

## **Memorandum**

To: Sam Hubbard, Planning and Community Development  
From: Cris Papierniak, Assistant Director of Public Works  
Date: July 21, 2021  
Subject: 1100, 1400, 1510-1530 W Dundee, PC #21-009 Round 3

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With regard the proposed construction, PW has the following comments:

PW has no further comments

C. file

**PLAN COMMISSION PC #21-009**  
**Ridgeline Distribution Center**  
**1100, 1400 W. Dundee Rd. and 1500-1530 W. Dundee Rd**  
**Round 3**

53. The petitioner's response to comment nos. 45-50, and 51 a, b, c (i) and d and e are acceptable.
54. The petitioner's response to comment no. 51, item c (ii) is not acceptable. The Village will not accept maintenance of the private utility line for the existing Lexus building. Establishing a private utility easement would be acceptable.

  
Michael L. Pagones, P.E.      Date 7/20/21  
Village Engineer



# Planning & Community Development Dept. Review

July 22, 2021



## REVIEW ROUND 3

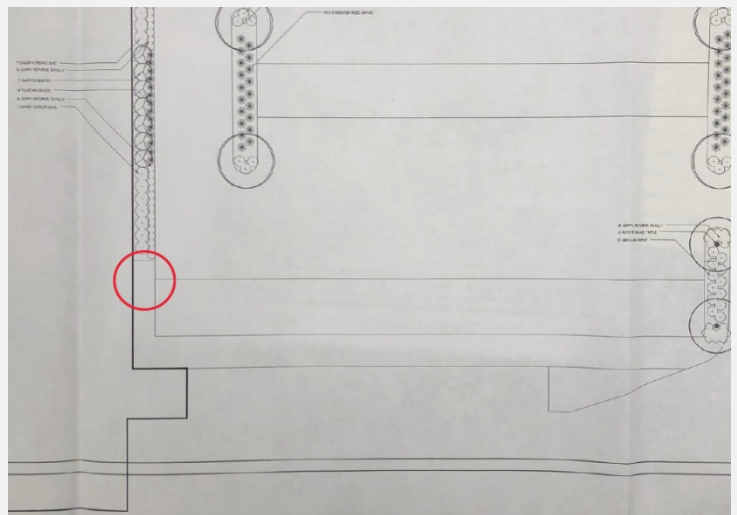
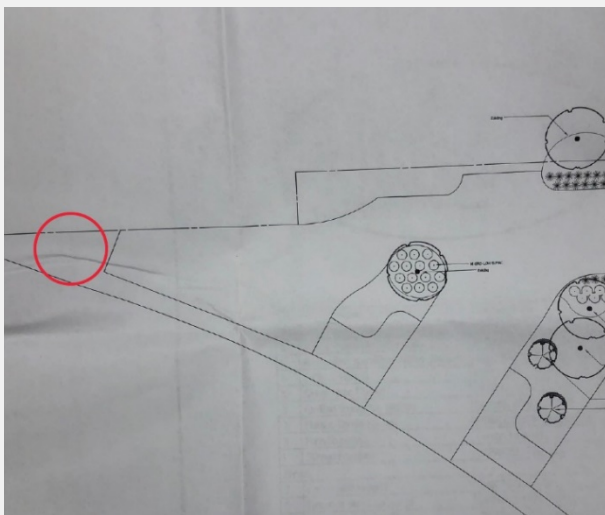
Project: Ridgeline/Rohrman Redevelopment

Case Number: PC 21-009

### General:

66) The response to the following comments is acceptable: #39, #46, #47, #49, and #60.

67) The response to comment 40 is not acceptable. Shade trees are required at the ends of all parking rows. Shade trees are missing in the following locations. Either incorporate the required shade trees or request a variation and provide the required written justification, which includes **a response to each of the 4 approval criteria.**



68) The response to comment #41 is noted. Please provide the response within the following framework, addressing each criteria individually.

### Standards for Variation approval:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **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.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

69) The response to comment #42 is noted. Please double check the legal description provided for the Nissan lot; staff has noted the following errors and questions the accuracy of the legal description:

- **The address for the Nissan lot is incorrect.**
- **The PIN # provided for the Nissan lot does not exist.**
- **The square footage for the lot does not match the square footage as shown on the recorded Final Plat of Subdivision.**



- 70) The response to comment #43 is noted. Staff has verified that the Curtiss Wright property contains sufficient parking to conform to code requirements as existing and without the need for the overflow area as identified within and provided by the easement on the Ridgeline Lot.

