



July 9, 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 W. Dundee Rd., Arlington Heights – Review Letter Response

Arlington Heights, Illinois (Cook County)

PEG Job No.: 2283.00-IL

Dear Sam Hubbard,

Thank you for your comment letter dated May 25th, 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) Curtis Wright legal description
- nine (9) Easement exhibits:
 - Existing Lexus & Nissan Ingress & Egress Easement Exhibit
 - East Ingress & Egress Easement Exhibit
 - Future East Ingress & Egress Easement Exhibit
 - West Ingress & Egress Easement Exhibit
 - Exhibit "C"
- 1 Jump drive with digital copies of the entire submittal

Plan Commission

45. The petitioner's response to comment nos. 11-14, 16-34 and 36-44 are acceptable.
Response: Understood.
46. The petitioner's response to comment no. 15 is acceptable. The proposed relocated storm sewer north of Building 2 has been changes to 36". Double check the proposed manhole diameters (15"?) and verify that the existing manhole at the west connection is large enough to accommodate a 36" sewer at 90-degrees to the existing 36" pipe. This can be addressed at final engineering.
Response: The storm structure sizing will be addressed with the final engineering plans for permitting.
47. There is a meter pit on the northwest corner of the property that is not currently being utilized that needs to be disconnected from the Villages Water System.
Response: The meter pit has been referenced on sheet C-4 to be removed.

48. The Add the following note to the Demolition Notes on Sheet C-3 and to the Utility Notes on Sheet C-15: "Coordinate all water main shut downs with Village Staff at least fourth-eight hours (48-hrs) in advance."

Response: We have added the note to all demolition sheets (demolition note number 16) and utility sheets (utility note number 15).

Response by Lexus project team representative (JCA): This note has been added to sheet C1.0 of the JCA site plans.

49. The existing ingress/egress access from Kennicott Ave is shown to have asphalt mill and repave with 1 ½" asphalt. The existing pavement has signs of subbase failure, additional improvements will be needed to the access. This can be addressed at final engineering.

Response: With regard to the existing ingress/egress access from Kennicott Ave., we now call for full depth pavement removal on the demolition plans, and proposed fire lane asphalt pavement on the site plans. If the Village will allow for areas to be full depth patches in the area with subbase failure, that would be preferred, but we will address this during final engineering with the Village.

Traffic:

50. The petitioner's response to comment no. 35 is noted. Confirm that the ITE based estimated truck trip generation values substantially comply with known trip generation values based on other existing facilities owned by the proposed un-named tenant.

Response by KLOA: The assumed 20% of total traffic will be truck traffic is higher than what ITE recommends and should be representative of the number of trucks that will be generated by this type of development. Furthermore and as discussed in the revised traffic study, the truck estimates are consistent with the results of the two trip generation surveys that KLOA has previously conducted at similar developments.

Preliminary Plat of Subdivision:

51. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following items are incomplete:
- a) Checklist item 5, provide the description and location of all survey monuments, existing and to be erected, in the area of the proposed subdivision.
 - b) Checklist item 6, the boundary lines of the proposed subdivision are difficult to identify with the multiple line types and easements. Provide clarification to clearly show the proposed boundaries of the three proposed lots.
 - c) Checklist item 11, the locations and dimensions of easements (existing, proposed, to be vacated) should be clarified as it is difficult to identify with the similarities in the line types. Provide clarification by adjusting the line types and shading to differentiate between the easements.
 - i. Confirm the document number for the Public Utility Easement Doc. 1007631040 off of Wilke Rd to be vacated. The Topographic Survey provided by Vanderstappen Surveying references 10078631040.
 - ii. The existing final plat shows that the 15 ft Public Utility Easement for the sanitary sewer line that runs southwest from Wilke Rd ends at the structure, and that the sanitary sewer service that runs from this structure northeast to the Lexus building is private. The preliminary plat shows that this northeast section of sanitary sewer is located within the easement. Verify the location of the easement.

