisle adjacent to all was increased to accommodate 10' high evergreen trees. The trash enclosure was moved to the south.

2. It appears that tree #1 could be preserved. Expand the island adjacent to the alley and preserve the Austrian Pine.

Response: We are showing tree #1 as being preserved. In-field adjustments for tree removal should be allowed per site inspection. Site inspection is required.

3. Along Algonquin, west of the drive aisle 10 Peking Cotoneaster are proposed. Provide additional landscaping in order to meet the code requirement for screening along the right of way.

Response: Six (6) existing junipers south of the parking lot that are 3' tall, will remain to provide screening from site. Additionally, 18 Hedge Cotoneaster are provided along the Right-of-Way.

4. Please show the transformer on the landscape plan and provide landscaping in order to screen the utility box.

Response: Transformer was added and plantings provided to screen.

5. The ends of all parking rows must include a 4 inch caliper shade tree. Relocate one of the proposed trees in the southeast corner to address the code requirement. Add a tree in the center island north of the three spaces. The tree west of the three spaces appears to conflict with the grease trap. Please evaluate.

Response: The tree in center island was shifted north. Shade tree was provided at end of parking lot island. All trees are shown at 4".

6. Increase the size of the proposed shade trees. Per Chapter 28, Section 6.16, replacement trees and trees at the ends of the parking rows must be a minimum of 4 inch caliper.

Response: Per Chapter 28, Section 6.16, all shade trees will have a 4" caliper, except the proposed Oak trees, which are shown as 2" caliper

Sincerely,



Mario Valentini
MRV Architects, Inc.