However, Doc. 00364848 does not give the owner of the Ridgeline lot the rights to improve the easement area as proposed. While it is understood that Ridgeline is negotiating vacation of the easement or the reduction of the easement with permission to improve the area as proposed, unless said change or vacation is executed, the beneficiary of the easement has the legal authority to block the improvements as proposed by Ridgeline. Please provide a conceptual plan that outlines how the Ridgeline site would be redesigned to avoid modifications to the easement area should the beneficiary of that easement object to the proposed site improvements. Alternatively, Ridgeline can provide an executed easement vacation or an executed revised easement document that grants permission for the improvements as proposed. To maximize the parking supply on the Ridgeline lot, it is recommended that this easement be vacated as opposed to reduced in size.

- 71) The response to comment #41 is acceptable. As a condition of approval, the applicable CCR's shall be amended to provide for adequate maintenance shared elements (utilities, stormwater infrastructure, etc.) and appropriate ingress/egress easements shall be established, which shall be at the discretion of the Village.

- 72) The response to comment #48 is noted. Based on the revised KLOA study, the following comments have been generated:

- a. Please double check the Capacity Analysis results, which on certain movements appear to indicate improvement in the level of delay within the year 2027 Projected Conditions in comparison to existing conditions. Why would these movements decrease in delay given 5 years of regional growth factor increase plus the increase in traffic attributed to this development?
- b. Does the capacity analysis and delay timing take into consideration that 20% of the new vehicles will be trucks, which need additional space for stacking and are slower to complete turning movements? Particularly in regards to the evening EB left turn movements at the Dundee/Wilke intersection and the evening EB left turn movements at the Dundee/Kennicott intersection.
- c. Would IDOT require revised striping to accommodate for the increased stacking capacity projected as necessary for the evening EB left turn movements at the Dundee/Kennicott intersection?
- d. The traffic study does not address the newly proposed passenger vehicle access from the Ridgeline lot to the Rohrman signalized intersection along Wilke Road.
- e. Parking should be evaluated based on a breakdown of 10% of the development used as office related uses and the remaining 90% used as warehouse uses.

- 73) The response to comment #50 is noted. Future building permit plans for the Rohrman parking lot improvements must include a detail of the light pole, which shall depict the pole to be 24' from grade to the top of the light fixture.

- 74) The response to comment #51 is noted. Enclosure shall not exceed 6' in height, or a future variation will be required.

- 75) The response to comment #54 is not acceptable. As outlined in the comment #54 and as discussed during the meeting on July 2<sup>nd</sup>, the info provided within the table on sheet C2.0 is not sufficient and lacks the detail necessary to calculate the parking for the Lexus Dealership upon demolition Honeywell building. Please provide the highlighted information as outlined in comment #54. Please be sure the format and information is as shown in the table in #54.

- 76) The response to comment #55 is noted. While the general location of the West Ingress & Egress Easement is acceptable, staff has concerns relative to the geometry/configuration of the intersection between the Rohrman/Ridgeline properties. Please evaluate adjustments to the connection point (wider and shifted to the east) and parking areas/drive aisles on the Ridgeline lot for a more streamlined connection between the two properties. Additionally, the Future East Ingress & Egress Easement should be extended up through the Ridgeline site and out to Kennicott Avenue to allow lots 2 and 3 access to Kennicott Avenue. Finally, please note that the

extent and layout of both easements will need to be refined as part of the Final Plat approval process. However, the general location as depicted in both exhibits is acceptable. Finally, please note that implementation of the Future East Ingress & Egress Easement will be required, at the discretion of the Village, should any connection to Dundee Road at the western terminus of the easement be implemented (i.e. a full access non-signalized curb cut,  $\frac{3}{4}$  access curb cut, right-in/right-out curb cut, or a full access signalized curb cut).

