



May 21 2021

Sam Hubbard

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

RE: 1400-1500 West Dundee Road – Arlington – Review Letter Response
Arlington Heights, Illinois (Cook County)
PEG Job No.: 2283.00-IL

Dear Sam Hubbard,

Thank you for your comment letter dated April 26th, 2021. Please find the following documents, provided digitally, for your review, along with responses to your comments.

- nine (9) Comment Response Letter
- nine (9) Preliminary Civil Engineering Plans (for both Ridgeline & Lexus sites) (4 full size & 5 11x17)
- nine (9) Preliminary Landscape Plans (for both Ridgeline & Lexus sites) (4 full size & 5 11x17)
- nine (9) Overall PUD Site Plan Exhibit (4 full size & 5 11x17)
- nine (9) Preliminary Plat
- Five (5) Traffic Impact Study Report
- nine (9) Photometrics & cut sheets (Lexus sites) (4 full size & 5 11x17)
- nine (9) Fire Truck Turning Exhibit (Lexus site) (4 full size & 5 11x17)
- nine (9) Preliminary Construction Staging Plan (Ridgeline site) (4 full size & 5 11x17)
- nine (9) Conceptual Design (Ridgeline site) (4 full size & 5 11x17)
- nine (9) Material Board (Ridgeline site)
- nine (9) Renderings (Ridgeline site) (11x17)
- nine (9) Envisor Screen Cut Sheet (Ridgeline site)
- nine (9) Sample Material List (Ridgeline site)
- nine (9) Topographic Survey (overall site) (4 full size & 5 11x17)
- nine (9) Easement documents
- nine (9) Covenants Conditions and Restrictions document

General Comments

The information provided is conceptual only and subject to a formal plan review.

1. The design and construction of the facilities shall comply with the following adopted codes:
 - a. 2018 International Building Code with amendments
 - b. 2018 International Fire Code with amendments
 - c. 2018 International Fuel Gas Code with amendments
 - d. 2018 International Mechanical Code with amendments
 - e. 2018 ILLINOIS Energy Conservation Code with state amendments
 - f. 2017 National Electrical Code with amendments
 - g. 2014 Illinois Plumbing Code with amendments

Response: Noted.

2. Provide information on the proposed type of construction for each building.

Response by Ware Malcomb: Both buildings on the site will be Type IIB construction.

3. Provide a height and area calculation based on the proposed type of construction and include all allowable increases for fire suppression and frontage.

Response by Ware Malcomb: Per IBC 2018 Section 507.4, both buildings will be provided with an automatic sprinkler system, open yards 60 feet or greater on all sides, and will be Type S-1 occupancy, and therefor will not be limited in building area. Allowable building height is 75' per Table 504.3 for Type S-1 occupancy in building of Type IIB construction provided throughout with automatic sprinkler system.

4. Provide details on the potential products and materials to be stored, if available.

Response by Ridgeline: The project is a speculative development and so it is unknown what will be stored within the buildings. However, the storage of potential products will comply the Early Suppression Fast Response System (ESFR)

5. The following systems are separate permits: Fire suppression, Fire alarm, rack storage, and all exterior signage.

Response: Noted.

Plan Commission

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 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: Noted.

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

Projected Coordinate System:	Projection: NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False Easting:	984250.00000000
False Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

Response: Noted. The plans were set up on the State Plan Coordinate System.

13. The proposed detention facility and internal water, storm and sanitary 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 Village Engineer for an editable version of the OUMA.

Response: We have obtained the editable version of the OUMA from Nanci Julius. The project team will be working to edit the file so it can be submitted with final engineering to comply with this item.

14. The preliminary drainage calculations are acceptable.
- a. The existing detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The submittal indicates the design team is working with a structural engineer to design an additional vault lid that will be able to handle the required loading for semi loading across it. This is acceptable and can be addressed at final engineering.

Response: Noted. Based on this, we have not resubmitted the stormwater report with this resubmittal.

- b. Clearly show the overflow route for the site.

Response: An overflow arrow has been added to the grading plan.

15. An existing 36" storm sewer is proposed to be relocated and replaced with a 24" RCP to the north of Building 2. This pipe must equal the existing size of 36".

Response: The pipe callout has been updated.

16. The preliminary utility plan shows numerous crossings of utilities. Additional information shall be provided at final engineering to verify that there are no conflicts at the utility crossings.

Response: The preliminary crossing calculations were calculated, just not added to the plans since they are preliminary. In progress crossing tables have been added to a utility plan sheets, but not completed at this time. Currently, all the utility crossings have been figured out for the current preliminary utility design.