- d) Checklist item 12, show the location and dimensions of all building setback lines in the proposed subdivision.
- e) Checklist item 13, provided the names and addresses of the owners of the land proposed to be subdivided.

Response:

- a) **The description and location of all survey monuments have been added.**
- b) **The plat has been revised to clarify this better.**
- c) **i. The document number referenced is correct. The previous survey done for the site had the correct number, the more recent survey of the site contains an extra number in the document number.**
ii. The location of the easement was verified and the plan revised accordingly.
- d) **They are shown and labeled, existing shown labeled with distance.**
- e) **The names and addresses of the owners of the land proposed to be subdivided have been added.**

52. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.

Response: This has been updated within the Owners Certificate on page 2 of the preliminary plat of subdivision.

Arlington Heights Fire Department- Round 2

General Comments:

1. Please provide a clearer location of the hydrants. The hydrants on the utility plan show hydrants on the north and east side of the project. What appears to be other hydrants don't match the legend and are not labeled like hydrants 1-7.

Response: All 13 proposed fire hydrants are now labeled and use the same symbol as that shown in the legend.

Arlington Heights Police Department-Round 2

General Comments:

1. Character of use: Nothing further.

Response: Understood.

2. Are lighting requirements adequate? Nothing further.

Response: Understood.

3. Present traffic problems? Nothing further.

Response: Understood.

4. Traffic accidents at particular location? Nothing further.

Response: Understood.

5. Traffic problems that may be created by the development. Nothing further.

Response: Understood.

6. General comments: Nothing further.

Response: Understood.

Health Service Department

1. No comments at this time.

Planning & Community Development:

General:

39. The response to the following comments is acceptable: #9, #12, #14, #16, #17, #19, #20, #22, #23, #25, #32.
Response: Understood.
40. The response to comment 7f is noted. While it is understood that landscape islands are being omitted to maximize the number of parking stalls, a response to the specific justification criteria is required. See #41 below.
Response by Lexus project team representative (JCA): A landscaped island has been added to the only location in the new parking area that did not meet the requirements.
41. The response to comment #8 is not acceptable. The previously granted landscape island variation and tandem parking variation were specific to the previous work that was done on the property. The proposed project involves new areas of tandem parking and new areas where landscape islands have been omitted. Therefore, justification for these newly requested variation must be provided. For each of the two requested variations, please provide a written response to each of the four criteria for approval.
Response by Lexus project team representative (JCA): As mentioned above, a landscape island has been added in the new parking area at the one required location.
Tandem parking is being requested because Rohrman Auto Group is eliminating significant areas of tandem parking/vehicle storage for the benefit of the new development. This is the most efficient way to display vehicles from a marketing standpoint. It allows dealers to place similar vehicles with minor differences such as color adjacent to one another. This provides the most efficient configuration for sales comparison in addition to efficient use of vehicle storage areas.
42. The response to comment #10 is incomplete. A legal description for the Arens Control/Curtiss Wright lot and the Nissan lot must be provided. An electronic copy, in Microsoft Word format, of the legal description for both of those properties must be provided. An electronic copy, in Word format, must also be provided for the four existing lots within the Bob Rohrmans Arlington Heights Auto Mall Subdivision.
Response: The legal description for the Arens Control/Curtiss Wright lot and the Nissan have been provided. The requested word files are included on the files on the jump drive.
43. The response to comment #11 is noted. Given the overall PUD plan, shared access to certain drive aisle is critical to the success of the PUD. Please reach out to the property owner of the Arens Control/Curtiss Wright site to understand any potential concerns they have with the proposed development and specifically in relation to the easements where they are the beneficiaries.
Response by Ridgeline: Ridgeline reached out to the owner of Arens Control/Curtiss Wright, Link (BREIT), to discuss the proposed development and existing easements. Link is aware and is in support of the proposed industrial development. There are two easements in which Link is the beneficiary: 1.) Doc. #00266841 and 2.) Doc. #00364848. Easement, Doc. #00266841 gives Link ingress/egress access to and from Ridgeline Lot 1 and Kennicott Drive. Ridgeline does not object to this easement and thus okay with the existing easement – no modifications necessary. Easement Doc. #00364848 gives the beneficiary, Link, ingress/egress, and parking rights for Ridgeline Lot 1. Ridgeline engaged a specialized land use law firm, Liston & Tsantilis, to assist in the discussions with Link to modify easement Doc. #00364848. The goal is to vacate the parking easement. However, if Link needs the parking, then Ridgeline and Link will modify the easement to clearly outline the number and location of parking stalls