77) The response to comment #56 is noted. Staff recommends that the "Existing Lexus & Nissan Ingress & Egress Easement" be a blanket easement across the entirety of Lot 2 and 3 in the proposed 1<sup>st</sup> Amendment to the Bob Rohrman Arlington Heights Auto Mall Subdivision which shall be to the benefit of the Nissan lot, and a blanket easement across the entirety of the Nissan lot for the benefit of Lot 2 and 3 in the proposed 1<sup>st</sup> Amendment to the Bob Rohrman Arlington Heights Auto Mall Subdivision. This is similar to how the existing ingress/egress easement within the Bob Rohrman Arlington Heights Auto Mall Subdivision is established. The defined easement area shown in the "Existing Lexus & Nissan Ingress & Egress Easement" doesn't allow access to anywhere of substance and does not fully encompass the Right-In/Right-Out on the Nissan lot.

It should also be noted that Doc. 0921849003 will need to be revised and/or vacated with new shared maintenance established (unless the existing shared maintenance as defined within the exhibit is sufficient?). As referenced above, this document grants blanket access across all lots within the Bob Rohrman Arlington Heights Auto Mall Subdivision (which corresponds to all lots within the proposed the 1<sup>st</sup> Amendment to Bob Rohrman Arlington Heights Auto Mall Subdivision). It is the Village understanding that only certain shared access is to be established between the Ridgeline and Rohrman lots, as opposed to the existing blanket access currently established via Doc. 0921849003. To reiterate, the four easements proposed are generally acceptable but will need to be further refined as part of the Final Plat of Subdivision approval process.

78) The response to comment #57 is noted. As noted above, Doc. 0921849003 also establishes a blanket easement for access across all lots within the proposed subdivision.

79) The response to comment #58 is noted. Please see #70.

80) The response to comment #59 is noted. Staff agrees that Lot 2 does not need access to Kennicott through the Ridgeline lot. However the Plat shows a new easement to be established over Doc. 00266841, for the benefit of Lot 2, which provides access to Kennicott. Please clarify the need for this or remove it from the Plat. As stated above, Lots 2 and 3 within the proposed subdivision should have access to Kennicott via a revised Future East Ingress & Egress Easement document.

81) The response to comment #62 is not acceptable. For Lot 1, which shall be rezoned into the M-1 District, the setbacks are as follow and must be added to the Plat:

- a. Front Yard Setback (west side): 50' – already shown on Plat.
- b. Side Yard Setback (north side and south side): 50'
- c. Rear Yard Setback (west side): 30'

Setback lines for Lots 2 and 3 can be removed as they will be within the B-3 District which requires no setbacks for those lots.

82) The response to comment #65 is not understood. Please see #80 above.

83) Please ensure all plan revisions include a revision date. The most recent revisions to the many of the plans did not include a new revision date.

84) Recent documents provided by Rohrman depict a different parking lot layout and building demolition for the Honeywell building in comparison to the plans submitted as part of this application. Please clarify and modify the plans accordingly as applicable.

Prepared by:



1100, 1400 W Dundee & 1500-1530 W. Dundee Road  
PC 21-009  
July 21, 2021

### **Landscape Comments**

#### **Ridgeline Distribution Center**

- 1) There are six parking islands where the code required shade trees must be provided. Please include 4-inch caliper shade trees in the four islands located west of the Lexus building and south of building one. In addition, provide a shade tree at the southeast corner of building 2 (Chapter 28, Section 6.15).
- 2) Per the comments on June 4, additional evergreen trees have been provided; however, please rearrange the evergreen trees along the north property line in the northwest corner so that they fully screen the loading area from Wilke Road. Please see the attached sketch. Also, please locate the evergreens along the north property line so that they buffer the loading area from the existing buildings to the north. As proposed the evergreen trees are located adjacent to a retention basin. Please increase the size of the evergreens so that they are a minimum of 6 feet high at time of installation.
- 3) Per the comments on June 4, additional evergreen trees have been provided; however, please rearrange the evergreen trees so that they fully screen the loading area from Dundee Road. Please see the attached sketch. Please increase the size of the evergreens so that they are a minimum of 6 feet high at time of installation.

#### **Lexus**

- 4) Please include the code required shade trees (4 inch caliper) in the island located in the west corner adjacent to the entry/drive aisle and in the island located near the southeast corner of the building (Chapter 28, Section 6.15).