17. Numerous easements are shown on the preliminary plans. The easements shall be documented on a plat of survey and clarify whether the easements are private or public.

Response: The plat was provided after the original submittal. We added the notations of private and public for clarification. We have included the updated plat in this submittal for review and addressing any other comments during final engineering. (PEG)

18. For the Lexus Dealership site modifications, 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 by Lexus project team representative: A fire truck turning exhibit has been included in this submittal.

19. For the Lexus Dealership, where a fire lane is required adjacent to building, the fire lane must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section, Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

Response by Lexus project team representative: Heavy duty pavement has been added to the fire lane locations in the newly paved area.

20. Provide total number of parking stalls for the Lexus Dealership. Verify that the number of handicap parking stalls provided meets Village code.

Response by Lexus project team representative: Parking stall information has been added to sheet C2.0. The originally proposed number of handicapped parking stalls remains the same and thus meets Village code and previous approvals.

21. The triangular area to the north of the Lexus entrance off of Wilke Rd appears problematic. Clarify if this area will be used for parking or to display vehicles.

Response by Lexus project team representative: The referenced area is planned to be used as display area only.

22. The "Autoturn" Exhibit shows that the tower truck will have access to three of the four sides of each building; however, the tower truck is not shown accessing the side of the building with the truck docks. Verify with the Fire Department that this is acceptable.

Response: The Ridgeline lots Fire Truck Turning Exhibit shows the fire apparatus having access to all 4 sides of both buildings. After a discussion with Sam on this item, it sounds like the concern may be the distance from the building where the fire lane is located. Mark Alexan with the Fire Department was contacted and with the access on 3 sides within the distance requirement, he doesn't have an issue with the fire apparatus access concern.

Response by Lexus project team representative: The "Autoturn" exhibit has been included in this submittal.

23. Provide the appropriate signage at the southerly access off of Wilke Road for no truck traffic, passenger vehicles only.

Response: Signage notations have been added to the Pinnacle Engineering Group's preliminary engineering plans on the site dimensional sheets.

24. Provide a stop bar and stop sign for the northerly access off of Wilke Road. The traffic report mentions that there will be no northbound truck traffic from this access point. Provide the appropriate signage.

Response: Signage notations and stop bar have been added to the Pinnacle Engineering Group's preliminary engineering plans on the site dimensional sheets.

25. The sidewalk for the northerly access off of Wilke Road shall carry through the entrance. The curb shall stop on either side of the sidewalk. Detectable warning panels will be required.

Response: This modification has been made on the Pinnacle Engineering Group's preliminary engineering plans on the site dimensional sheets.

26. Provide a construction staging plan.

Response by FCL: A Preliminary Construction Staging Plan has been included in the resubmittal package for review.

27. There is a significant grade change along the north property line. Provide additional information on the proposed grades.

Response: Additional grading information has been added to the Pinnacle Engineering Group's preliminary engineering plans on the grading plan sheets to address this comment.

28. The ALTA Survey provided does not match the previously approved Final Plat of the Bob Rohrinan Arlington Heights Auto Mall.

Response by Vanderstappen: A Topographic survey showing existing easements per title commitment and existing property lines matching that of the Subdivision Plat is being submitted.

29. A Plat of Resubdivision will be required.

Response: A Final Plat of Subdivision 1st Amendment to Bob Rohrman's Arlington Heights Auto Mall was submitted on April 30, 2021. Due to the later submittal, comments for that plat were not provided for addressing with this review. We are submitting a Preliminary Plat of Subdivision with this submittal for review, based on other comments.

30. The plan indicates low profile wall packs will be used. The fixtures mounted on the side of the building must not have moveable heads that can be pointed "out." The intent is for no glare. This can be addressed at final engineering.

Response: Noted, this will be addressed with Final Engineering submittal items.

Traffic:

31. The traffic report will need to be revised/updated should a proposed development is brought forward that changes the Development Generated Traffic Volumes reflected in the report.

Response by KLOA: Noted.

32. The traffic report indicates that the majority of traffic generated from the site will utilize Wilke Road.

- a. Provide additional information on how this will be enforced.

Response by KLOA: This flow of traffic will be self-enforced. Wilke Road provides direct connection to Lake Cook Road which is projected to carry 25 percent of the projected traffic. Additionally, given the width of Wilke Road this route will be more desirable to be traveled by truck traffic for both buildings

- b. Table 15 shows that the LOS for both Wilke Road access points will be reduced from LOS A to B.

