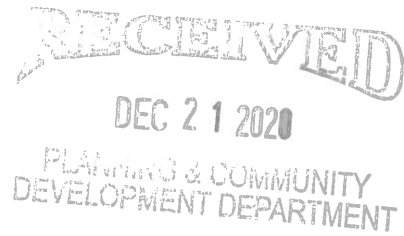




December 21, 2020

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 Rd – PUD Amendment – Amendment to PUD Ordinance 18-014 PC#20-016 – Round 1

Mr. Hubbard,

The following is our Planning Commission response Letter addressing the comments as outlined in the Village of Arlington Heights Building & Life Safety Department Interoffice Memorandum regarding the aforementioned project:

ENGINEERING DEPT – From Michael Pagonis, dated November 30, 2020.

11. *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 required building permits, engineering approval, or permits required with 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: Noted**

12. *Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection.*

- **RESPONSE: Noted – Final Engineering Plans will be referenced to State Plane Coordinate System**

13. *The original stormwater management plan was approved by the Village during the first PUD process and by the MWRD under Permit #18-180 and Revision RL 18-056. The preliminary stormwater management plan is acceptable. For final engineering at permit, the proposed revised storm sewer plan must be sent to the MWRD for review as a revision.*

- **RESPONSE: Noted – Final Engineering Plans will be submitted to the Village and to MWRD for review and an amended Permit**



14. PUD Amendment Comments: Provide confirmation that the proposed fill in the depressional area at the southwest corner of the property does not impact an existing stormwater detention facility.

- **RESPONSE:** Review of the available MWRD permit for the parcel to the west indicates the storm water detention basin is contained within the adjacent parcel. No evidence, approvals, easements, etc. are known which indicate the storm water detention basin is permitted to use or to extend offsite onto the subject 703 W. Algonquin Rd Parcel.

15. PUD Amendment Comments: This site is covered by the existing Onsite Utility Maintenance Agreement recorded as Doc #1901813007 on January 18, 2019

- **RESPONSE:** Noted

16. PUD Amendment Comments: Revise the site photometric lighting diagram so that foot candle values extend onto adjacent properties. Provide the associated catalog cut sheets for all parking lot and building mounted luminaries. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. Provide mounting height of lights on the photometric plan.

- **RESPONSE:** Revised site photometric plan is attached (Exhibit G). Foot candle levels extended to adjacent property lines to show that there is no excessive spillage. Fixture cut sheets are included (Exhibit A). They will match the existing building fixtures. All fixtures will be flat bottom, sharp cut-off. Mounting height for building fixtures to match existing +28' AFG.

17. PUD Amendment Comments: Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. 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:** Disregard per Sam Hubbard/VAH

18. PUD Amendment Comments: An IPEA permit is required for the water main extension. A master meter and pit are required near where the proposed private 8" water main is to connect to the existing 12" public water main at the south easement. See attached diagram for meter pit dimensions and configuration.

- **RESPONSE:** Noted, The IEPA permit for the water main extension will be processed as part of the Final Engineering approval process. The water meter and water meter vault at the southeast corner have been included with the updated preliminary engineering plans which are attached (Exhibit D).



19. PUD Amendment Comments: The plans currently show no water or sewer service to the proposed truck maintenance building. If services are proposed during final engineering, the water service will require a new meter set and account to be set up.

- **RESPONSE:** Proposed water and sanitary service to the truck maintenance building are included on the updated preliminary engineering plans attached (Exhibit D). Water service to the truck maintenance building is to extend from the main building; therefore, a new, separate meter is not required.

20. PUD Amendment Comments: Final plans need to show how the domestic water line will be abandoned to old building.

- **RESPONSE:** Noted-information regarding abandoning the domestic water line to the old building will be included with the final engineering plan documents

21. PUD Amendment Comments: Provide for additional detail in the sliding gates and their relation to on-site circulation in the upcoming submittal. Are semi-trailer and vans restricted to their own designated gate? Are both gates used as entrance and exit? Are gates continuously open during normal business hours? Are gates opened automatically when vehicles are arriving or does the driver need to physically open the gate themselves?

