

## Memorandum

To: Sam Hubbard, Planning & Community Development  
From: Cris Papierniak, Assistant Director of Public Works  
Date: December 28, 2020  
Subject: 703-723 W Algonquin Road, PC #20-016 Round 2

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With regard to the ordinance amendment to PUD, I have the following comments:

1. No additional comments.
2. Public Works reserves the right to provide additional comments when the final engineering plans are submitted.

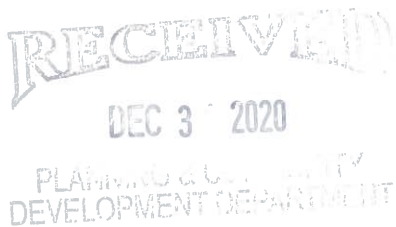
If you have any questions, please feel free to contact me.

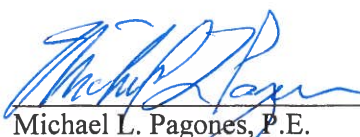
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RECEIVED  
DEC 28 2020  
PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

**PLAN COMMISSION PC #20-016**  
**Hamilton Partners PUD Amendment**  
**703-723 W. Algonquin Rd**  
**Round 2**

27. The petitioner's response to Comment Nos. 11, 12, 15, 16, 19, 20, 22, 24, 25 and 26 are acceptable.
28. The petitioner's response to Comment No. 13 is noted. The top of the berm for detention basin S-1 encroaches into the existing 30 ft sewer and water easement. The entire basin must be located outside the easement. This can be addressed at final engineering.
29. The petitioner's response to Comment No. 14 is noted. In reference to recent correspondence with RWG Engineering, the Weber Marking Systems detention basin constructed under MWRD permit no. 72-953 added additional storage in 1989. A portion of this additional storage is located in the southwest corner of the proposed site. It appears from Village records that an MWRD permit was not obtained to do the detention basin expansion. This volume must be maintained or reinstated. This can be addressed at final engineering.
30. The petitioner's response to Comment No. 17 is noted. The proposed Phase 2 parking lot has sufficient drive aisle widths to accommodate the tower truck and will be constructed of heavy-duty pavement which meets the Village's requirements for a fire lane. This is acceptable.
31. The petitioner's response to Comment No. 18 is noted. The location of the meter vault is not acceptable. The meter vault shall be located outside the existing 30 ft sewer and water easement and the existing 25 ft ComEd easement. This can be addressed at final engineering.
32. The petitioner's response to Comment No. 21 is noted. As all van drivers come back within the same 3-hour window, the entrance operations along the shared access drive should be monitored for disruptions to traffic flow due to vehicles waiting for the gate. Changes to entrance operations, such as leaving the van-designated gate open during the window in which all delivery vans return, may be required if the purposed operations are found to create delays to other vehicle traffic using the shared access drive. Additional details on the sliding gates' card access points and their location relative to the gate shall be provided at final engineering.
33. The petitioner's response to Comment No. 23 is noted. The Revised Traffic Study Conclusion indicates that the signalized intersection of IL 62 and Meijer Drive has sufficient reserve capacity to accommodate the proposed site-generated traffic volumes. Once the facility is in use, if modifications to the signal timing are warranted, the petitioner shall update the traffic study and coordinate the modifications with IDOT. The petitioner shall acknowledge that they accept this understanding.
34. The security fence along the south and east are located within existing easements. Written permission must be obtained from all utilities located within the easements to allow the construction of the fence. This can be addressed at final engineering.



  
Michael L. Pagones, P.E.      Date 12/30/2020  
Village Engineer



# Arlington Heights Fire Department Plan Review Sheet

P. C. Number \_\_\_\_\_

Project Name \_\_\_\_\_

Project Location \_\_\_\_\_

Planning Department Contact \_\_\_\_\_

## General Comments

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**NOTE: PLAN IS CONCEPTUAL ONLY  
SUBJECT TO DETAILED PLAN REVIEW**

Date \_\_\_\_\_ Reviewed By: \_\_\_\_\_

# Planning & Community Development Dept. Review

January 5, 2021



## REVIEW ROUND 2

Project: Hamilton Partners – 703 W. Algonquin Rd. PUD Amendment

Case Number: PC 20-016

### **General:**

20) The responses to the following comments are acceptable: #5, #6, #8, #11, #12, #14, #16, and #17.

21) The response to comment #1 is noted. Based upon the response, the following approvals are needed:

- a. **Amendment to PUD Ordinance #18-014, to allow for modifications to the approved Phase 2 development plan.**
- b. **Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' minimum setback.**
- c. **Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to waive the requirement for certain landscape islands and shade trees within certain islands, where landscape islands including shade trees are required beneath every light pole, at the end of every 20 parking spaces, and at the ends of all parking rows.**
- d. **Variation to Chapter 28, Section 6.5-6, to allow a 24-foot tall accessory structure where code limits the maximum height of accessory structures to 15 feet.**
- e. **Variation to Chapter 28, Section 6.5-7a, to allow a 3,120 square foot accessory structure where code restricts the maximum size of accessory structures to 720 square feet.**
- f. **Variation to Chapter 28, Section 6.13-3b, to allow a 10' tall fence within a rear yard where code restricts fence heights to 6'.**
- g. **Pending further information on parking, a parking variation may be required.**

Additionally, the response indicates that an "easement" variation has been requested - Please clarify what this is? Finally, please provide a written response to the four variation hardship criteria for the landscape variations, fence variation, and any other variation that may be determined as necessary.