Response by KLOA: Table 15 presented projected capacity analyses for the Wilk Road access points, of which the northerly access does not exist today. Furthermore, the existing southerly access point is for use by Lexus of Arlington and given the layout of the site it is not anticipated this access drive carries any significant traffic volumes during the peak

hours. Overall, the LOS for the Wilke Road access points presents the projected condition which does not have an existing condition for comparison

33. With two separate building sites, instead of utilizing Wilke Road there is potential for vehicles exiting the site from the northerly access point on Kennicott Avenue and travel north to Happfield Road, and then east to Arlington Heights Road which is not a signalized intersection. The northerly access point should be restricted to emergency only, all vehicles should enter/exit the site from the southerly access off of Kennicott Avenue or off of Wilke Road.

Response by KLOA: The traffic study has been revised to assign all of the Kennicott Avenue site generated traffic to the southerly access point and the north access has been designated as emergency access only.

34. There is also potential for truck traffic to travel westbound Happfield Road, south on Kennicott Avenue to the site. Truck traffic shall be required to access the site from Dundee Road.

Response by KLOA: All truck traffic generated by the site will be restricted to travel to/from Dundee Road.

35. Recent traffic reports have been submitted for similar distribution facilities in Arlington Heights; however, the truck volume is significantly lower for this site when compared to facilities that are similar or smaller in size. Clarify how the truck volume was generated for this site.

Response by KLOA: Truck trips for the site were estimated based on truck trip generation information published in the ITE Trip Generation Manual, 10th Edition Supplement for Land-Use Code 150 (Warehousing). This information indicates that 12-16 percent of the trips generated by warehousing developments during the peak hours of adjacent street traffic is truck trips. In order to provide a conservative analysis, 20 percent for truck trips was assumed for both peak hours.

36. Provide the cross-access agreements.

Response: This will be addressed with the Final Plat of Subdivision comments, once they are available with final engineering.

Public Works:

37. Ensure landscaping berm near Building #2 does not add significant soil on top of the existing main. Relocate berm as necessary.

Response: The berm has been shifted east enough to minimize any fill over the existing watermain location.

38. Utility notes on Utility Plan reference Village of Palatine:

Response: The reference has been fixed on the utility plan.

39. Sheet C-8 Shows entrance changes near Building #1, will be improved "by others". This area does not function well as proposed and needs to be corrected during construction. Please revise.

Response by Lexus project team representative: As mentioned above, this area is only for vehicle display. Based on this, no changes have been made.

40. Add general note to Utility Plan: All utility structures that will be reused will have their condition assessed to determine if they can be modified for proposed connection.

Response: Note 14 has been added to the Utility Plan Sheets on the Pinnacle Engineering Group plan set to address this item.

41. Sheet C-1 of demo plan: Exterior water line cannot be abandoned at the property line. It needs to be abandoned at the main.

Response: The demo plan has been updated accordingly.

42. Comment #23 Engineering: Not accepted. The Village is required to ensure all detention facilities have a maintenance plan for the future and property owners must understand the requirement.

Response: It is understood that an OUMA will be required for the project and a maintenance plan will be put together as part of Final Engineering plans, as MWRD will require it for permitting also.

43. A water vault is currently set up for Building 2. Condition and size can be determined at final Engineering.

Response: Noted. Due to the current plumbing code requirements, we will need to discuss if the current water vault use will be allowed, based on the dead-end pipe limitations now.

44. Building 1 water appurtenances can be determined upon final Engineering.

Response: Noted.

Arlington Heights Fire Department

1. Buildings are to be sprinkled per code.

Response: Understood.

2. The Fire Department Connections shall be located at the main front entrances. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

Response: Understood. This will be addressed during final engineering.

3. A Knox Boxes shall be located at the main front entrance of each business and exterior entrances of fire Protection rooms.

Response: Understood. This will be addressed with the architectural/MEP plans as the project moves forward.

4. Install a fully operational annunciator panel or alarm panel at the main front entrances.

Response: Understood. This will be addressed with the architectural/MEP plans as the project moves forward.

*Please note we can take a more detailed look at Knox Boxes as plans get finalized.

Response: Noted.

Arlington Heights Police Department

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

Response: Noted.

2. Are lighting requirements adequate? Lighting should be up to Village of Arlington Heights code. The exterior of the building 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: Preliminary photometrics plans were submitted with the overall package. The lighting will be finalized as the project moves to final engineering.

3. Present traffic problems? There are no traffic problems at this location.

Response: Noted.

4. Traffic accidents at particular location? This is not a problem area in relation to traffic accidents.

Response: Noted.