provided. An exhibit, titled, "Exhibit C," has been provided for Village's review for the modifications to easement Doc. #00364848.

44. The response to comment #13 is noted. Please note that Section 29-209k of Chapter 29 of the Municipal Code requires the submission of the proposed CCR's, to be approved by the Plan Commission, as part of Final Plat of Subdivision review. Additionally, please acknowledge that the requirements of Section 29-205 of Chapter 29 will be addressed after Preliminary Plat of Subdivision approval but prior to submission of a Final Plat for review.
Response by Ridgeline: Ridgeline and Rohrman will modify the CCRs after Preliminary Plat of Subdivision Approval, but before Final Plat review. Section 29-205 refers to installation of survey monuments. It is acknowledged that this will need to occur after Preliminary Plat of Subdivision approval, but prior to submission of a Final Plat for review.
45. The response to comment #15 is noted. Please note that any future area proposed for vehicle fueling, service, or repair couple require an amendment to the PUD and/or additional zoning approvals. Motor Vehicle repair and service is not allowed within the M-1 District.
Response by Ridgeline: Ridgeline notes that if there were to be vehicle fueling, service, or repair, then there would be an amendment to the PUD or additional zoning approvals. While Ridgeline is developing the buildings on a speculative basis, Ridgeline does not anticipate those type of uses for this project.
46. The response to comment #18 is noted. Should the Village recommend approval of this application, a condition of approval would likely be recommended that would require the final proposed location for these elements to be provided at time of Final Plat of Subdivision submission. The locations for these elements shall be internalized and screened to the maximum extent feasible, for review and approval by the Village as part of the Final Plat review. A modified landscape plan may also be required.
Response: Understood.
47. The response to comment #21 is noted. While cross access within all four lots of the Bob Rohrmans Arlington Heights Auto Mall subdivision is required per the PUD and established via a blanket easement (Doc. 092184900.), there does not appear to be cross access allowed through the Arens Control/Curtiss Wright lot.
Response by Ridgeline: This is correct. A cross access easement does not exist on the very north end of the property between Ridgeline and Arens Control/Curtiss Wright. Ridgeline met with Village Staff, Sam Hubbard, on Friday, June 25th, and Sam said we do not need to establish an easement as this is for emergency access only. Thus, we will keep the connection between both lots with no new easements.
48. The response to comment #24 is noted. Staff has concerns that the traffic projections do not adequately capture future traffic generation from the proposed uses on the site and encourages alternative means to estimate future traffic volumes.
Response by KLOA: As discussed in the revised traffic study, the trip generation estimates have been revised to reflect higher traffic projections.
49. The response to comment #26 is noted. Staff notes that a 2017 Warrant Study prepared by KLOA found that a traffic signal in this location would meet warrants.
Response by KLOA: The 2017 Warrant Study assumed a big box anchor retail store that generates significantly higher traffic volumes than the proposed development will generate. As such, even with the revised trip rates, the estimated traffic volumes for the proposed Warehouse/Distribution development will not warrant a traffic signal.

50. The response to comment #27 is noted. The information provided did not include any information on the height of the poles as measures from grade to the top of the fixture. Please review Section 10.2-12.3c of Chapter 28 to ensure light poles comply with spacing standards.