22) The response to comment #2 is noted. Please note that code requires landscape islands under all light poles, and a landscape island is required at the eastern end of the southernmost parking row. Staff is supportive of the variation to waive the requirement for landscape islands after every 20 parking spaces and beneath all light poles, provided that you're able to integrate the landscape island along the western side of the site as is identified within the landscape comments. Staff is not supportive of the variation to waive the requirement for shade trees within the landscape islands at the ends of all parking rows and requests that you revise the landscape plan to incorporate said shade trees and the missing landscape island at the eastern end of the southern parking row.

23) The response to comment #3 is noted. The M-2 District requires that all repairs and vehicle servicing must take place within completely enclosed buildings, which means that the overhead door on the truck maintenance building must remain close while repairs are taking place. Please acknowledge this understanding.

24) The response to comment #4 is not acceptable. Please provide additional depth to your response to the hardship approval criteria. The architectural site plan must be updated to reflect the revised number of parking spaces, (truck and passenger vehicle stalls), and architectural sheet 7 must be revised to show the revised maintenance building size and elevations.

- 25) The response to comment #7 is noted. At time of building permit, permission letters from the entities with rights to the easement must be provided for the proposed improvements, or evidence that the easements have been vacated shall be required.
- 26) The response to comment #9 is noted. Staff requests the fence along the southern lot line be a 10' tall fence for enhanced screening, which will require a variation (staff supports this variation). Please revise engineering sheet 2 to call out the locations of each style of fence and fence height via different symbols and/or labels. Will the gates be the same "Elite Industrial" material? Please note that no spikes/barbs are allowed on the fencing. Finally, please confirm that the height of "Elite Industrial" fence is 6 feet.
- 27) The response to comment #10 is noted. Please note that the response indicated that the poles would be 30' tall on top of a 4' tall base. However, the light pole detail within the plans showed a 25' tall pole on a 2' tall base. Please clarify as a variation may be required depending on actual height and spacing. If poles will be different heights, please indicate on the photometric plan where each pole type/height of pole will be located.
- 28) The response to comment #13 is noted. It appears that a parking variation may be required. However, to finalize this analysis, please provide a response to the 1/4/20 email from myself to Mike Wauterlek.
- 29) The response to comment #14 is noted. Please show the proposed bike parking locations on the plans. How many bike parking spaces are existing within Phase I? Once final information has been provided to allow completion of the parking calculations (per the 1/4/20 email outlined above), then the total number of required bike parking spaces will be determined. Please note that bike parking is calculated separately for the office and warehouse portions of each business within the entire PUD.
- 30) The response to comments #18 and #19 is noted.
- 31) As per a phone conversation with Hamilton Partners on 12/21/20, the Village continues to recommend that the petitioner reach out and coordinate with the property owner to the west on issues related to the shared access drive and proposed PUD amendment.
- 32) Certain truck parking stall row totals on engineering sheet 2 are incorrect.
- 33) Please confirm the total number of parking spaces and loading spaces as outlined below, which may change as a result of integration of the requested landscape island along the western side of the site. All plan sheets that include parking stall totals must be revised to reflect actual number of spaces proposed:
- 74 van stalls
  - 16 van loading spaces
  - 97 truck stalls
  - 11 truck loading spaces
  - 44 passenger vehicle stalls (Phase II)
  - Total PUD: 186 passenger vehicle stalls.

Prepared by: 

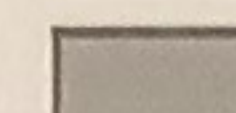
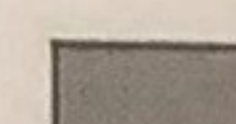
Hamilton Partners  
703-723 W. Algonquin Road  
PC #20-016  
January 4, 2021

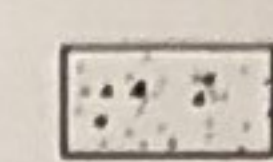
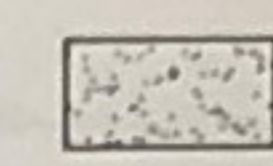
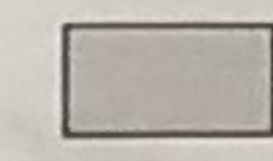
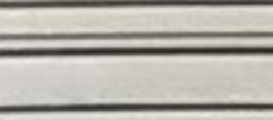

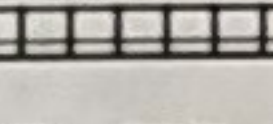
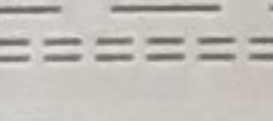
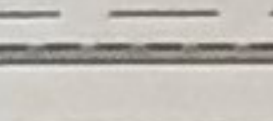
#### Landscape Comments