5. Traffic problems that may be created by the development. This development should not create any additional traffic problems.

Response: Noted.

6. General comments:

- a. 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: This will be provided prior to construction.

- b. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

Response: Noted. An updated preliminary landscaping plan is being provided in the revised preliminary engineering resubmittal.

- c. Consider Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

Response: Noted. An updated preliminary landscaping plan is being provided in the revised preliminary engineering resubmittal.

Health Service Department

1. General Comments:

- a. Solid waste storage site is not shown on plan. Show location of solid waste storage site on building permit plans.

Response by Ware Malcomb: We do not have any trash enclosures planned at this time, since these are spec buildings, and the tenant would handle this at the time the TI is reviewed by the Village.

Response by Ridgeline: All refuse storage will be found internally by the loading docks.

- b. Solid waste storage sites must comply with the following:
- i. Area shall be of a sufficient size to easily accommodate the container.
 - ii. The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
 - iii. Visual screening of the site shall be provided.

Response by Ware Malcomb: Refer to item 1 above.

- c. Access to Container
- i. Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
 - ii. Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

Response by Ware Malcomb: Refer to item 1 above.

Planning & Community Development:

- 1. Complies with Comprehensive Plan? (No)
Response: Noted.
- 2. Complies with Throughfare Plan? (Yes)
Response: Noted.
- 3. Variations Needed from Zoning Regulation? (Yes)
Response: Noted.
- 4. Variations Needed from Subdivision Regulations? (No)
Response: Noted.
- 5. Subdivision Required?
Response: Noted.
- 6. School/Park District Contributions Required? (No)
Response: Noted.

General:

- 7. The following approvals are needed:
 - a. Preliminary and Final Plat of Subdivision approval to re-subdivide the property into three lots.

Response: Understood.

- b. Amendment to PUD Ordinance #99-031, 07-072, and 09-041 to allow for modifications to the approved development plan including construction of a 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas.

Response: Understood.

- c. Amendment to the Comprehensive Plan to reclassify all portions of Lots 2 & 3 to "Commercial" and all portions of Lot 1 to "R&D, Mfg., Warehousing".

Response: Understood.

- d. Rezoning of all portions of Lots 2 & 3 from M-7 to B-3, and all portions of Lot 1 from B-3 to M-1.

Response: Understood.

- e. Variation to Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle on Lot 2.

Response: Understood.

- f. Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to allow certain parking rows to omit the requirement for landscape islands offer every 20 parking spaces on the Lot 1, and to allow certain porting rows to omit the requirement for landscape islands offer every 20 parking spaces and at the ends of oil parking rows on Lot 2.

Response: Understood. Please note that the truck parking lot has been modified to provide the required landscape islands in the revised preliminary engineering plans.

Response by Lexus project team representative: Lots 2 & 3 previously received approval for existing parking/vehicle storage areas without islands every 20 spaces and wish to maintain these variances. In addition to this, ownership requests one additional location in the area of new vehicle storage in the north area of the new vehicle storage along the east side of the Lexus dealership. This is being requested because significant vehicle storage area is being lost due to the proposed development of Lot 1.

- 8. The above variations apply mostly to the Rohrman lots. However, the written justification was prepared by Ridgeline and primary outlined the justification for the rezoning and introduction of M-1 uses. The justification letter should be revised to address the rational for the requested variations for tandem parking spaces and omitted landscape islands. Staff recommends that the code required landscape islands be installed on both the Ridgeline and Rohrman lots.

Response by Lexus project team representative: Landscape island variance request is addressed previously. Tandem parking spaces are being requested for several reasons. The first reason is the need for efficient use of vehicle storage areas provided by the tandem parking. This is required due to the significant reduction in vehicle storage area. The second reason is the display of new cars facing south with either new car delivery or duplicate cars facing north or internally between identical models. This only occurs in vehicle display and storage areas and was approved with the previous PUD plan.

- 9. Please clarify if the intention is to proceed first, and separately, with preliminary plat approval, then return to the Plan Commission and Village Board with final engineering plans and proceed

with final plat of subdivision approval. The submitted Plat appears to read "Final Plat", however, the engineering plans and calculations appear to be preliminary. Final engineering is required for final plat of subdivision approval.

Response by Ridgeline: Confirmed. The intention is to proceed first, and separately, with preliminary plat approval, then return to the Plan Commission and Village Board with final engineering plans and proceed with final plat of subdivision approval.