- **RESPONSE:** Trailer-trucks will have their own gate. These gates will be used as entrances and exits for their respective vehicle types. The sliding gates will not be continuously open, gates to have card access point.

22. PUD Amendment Comments: Show site lighting on civil plans. Light pole foundations appear to be in conflict with existing and proposed utilities along the southern edge of the parking lot. Revise utility layout and photometric plan as needed.

- **RESPONSE:** Proposed site pole locations are reflected on the site civil plans (Exhibit D). Pole and utility locations have been coordinated and will be further refined at the time of final engineering documents if necessary.

23. PUD Amendment Comments: What is the status of the change to the signal timing at Meijer Drive/Algonquin Road? Have additional discussions taken place with IDOT regarding the adjustment of the green light time at Meijer drive/Algonquin Rd?

- **RESPONSE:** The potential change at the intersection of Meijer Drive with Algonquin Road has not been implemented. Additional discussions with IDOT and IDOT approval would be required for the implementation of this change. Revised Traffic Study attached (Exhibit A).

24. PUD Amendment Comments: Similar to Table 2, include projected data from previous development plan in Table 3, Table 5, and Figure 4 through Figure 6.



- **RESPONSE:** Tables 3 and 5 (Now Tables 5 and 7) have been updated to summarize the capacity analysis results from the previous development plan. Figures 7,8, and 9 illustrate the traffic assignments and total projected traffic from the previous plan. Revised Traffic Study attached (Exhibit A).

25. *PUD Amendment Comments:* As noted in the report, Meijer Road and the shared access drive have a peak hour that is different than the surrounding road system. How does this intersection operate during the access drive's AM & PM peak? Provide additional analysis of the of the shared access drive during its own peak to identify any potential issues between Frito Lay's operations and Weber Packaging traffic.

- **RESPONSE:** The addendum has been updated to analyze a worst-case scenario condition at this access road. The additional analysis indicates that the access road will continue to operate efficiently even under worst-case scenario conditions and can adequately accommodate additional site traffic. Revised Traffic Study attached (Exhibit A).

26. *PUD Amendment Comments:* The Capacity Analysis Summary sheets for Meijer Dr & Algonquin Rd under proposed conditions with unadjusted green arrow times are out of place (AM peak summary is included in the PM peak section and vice versa).

- **RESPONSE:** There is a typo which labels 7:00AM as 7:00PM. The Typo has been corrected. Revised Traffic Study attached (Exhibit A).

Arlington Heights Fire Department Plan Review Sheet Reviewed by LT. Mark Aleckson Dated November 18, 2020

1. *Fire Department Comments:* Building is to be sprinklered per code

- **RESPONSE:** Noted

2. *Fire Department Comments:* A Knox Box shall be located at the main front entrance of the new business

- **RESPONSE:** Noted

3. *Fire Department Comments:* A Knox Box with keys that allow us to open the gates. Usually businesses place it on the post or brick for each gate. It looks like there are two gates that will be an issue.

- **RESPONSE:** Noted



Arlington Heights Police Department Community Services Bureau Department Plan Review Summary