- 1) **The approved plan as part of ordinance 18-014 had an abundance of landscaping along the east property line, foundation plantings on the east elevation and landscaping in the southwest corner.** Currently there is no landscaping along the east property line towards the back half of the property. Incorporate landscaping along the east property that is consistent with the approved landscape plan.
- 2) **Per Chapter 28, Section 6.15, a four-inch caliper shade trees are required at the ends of all parking rows. Incorporate shade trees within the islands. In addition, a landscape island with shade trees must be provided at the end of every 20 parking spaces.** Staff is supportive of the variation to waive the landscape islands after every 20 parking spaces and beneath every light pole, however, staff requests that you incorporate the code required shade trees within the landscape islands at the ends of all parking rows. Additionally, a landscape island, including a shade tree, is required at the eastern end of the southernmost parking row.
- 3) **It is recommended that the proposed fence be placed within a curbed island that includes landscaping along the west property line. It appears that the fence is proposed within the asphalt parking lot. In addition, provide details of the proposed fence.** Incorporate an island that includes the decorative fence and an abundance of salt/drought tolerant landscaping, including shade trees, on the western side of the fence. The island should be approximately eight feet in width and run north south between the entrances (see attached exhibit). A reduction in parking stalls or re-orientation of the parking lot may be necessary to accommodate for said landscape island.



**SURFACE IMPROVEMENT LEGEND:**

-  **NEW ASPHALT PAVEMENT-STANDARD**  
 2"- HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50  
 BITUMINOUS TACK COAT (0.05 GAL/SY)  
 2" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50  
 BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)  
 8" AGGREGATE BASE COURSE CA-6, TYPE B  
 (INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA-6, TYPE B OVER BASINS S-2, S-3, AND S-4.
-  **ASPHALT PAVEMENT-HEAVY DUTY (ONSITE & PUBLIC STREETS)**  
 2"- HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50  
 BITUMINOUS TACK COAT (0.05 GAL/SY)  
 2 1/4" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50  
 5" HOT MIX ASPHALT BINDER COURSE, N30  
 BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)  
 4" AGGREGATE BASE COURSE CA-6, TYPE B  
 (INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA-6, TYPE B OVER BASINS S-2, S-3, AND S-4.  
 (OR APPROVED ALTERNATE WITH EQUIVALENT STRUCT. NUMBER)

-  **CONCRETE TRUCK DOCK AND ENTRANCE APRON PAVEMENT**  
 8" PORTLAND CEMENT CONCRETE (4,000 PSI)  
 W/ 6"x6" No. 6 WELDED WIRE MESH  
 6" AGGREGATE BASE COURSE CA-6, TYPE B
-  **CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)**  
 5"- PCC SIDEWALK (4,000 PSI) (6" ACROSS PAVEMENT)  
 4"- AGGREGATE BASE COURSE TYPE B, CA-6
-  **EXISTING ASPHALT PAVEMENT**
-  **PROPOSED B6.12 CONCRETE CURB AND GUTTER**
-  **PROPOSED B6.12 DEPRESSED CURB AND GUTTER**
-  **PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER**
-  **EXISTING CURB AND GUTTER**
-  **EXISTING DEPRESSED CURB AND GUTTER**

- ABBREVIATIONS LEGEND:**
- EX = EXISTING
  - PR = PROPOSED
  - BC = BACK OF CURB
  - FC = FACE OF CURB
  - EP = EDGE OF PAVEMENT
  - PL = PROPERTY LINE
  - FB = FACE OF BUILDING
  - EC = EDGE OF CONCRETE
  - RW = RETAINING WALL
  - ROW = RIGHT OF WAY
  - BC/BC= BACK OF CURB TO BACK OF CURB
  - SW = SIDEWALK
  - R = RADIUS
  - (TYP) = TYPICAL
  - DW = DEMISING WALL

**SITE DATA - PHASE 2:**

TOTAL LOT SIZE	= 380,094 S.F. (8.76 AC)
PROPOSED SITE CONDITIONS	
PROPOSED BUILDING FOOTPRINT	= 54,085 S.F. (1.24 AC)
TRUCK MAINTENANCE BUILDING	= 1,620 S.F. (0.04 AC)
PROPOSED PAV./SIDEWALK	= 278,070 S.F. (6.37 AC)
PROPOSED GREENSPACE	= 46,319 S.F. (1.06 AC)
PROPOSED CONCRETE IMPERVIOUS AREA	= 333,775 S.F. (7.63 AC)
PROPOSED PARKING SUMMARY:	
REGULAR STALLS	= 42
ADA ACCESSIBLE STALLS	= 2
TOTAL STALLS PROVIDED	= 44 (0.81/1,000)

**Dashed red line indicates fence location.**

**Abundance of salt/drought tolerant landscaping, including shade trees.**



**PHASE 2**

INDUSTRIAL BUILDING  
54,085 S.F.