10. A plat of survey for the entire subject property is required. The Plat of Survey submitted with the application only included the proposed Ridgeline lot. An electronic copy of the legal description for the entire PUD must also be provided. This legal description must include 1) the subject property as it exists today prior to proposed subdivision, 2) the Nissan lot, and 3) the Curtiss Wright/Arens Control lot. The legal description on the Alta Survey is missing information.

Response by Vanderstappen: A Topographic survey showing existing easements per title commitment provided by client and existing property lines matching that of the Subdivision Plat is being submitted. Easements reference in title are shown for Lots 1-4 in Bob Rohrman's Automall are shown, and easements shown on the existing Subdivision Plat are shown for the Nissan Lot and Curtiss Wright / Arens lot as well.

11. An overall site plan is needed that shows all drive aisle connections, parking areas, and buildings within the entire PUD. This shall include the Ridgeline lot, both Lexus lots, the Nissan lot, and the Curtiss Wright/Arens Control lot.

Response: Pinnacle has prepared an Overall PUD Site Plan Exhibit that should address this request that has been provided in the resubmitted documents.

12. The Plat of Subdivision document was received on April 30th and therefore its review could not be incorporated into these Round 1 review comments. Review of the plat document will occur when a response to these comments and revised plans have been received as part of a "Round 2" submittal.

Response: Understood. When available any comments will be addressed at that time.

13. Will the subdivision include any separate document with covenants, conditions, or restrictions?

Response by Ridgeline: The subdivision will most likely include a separate document with covenants, conditions, or restrictions. Seller and Buyer are negotiating access easements and CC&Rs concurrently with Village review.

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.

Response: Documents being resubmitted should all have the 5/21/2021 revision date in the revision blocks, as appropriate.

Ridgeline Plans:

General:

15. Will the distribution facility include any area for motor vehicle/truck repairs?

Response by Ridgeline: The distribution facility will comply with the local zoning codes for Research, Development and Light Manufacturing District: M-1.

16. Architectural plans (elevations, floor plans, etc.) for the distribution facility buildings are required.

Response by Ware Malcomb: Please see attached drawings.

Site Plan/Landscaping:

17. No exterior dumpster enclosure/refuse area is shown on the plans. Will all refuse storage and loading areas be internalized within the two distribution buildings?

Response by Ridgeline: Yes, refuse storage will be found internally by the loading docks.

18. Will any new/relocated above ground utility or mechanical units be proposed on the site (HVAC equipment, generators, transformers, utility pedestals, above ground meters/panels, etc.)? Please show any such elements on the plans and screen accordingly.

Response: This will be addressed during final engineering, once the locations are known.

19. Code requires that all rows of parking spaces include interim landscape islands after every continuous stretch of 20 spaces. Please incorporate the code required landscape islands within the truck parking row adjacent to Building 2.

Response: This has been addressed on the revised engineering plans.

Traffic/Parking:

- 20) 7 Bike parking spaces are required for Building 1 and 10 spaces are required for Building 2. Please add a note to the plan showing the location for the code required bike parking spaces.

Response: The site plan has been updated to include the required bike parking at both of the buildings. The bike racks for Building 1 are located near the building jog on the south elevation. The bike racks for Building 2 are located at the north end of the building.

- 21) KLOA study states that vehicular access will be provided via the north access drive on the Arens Control property. Are the appropriate easements for this access established? You are encouraged to reach out to the owner of the Arens Control property to coordinate on any expected access through their site.

Response by Ridgeline: Based on the conversations with the Village of Arlington Heights, it is Ridgeline Property Group's understanding that access had to be provided because of the existing PUD. However, if it not there, than Ridgeline Property Group is not going to pursue.

- 22) The development summary on Page 12 of the KLOA study does not match the plans with regards to size of the parking lot, number of loading spaces, and the number of loading docks.

Response: As the KLOA study was based on an old site plan, the revised KLOA report should now reference the current site plan and information.

- 23) Per KLOA study, northbound truck egress from the northern truck access drive onto Wilke should be prohibited. Please add a note to sheet C-8 outlining signage for this restriction.

Response by KLOA: Signage prohibiting truck egress to the north on Wilke Road will be provided.

- 24) The expected vehicle and truck traffic outlined in Table 7 appears underestimated. Please reconcile this analysis with the 2018 KLOA study for a similar warehouse distribution facility (LUC

150) of 331,014 sq. ft., which projected more traffic during peak times in comparison to the proposed warehouse distribution facility of 511,000 sq. ft. Please correct the study or explain/justify the difference in vehicle/truck generation roles for the similar developments.