Response: Per the detail on the Ridgeline photometric plan, the height of the pole from the pavement is 27.5', or a 25' pole on top of a 2.5' concrete base.

Response by Lexus project team representative (JCA): The light pole height is 24' from the pavement.

51. The response to comment #28 is noted. Provide a note on the plans with details on the height and materials for the enclosure walls and gate.

Response by Lexus project team representative (JCA): The architect is currently completing this work and will submit it once completed.

52. The response to comment #29 is noted, however, no architectural plans were included with in the documents resubmitted. Remaining square footage within the Lexus Dealership building must be provided. Please see comment #54.

Response by Lexus project team representative (JCA): This information has been included on sheet C2.0 of the JCA site engineering plans.

53. The response to comment #30 is noted. Staff notes that the landscape and engineering plans for the Rohrman site have minor inconsistencies.

Response by Lexus project team representative (JCA): Changes to the landscape plan have been completed and the landscape plan now conforms to the engineering plans.

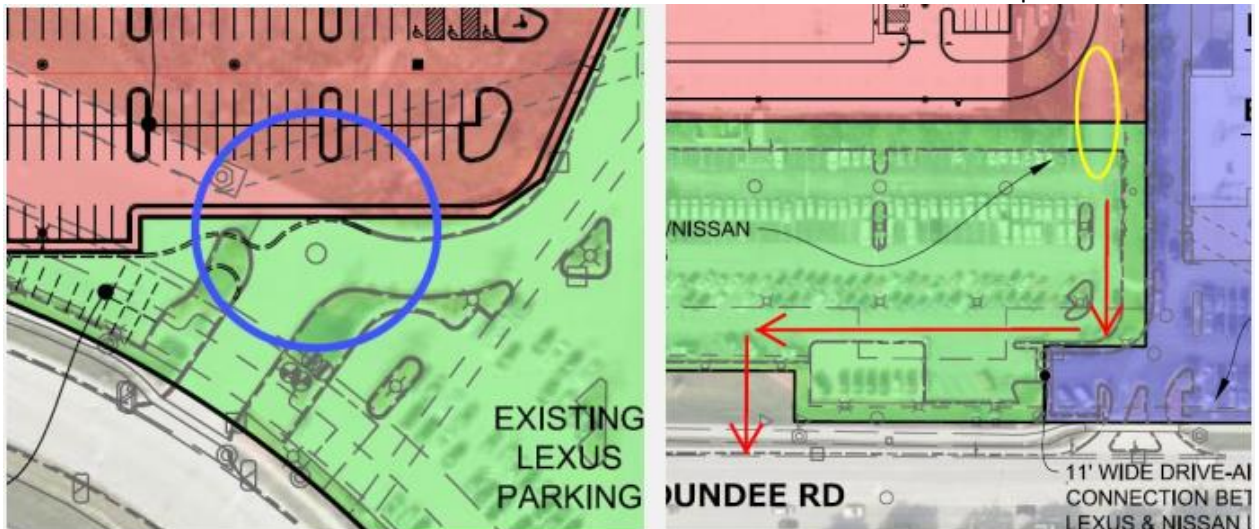
54. The response to comment #31 is not acceptable. Please either provide a detailed and scaled floorplan showing the interior of the remaining spaces within the Lexus building post-demolition, or provide the specific info as highlighted in the table below, which is necessary for the Village to re-calculate the parking requirement.

USE	SF	# of Employees	# of Service Bays	Parking Ratio	Required Parking
Showroom/Sales	Confirmed, thank you.				
Office	Confirmed, thank you.				
Service	Please confirm sq. footage of service area(s).	Please confirm number of employees working in the service area	Confirm number of lifts and bay.		
Parts	Please confirm sq. footage of parts area(s).				
Spa/Health Club	Is total area for "spa" and "health club" 2,366 sq. ft?				
Café	Please confirm sq. footage of cafe area.				
Multi-purpose	Please confirm sq. footage of any multi-purpose room (boardroom? others?)				
Total	Please confirm remaining sq. footage post-demo.				