2. **RESPONSE: Noted**

6. **RESPONSE: Noted**

Planning & Community Development Dept. Review Dated December 8, 2020

General

1. **RESPONSE**

a. **Noted**

b. **A variance is requested**

- **Please reference the attached revised architectural drawings (Exhibit F) – along south property line**
- **Request for a variation to Chapter 28 of the Municipal Code, section 5.1-16.2(c) to allow a parking setback of 8.9' (to the proposed back of curb) from the rear property line in lieu of the code required 15' minimum setback:**
 1. **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property:**
 2. **Response: The adjacent property is the Illinois Tollway, I-90. Since the angle of the property line diverges from the proposed parking, the length of the parking which would be included with this variation is less than 30 ft. This requested variation will not have a negative impact on the adjacent Tollway.**
 3. **Also, the existing parking area is closer than 15' to the rear property line. The area of the proposed parking within the 15' setback is very similar to the current parking area within the 15' setback; therefore, the proposed parking along the south property line will maintain an existing condition.**
 4. **Although the current condition is maintained, additional trees are proposed to enhance the landscaping and screening of the proposed parking at the southwest corner of the parcel.**
 5. **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned:**
 6. **Response: The requested variation is necessary to obtain the required trailer parking spaces for Frito Lay. As stated elsewhere, these parking spaces are necessary for the long-term needs and viability of Frito Lay's operation.**
 7. **The proposed variation is in harmony with the spirit and intent of this Chapter:**



8. **Response:** Since the adjacent property is a Tollway, the minimal parking area subject to this variation request will not deviate from the intended harmony of the Code
 9. The variance requested is the minimum variance necessary to allow reasonable use of the property:
 10. **Response:** As stated above, the requested variation is the minimum necessary to provide the required parking to address the long term needs of Frito Lay
 - c. A variance is requested
 - d. **Noted.** Variances include Landscaping, Setbacks, Easement, and Maintenance Garage Height
2. **RESPONSE:** 703 W. Algonquin Road is zoned industrial. The only neighboring property located along the dead-end access driveway is also an industrial use. Phase 2 of the project as previously approved contemplates landscaping per code along the eastern portion of the property within the passenger vehicle parking, and an asphalt truck court for truck movements to the west. The proposed amendment to the PUD complies with Village landscape code within the vehicle parking to the east. Phase 2 as previously approved does not contemplate landscaping along the western portion of the property. The proposed amendment to the PUD contemplates the installation of landscape islands at the end of all parking rows within the fenced-in staging area. The variance we seek relates to the requirement of shade trees within the parking islands and for the removal of the Village requirement of landscape island every 20 parking spaces within the fenced-in staging area.
3. **RESPONSE:** The Fleet Garage will be a matching precast roofed structure used on a daily basis to perform Preventative Maintenance services and Demand Maintenance (brakes, radiators, starters, alternators, batteries, driveline, vehicle chassis) on 18 Volvo tractors and 40 trailers that are 53 ft long. These will be vehicles assigned to the Arlington Heights facility and will not be from other facilities.
 - a. 65' x 48'
 - b. 3,120 SQFT
4. **RESPONSE:** Variance request. The building will be a precast single story roofed structure with the above dimensions design to match the building. We understand that this will require a variance to increase the allowable height and square footage for an accessory structure.
 - a. The building will be a precast single story roofed structure 65' x 48' with design to match the building.
 - b. The property at 703 W. Algonquin Road was selected by Frito Lay because of its ability to accommodate both current operations and future growth. Pending Village approval of the property expansion, Frito Lay has committed to lease the subject property for a given time, with an option to extend the lease for a much longer period. The maintenance garage is deemed critical to the Frito Lay operations for both immediate and long-term use. Their go-to-market system which includes warehouse distribution, giving them additional flexibility that helps drive their strong partnerships with their customers.
 - c. This proposed variation is in harmony with the spirit of the proposed chapter.
 - d. The variation requested is the minimum variance necessary based on Frito Lay operations.
5. **RESPONSE:** *Noted*
6. **RESPONSE:** *Noted*