Response by KLOA: The traffic volumes generated as part of the 2018 KLOA study were based on the ITE Trip Generation Manual, 9th Edition, which is an older edition of the manual. Furthermore, the fitted curve equations were utilized in this study to present a conservative analysis, even though ITE discourages the use of fitted curve equations that have an R² value of less than 0.75. The current traffic study prepared as part of the subject development utilized the ITE Trip Generation Manual, 10th Edition, which is the most recent version of the manual, and utilized the average rate for the purposes of trip generation. For Land-Use Code 150 in the 10th edition of the manual, the average rate resulted in the most conservative trip generation with higher traffic volumes as compared to the fitted curve equations, which also have an R² value less than 0.75. Copies of the ITE Trip Generation worksheets for Land-Use Code 150 are included in the Appendix of the revised traffic impact study.

- 25) The KLOA study shall be revised to include a parking analysis of the Ridgeline development.

Response by KLOA: A parking analysis has been included in the revised traffic impact study.

- 26) Per the January 13th Conceptual Plan Review Committee staff report, the traffic study was to analyze if an additional signal is warranted along Dundee Road, aligning with the Napoleon entrance drive to the south. Please include this analysis within the KLOA study.

Response by KLOA: Access from the proposed development is not proposed at this location. Should direct access be provided to Dundee Road, a traffic signal will not be warranted at this location based on the following:

- A traffic signal at this location will not meet the IDOT minimum spacing requirement for traffic signals.
- The volume of traffic generated by the proposed development will not generate an hourly outbound traffic volume greater than 150 vehicles, which is required to meet the peak hour traffic signal warrant assuming two outbound lanes.

Rohrman Plans:

Site Plan/Landscaping/Building:

27. The photometric plan was not legible. Please submit a full size of the plan. Additionally, please provide catalog cuts for any new fixtures within the parking lot, and if any new fixtures are proposed within the small western parking lot modifications, please show those on the plans and accommodate for them within the photometric plan.

Response by Lexus project team representative: A properly scaled photometric plan has been included with this submittal. Additionally, catalog cut sheets are included in this submittal. No changes to lighting in the western vehicle display area of the Lexus lot are proposed at this time.

28. There is a large exterior storage/enclosure north of the Lexus building, which is proposed for demolition. This area appears to be used for tire, dumpster, and miscellaneous refuse storage. Where will this storage occur upon demolition of this area?

Response by Lexus project team representative: The revised plan included a dumpster location in the parking area at the northeast corner of the Lexus building.

29. Architectural plans shall be revised to show size (square footage) of remaining Lexus building post demolition.

Response by Lexus project team representative: Attached are updated architectural plans showing the required information.

- 30) Engineering and landscape plans are not coordinated with regards to certain areas of paving. Please revise plans to be coordinated.

Response by Lexus project team representative: Landscape plans have been revised to coordinate with engineering plans.

Traffic/Parking:

31. Please outline on the plane how many parking spaces will be included on Lot 2 and Lot 3, both standard spaces and accessible spaces upon completion of the proposed improvements.

Response by Lexus project team representative: Parking stall information has been added to sheet C2.0 of the Lexus plans.

32. In order to re-calculate parking for the Lexus site, please update the highlighted information in the below table, which was provided as port of the original Lexus building construction:

USE	SF	# of Employees	# of Service Bays	Parking Ratio	Required Parking
Showroom/Sales	10,020				
Office	17,671				
Service	71,042	49	43		
Parts	16,400				
Spa/Health Club	1,651				
Café	448				
Multi-purpose	2,588				
Total	119,820				
Total Provided					735

Response by Lexus project team representative: Parking stall information has been added to sheet C2.0 of the Lexus plans.

Access:

33. The access through-out the entire PUD appears somewhat disjointed. The Ridgeline lot should have access (passenger vehicles but not trucks) into Lot 2 to utilize the existing traffic signal at the Rohrman driveway entrance on Wilke. Additionally, the Ridgeline lot should have a streamlined connection and easements to the existing right-in/right-out to Dundee Road on the Nissan property (site plan modifications may be needed to facilitate this), as well as on easement for future access to lot 3 for a possible future traffic signal on Dundee Road across from the Napleton entrance drive (passenger vehicles but not trucks).

Response by Lexus project team representative: Ridgeline has indicated that they do not plan to make this connection and thus should address this comment.

Response by Ridgeline: The truck court is 4 feet lower than building grade. The slope to connect the Lexus Wilke Drive Entrance to the south edge of the truck court is +/- 20%, a slope that is way beyond good engineering practice. We do have an entrance point to the Nissan lot.