Please note that elevators/stairs/closets/storage areas can be included within the overall square footage of the Service, Office, Showroom, or Parts portions of the building to which they serve/are accessory to.

Response by Lexus project team representative: This information has been included on sheet C2.0 of the JCA site engineering plans.

55. The response to comment #33 is not acceptable. Staff continues to recommend that passenger vehicle cross access be provided in the location as shown in blue below, which would provide passenger vehicle access at a signalized intersection to the Ridgeline property for safer vehicle movements. Staff continues to recommend a streamlined point of access between the Ridgeline lot and Lexus lot in the location as shown in yellow below, with future cross access to a potential signal as shown in red below. A connection and cross access easement between the Lexus site and the Nissan site should also be provided.



Response by Ridgeline: Ridgeline and the Rohrman Team met with Village Staff on Friday, July 2nd, to discuss the various easements.

Connection Point South of Building 1 and Lexus Dealership

Ridgeline and Rohrman agreed to create the connection proposed by the Village of Arlington Heights. Ridgeline and Rohrman are submitting updated plans to show the connection point between the two lots. Additionally, a cross access easement will be established between the two lots. Please see exhibit titled, "West Ingress & Egress Easement Exhibit."

Connection Point South of Building 2 and Lexus Parking

Ridgeline, Rohrman and The Village of Arlington Heights reached agreement to create a "Future East Ingress & Egress Easement" at the proposed location if there were to be a curb cut and traffic signal constructed between Wilke and Kennicott. Please see the exhibit titled, "Future East Ingress & Egress Easement Exhibit," highlighting a future access easement per the Village's requested location.

56. The response to comment #34 is not acceptable. The location of easements and cross access must be addressed/determined as part of the PUD amendment process. Please provide further information.
Response by Ridgeline: Ridgeline and Rohrman are going to vacate easement, Doc. #0921849002, and have clearly defined access easements between the parties. These access easements are outlined on the subdivision of plat and are provided as exhibits with the submittal.

The following Easement Exhibits are provided for Village review:

- 1.) **West Ingress & Egress Easement Exhibit:** This access easement grants only car access to and from Building 1 (Ridgeline Lot 1) via the Lexus property from Wilke Road.

- 2.) **Future East Ingress & Egress Easement Exhibit:** This access easement grants only car access to and from Building 2 (Ridgeline Lot 1) via the Lexus parking lot if a traffic signal were to be constructed between Wilke Road and Kennicott Road.
- 3.) **Existing East Ingress & Egress Easement Exhibit:** This access easement will grant only car access to and from Building 2 (Ridgeline Lot 1) via the Nissan Dealership Lot so only cars can access the Right-In and Right-Out to Dundee.
- 4.) **Existing Lexus & Nissan Ingress & Egress Easement Exhibit:** This access easement will grant access between the Lexus and Nissan dealerships at the existing connection point.
57. The response to comment #35 is noted. It appears that this easement will need to be amended, which must be addressed as part the PUD amendment process. If this easement does not need to be amended and will remain, the blanket easement should be identified on the Plat of Subdivision.
Response by Ridgeline: Per the response to #56, easement Doc. #0921849002 will be vacated and thus will not show on the Plat of Subdivision.
58. The response to comment #36 is not acceptable. Staff disagrees that document #00266841 is to the benefit of Ridgeline/Rorhman. Please reevaluate this easement as the legal description for "Parcel 2" (the beneficiary) appears to be describing the Arens Control/Curtiss Wright lot. Furthermore, the response states that you object to easement established via document #00364848. What does this mean? It appears that this easement will need to be amended to allow the Ridgeline development. Coordination with the beneficiary of this easement will be required. This must be addressed as part of the PUD amendment.
Response by Ridgeline: After further review of the documents, Ridgeline agrees with Village Staff that the beneficiary of the easement is the Arens Control/Curtiss Wright lot. To clarify the initial response, the "objection" means Ridgeline is trying to vacate the easement and thus Ridgeline engaged Liston and Tsantilis to coordinate with the beneficiary of the easement, Link, to vacate easement Doc. #00364848. Ridgeline is currently having conversations with Link, the owner of the Arens Control/Curtiss Wright property, to either modify or eliminate easement Doc. #00364848. If Link needs the additional parking, Ridgeline provided an Easement Exhibit, titled, "Exhibit C" that shows the proposed parking for Arens Control/Curtiss Wright.
59. The response to comments response to comments #37 and #38 is not acceptable. Access and easements must be addressed as part of the PUD amendment and Preliminary Plat of Subdivision approval process. It does not appear that Ridgeline has cross access rights through the Nissan site although a physical connection is shown.
Response by Ridgeline:
Revised Comments to #37
Ridgeline spoke with Rohrman to see if Rohrman needs ingress/egress access to Kennicott via the proposed Ridgeline Lot 1. Rohrman does not need ingress/egress access to Kennicott and thus there will be no access easements created or recorded.