Site Plan

7. **RESPONSE:** Parking encroachment into the 15' setback is required to accommodate the parking requirements of Frito Lay as necessary to meet the needs and to maintain the viability of their long-term operation. Existing easement documents do not prohibit parking or paving within the referenced easements along the south and eastern sides of the parcel. As referenced in Engineering Comment 15, there is an existing Onsite Utility Maintenance Agreement (OUMA) which indicates Arlington Heights 1, LLC as the Responsible Entity, is to restore surface improvements built within the existing 30' public utility easement along the south side of the property that may be damaged as a result of future Village maintenance of public utilities within that easement. The existing easements to Northern Illinois Gas and Illinois Bell Telephone Co along the east side of the site are for utilities servicing the subject parcel. With the removal of the remaining existing buildings on the Phase 2 area of the property, the intent is to vacate these easements along the eastern property line.
8. **RESPONSE:** The striping for no parking at this location has been removed and the space converted to a regular parking space.
9. **RESPONSE:** Attached (Exhibit C) are the fencing specifications. The "Elite Industrial" fence would be at the ornamental/asphalt locations and the "Bufftech Chesterfield" would be the white vinyl within the greenspaces.
10. **RESPONSE:** Noted. Site lighting fixtures shall be flat bottom and have optics to not create a nuisance and spillage on adjacent property. Light poles shall be 30ft on 4ft bases and shall maintain a ratio of 3:1 or less of luminaire spacing to luminaire mounting heights. See attached site lighting cut sheets (Exhibit B)
11. **RESPONSE:** Block heater receptacle posts shown. Double strut concrete encased posts with weather proof GFI 20a 120v receptacles in waterproof enclosure. See updated electrical drawings (Exhibit G).
12. **RESPONSE:** A detail for the proposed retaining wall along the south end of the parcel is provided on Sht. 3 of 4 of the Preliminary Engineering Plans (Exhibit D). (For reference, this is the same detail included with the previously approved plans for the Phase 2 area of the parcel.)

Traffic/Parking

13. **RESPONSE:**

Taiki

- a. **Office Areas:**
 - Taiki: 6,060 SF
 - AVI: 18,275 SF
 - Frito Lay: 8,170 SF
 - Total: 32,505 SF
- b. **Employees (Taiki)**
 - Office Employees: 20
 - Non-Office Employees: 35
- c. **55 vehicles**

AVI

- Drawings are in design phase and outside the scope of this project. Based on Permit set the office is listed as 18,275.
- Square footages are listed above for AVI office space.
- Employees (AVI)
 - Office Employees: 25



- Non-Office Employees: 5
- 30 vehicles

14. **RESPONSE:** Both van and semi-truck drivers will be parking their personal vehicles in their respective stalls during shifts.
15. **RESPONSE:** Based on warehouse counts, 8 bike parking spaces will be provided which will meet the code requirement.
16. **RESPONSE:** During typical operations, it is estimated that approximately 50-60% of the trailer parking lot full. However, 99 trailer spots were included in the scope because it is believed that there will be times that all of them will be needed in the long term for the growth of the company.
17. **RESPONSE:** Confirmed
18. **RESPONSE:** Traffic study has been revised.
19. **RESPONSE:** Revised KLOA Traffic Study is attached (Exhibit A).

Landscaping Comments dated December 1, 2020

1. **RESPONSE:** Per phase 1 VAH meeting, plantings increased on the north side in lieu of east side. Included is the Sebert drawing reflecting those changes (Exhibit H). Plan is to follow the current landscaping along the east side (continue what is currently there). East property line along southwest fencing has additional plantings included (see comment #3 response). Will also add landscaping to the south east corner.
2. **RESPONSE:** Please reference response to the Planning & Community Development Review – General #2
3. **RESPONSE:** See included updated landscaping drawings L101-L104
4. **RESPONSE:** Attached (Exhibit C) are the fencing specifications. The “Elite Industrial” fence would be at the ornamental/asphalt locations and the “Bufftech Chesterfield” would be the white vinyl within the greenspaces. With the existing Ingress & Egress Easement for the shared access drive, as well as the internal driveway width necessary for truck turning maneuvers there is not sufficient space to safely implement a curbed landscape island which would include the fence. Therefore, the suggested curbed island is not included with the modified plans.
5. **RESPONSE:** Noted

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,

Andrew MacMillan
Morgan / Harbour Construction, L.L.C.



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