34. There are existing CCR's from July 15, 2009 (Doc. 0921849002), which appears to grant cross access and cross parking between all four existing platted lots on the subject property. Will this document be revised to clarify cross access/parking given the new subdivision?

Response by Ridgeline: The CCR document (Doc. 0921849003), dated July 15, 2009, will be revised to clarify cross access/parking given the new subdivision. Seller and Buyer are negotiating access easements and CC&Rs concurrently with Village review

35. The Alta/Title survey does not reflect the blanket ingress/egress and parking easement established via Doc. 0921849002. Why is this?

Response by Vanderstappen: The easement in question is a blanket easement over Bob Rohrman's Arlington Heights Automall Subdivision as a whole, (lots 1 through 4 inclusive) for the benefit of Lot 2 (Nissan Lot at the Southeast corner)" the Easement is noted as Blanket in Nature on the ALTA, however we will add notation in various locations throughout the ALTA and new plat of Subdivision acknowledging it more clearly.

Response by Ridgeline: "The easement in question is a blanket easement over Bob Rohrman's Arlington Heights Automall Subdivision as a whole, (lots 1 through 4 inclusive) for the benefit of Lot 2 (Nissan Lot at the Southeast corner)" the Easement is noted as Blanket in Nature on the ALTA; however, we will add notation in various locations throughout the ALTA and new plat of Subdivision acknowledging it more clearly.

36. Please provide Doc. 0026084 1 and Doc. 00364848. To whom do these easements benefit? Does this easement need to be amended to accommodate for the proposed Ridgeline improvements within its boundaries?

Response by Lexus project team representative: I've attached both easements in question, as well as the document referenced in 35 for all to have for their records/forward on to the Village as part of the submittal.

Response by Ridgeline: Attached are the requested documents. Below is a summary of the documents. Yes, the easements will need to be amended to accommodate the proposed Ridgeline development. Ridgeline Property Group and Rohrman Family are evaluating and discussing all easements and existing & new connections to conform with the PUD and new development.

Summary of Doc. 0026681

<p>Terms and provisions of declaration of non-exclusive easement for ingress and egress recorded April 17, 2000 as document 00266841. (for further particulars, see record.)</p> <p>(Affects the Easterly portion of the land)</p>	<p>Description:</p> <ul style="list-style-type: none"> • Declarant: Centerpoint Properties Trust • Declarant reserves a nonexclusive ingress/egress easement appurtenant to Parcel Two (believe this to be the tract currently owned by Breit Industrial - northeast of the subject property) (also, the legal description for Parcel 2 matches the metes and bounds for the 6.25+ acre tract <u>depicted</u> on the Final Plat of Bob Rohrman's Resubdivision – 4059) • The easement area is the driveway area leading from the subject property to Kennicott Avenue. • The maintenance, repair and replacement of the easement area is the obligation of the party owning the easement area (appears to be Seller). • It is difficult to ascertain exactly which property Parcel 1 (as defined in the agreement) includes however, it is clear that the subject property is at least a portion of Parcel 1. <p>Survey: Per the Survey, this Item is not Survey related and is therefore, not plotted.</p> <p>No objection, but need to confirm that Seller is maintaining the easement area.</p> <p>Note: This easement area/driveway also provides access for the subject property to Kennicott Avenue.</p>
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This easement benefits Ridgeline and Rohrman as we need the access to the Kennicott Road.

Summary of Doc. 00364848.

<p>Terms and provisions of declaration of non-exclusive easement for parking and sign recorded May 22, 2000 as document 00364848. (for further particulars, see record.)</p>	<p>Description:</p> <ul style="list-style-type: none"> • Declarant: Centerpoint Properties Trust • Declarant reserves an Ingress, Egress and Parking Easement appurtenant to Parcel 2 (believe this to be the tract currently owned by Breit Industrial - northeast of the subject property) (also, the legal description for Parcel 2 matches the metes and bounds for the 6.25+ acre tract <u>depicted</u> on the Final Plat of Bob Rohrman's Resubdivision – 4059) • Declarant also reserves a nonexclusive easement appurtenant to Parcel 2 for the right to use a portion of any Identification Sign located on Parcel 1. (It is difficult to ascertain exactly which property Parcel 1 (as defined in the agreement) includes however, it is clear that the subject property is at least a portion of Parcel 1.) The portion of any Identification Sign on Parcel 1 which may be utilized by Parcel 2 is equal to a fraction, the numerator of which shall be the total rentable area of the improvements located on Parcel 2 and the denominator of which shall be equal to the total rental area of the improvements located on Parcel 1 (the "Parcel 2 Share"). • The owner of Parcel 2 must pay to the owner of Parcel 1 an amount equal to the Parcel 2 Share of the cost of maintaining the Identification Sign. • The maintenance, repair and replacement of the easement area and any Identification Sign is the obligation of the party owning the easement areas (appears to be Seller). <p>Survey: Per the Survey, this Item affects the subject property and is plotted.</p> <p>Object. Require Seller to confirm that (i) it is maintaining the ingress/egress/parking easement areas, (ii) whether the Seller maintains any Identification Signs and if so, whether the owner of Parcel 2 uses the sign and is current in its payment of its maintenance obligations with respect to the sign.</p>
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This easement benefits Curtiss Wright and we object to this easement.