Revised Comments to #38:
Ridgeline and Rohrman met with Village Staff (Charles Perkins and Sam Hubbard) to discuss the access between Ridgeline Lot 1 and Nissan Lot. Ridgeline and Rohrman will create an access easement between Ridgeline Lot 1 and the Nissan Lot so cars can access the right-in/right-out to Dundee from the Building 2 of Ridgeline Lot 1. There is an exhibit titled, "Existing East Ingress & Egress Easement Exhibit,"

– granting car access to and from Building 2 (Ridgeline Lot 1) via the Nissan Dealership lot so only cars can access the right-in/right-out to Dundee.

Plat of Subdivision:

60. The number of dashed lines on the Plat are hard to follow. Please explore alternative means of depicting these items for clarity (reduce/increase line weight, add hatching, etc.). Please increase the weight of the proposed interior lot lines for clarity.
Response: The Plat has been adjusted for clarity.
61. Existing building setback lines shown on the Plat of Subdivision that were established from a previously recorded Plat of Subdivision document should be removed as they will no longer be applicable since the proposed subdivision will establish new lot lines and new required setbacks.
Response: The Plat has been revised as requested.
62. Per Chapter 29, Section 29-201b.12, newly established required setback lines must be shown on the proposed / plat, which shall be based on the required setbacks (front, side, exterior side, rear) for each newly proposed lot as per the zoning district setback requirements and configuration of each lot.
Response: Only the front setback is required and has been shown.
63. Chapter 29, Section 29-201b.6 requires a statement of the total land areas encompassed within the subdivision.
Response: The table has been added.
64. Please provide the information as required in Section 29-201b.13.
Response: The information as required by that section has been added to the Plat.
65. The Plat of Subdivision notes that Document #00266841 is to the benefit of Lot 2 in Bob Rohrmans Subdivision. Please reevaluate this (see comment #58).
Response: The current document referenced only is to the benefit of the Curtis Wright property only and not the Nissan property. The proposed easement is placed to add the Nissan property as additionally benefitted.

Planning & Community Development:

Landscape Comments:

Ridgeline Distribution Center:

1. Please increase the size of the evergreen trees so that they are 6-8 feet high at time of installation. The code required screen adjacent to the parking areas must be a minimum of 3 feet high at time of installation.
Response: The landscape plans have been adjusted to note this requirement.
2. Provide an additional 15 evergreen trees along the north property line adjacent to the loading area in order to buffer the area from the north.
Response: The landscape plans have been adjusted to address this comment.
3. Provide 18 additional evergreen trees I the island south of building #2 and along the west property line adjacent to Lexus in order to screen the loading area/bays from Dundee Road.
Response: The landscape plans have been adjusted to address this comment.

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



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