37. Will Rohrman have ingress/egress rights to use the Lot 1 access to Kennicott? Does the existing easement in this area give the Rohrman lots (both the two proposed Lexus lots and the existing Nissan lot) rights to access Kennicott via the Lot 1 drive aisle connection? Please see condition #5 of Ordinance #05-065, which required certain easements in this location to be established. It appears these easements may not have been established.

Response by Ridgeline: Ridgeline Property Group and the Rohrman Family Ridgeline are evaluating and discussing all easements and existing & new connections to conform with the PUD. Easements subject to change to fit the new development. Seller and Buyer are negotiating access easements and CC&Rs concurrently with Village review.

38. Is a new access easement needed to accommodate for the existing connection between the Nissan site and the proposed Ridgeline Lot 1? The Plat of Survey does not appear to show this connection within an easement.

Response by Ridgeline: Ridgeline Property Group and Rohrman Family are evaluating and discussing all easements and existing & new connections to conform with the PUD. Easements subject to change to fit the new development. Seller and Buyer are negotiating access easements and CC&Rs concurrently with Village review.

Landscape Comments:

Ridgeline Distribution Center:

1. The ends of all parking rows must include a 4-inch caliper shade tree. For a double island two trees must be provided.

Response: The preliminary landscaping plan has been revised to address this comment.

2. Provide additional landscaping along the north property line. The landscaping should consist of a mix of evergreen trees. Overall, the landscaping is minimal along the shared property line. Evergreen trees should be incorporated in order to buffer the loading area from the north.

Response: The preliminary landscaping plan has been revised to address this comment.

3. Provide additional landscaping along Dundee Road. It is recommended that an abundance of landscaping be provided in the island south of building #2 in order to screen the loading area/bays. The landscaping should be comprised of a mix of evergreens.

Response: The preliminary landscaping plan has been revised to address this comment.

4. Increase the size of the proposed 1.5-inch caliper shade trees. The shade trees should be a minimum of 2.5 inches and the trees within the landscape islands must be a minimum of 4-inch caliper.

Response: The preliminary landscaping plan has been revised to address this comment.

5. Overall, the proposed landscaping is minimal. It is recommended that additional landscaping be provided throughout the site. Incorporate additional trees throughout the site. In addition, increase the size of the plant material. The shrubs along Wilke Road must be a minimum of 3 feet high at time of installation.

Response: The preliminary landscaping plan has been revised to address this comment.

6. All mechanical units must be fully screened. Please show all transformers/utilities on the landscape plan and provide landscaping in order to screen.

Response: Once the transformers/utility locations are known (during final engineering), the final landscaping plan can be revised to address this comment.

7. A tree fee of \$4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.

Response: Understood. This will be calculated during final engineering.

8. As more detailed plans are provided additional comments may be forthcoming.

Response: Understood.

Lexus Site:

9. The ends of all parking rows must include an island with a 4-inch caliper shade tree. Please incorporate an island adjacent to the building near the southeast corner.

Response by Lexus project team representative: Plans have been revised to require 4" caliper trees.

10. Must maintain an 18-inch-high buffer between the parking area and the frontage. Please infill where any landscaping is absent.

Response by Lexus project team representative: No additional parking is being proposed along any frontage on lots 2 or 3. Ownership of lots 2 and 3 requests that existing landscaping be continued.

11. The shade trees within the landscape islands at the ends of the parking rows must be a minimum of 4-inch caliper. Please increase the size of the proposed trees.

Response by Lexus project team representative: Plans have been revised to require 4" caliper trees.

We appreciate your time and assistance. If you have any questions or require additional information, please do not hesitate to contact me at (847) 551-5300 or jbryant@pinnacle-engr.com.

Best Regards,

PINNACLE ENGINEERING GROUP, LLC



Jana Bryant, PE, CFM
Senior Project Manager