

**PLAN COMMISSION PC #21-022**  
**BMO Bank SUP**  
**630 W Northwest Highway**  
**Round 2**

***CivWorks Response in Bold Italics dated 01-31-2022***

29. The petitioner's response to comment nos. 11, 12, 15, 16, 17, 19, 21, 24, and 28 are acceptable.  
***So noted.***
30. The petitioner's response to comment nos. 13 and 14 is noted. The proposed methodology only captures 1,287 CF of the required 10,455 CF of storage. The Village is aware of the constraints of the site; however, the petitioner shall consider other alternatives for underground detention to provide additional storage, for example a shallow box culvert. This area is tributary to the combined sewer area, the Village is sensitive to storm water entering a combined system. The restrictor detail is not acceptable. Attached is an outlet control structure that would be acceptable to the Village.  
***So noted. The storm sewer and detention design is still being coordinated with the Village engineering department and will be finalized during the permit stage.***
31. The petitioner's response to comment no. 18 is noted. The pit for the water main connection will impact both westbound lanes of Euclid Ave, the sanitary sewer connection will require a lane closure, and the storm sewer connection on Northwest Highway will also require a lane closure. A traffic control plan shall be provided for all necessary lane closures.  
***So noted. A traffic control plan will be provided as needed for the required connections.***
32. The petitioner's response to comment no. 20 is noted. Additional exhibits shall be provided showing access to the site from westbound Northwest Highway and entering the site from Euclid Avenue. Access off Euclid Avenue will require the responding vehicle to travel over the 3" rumble median. Staff will review internally with the Fire Department to verify that this is acceptable. In the event modifications to the 3" rumble median are required by the Fire Department, this can be addressed at permit.  
***The requested additional truck turn exhibit is enclosed for review.***
33. The petitioner's response to comment no. 22 is noted. In reference to the picture below, the adjacent concrete parking lot is flush with the existing asphalt adjacent to the building. A section of the curb will be adjacent to the edge of the concrete parking lot will not be at the same elevation. Although the drainage of the adjacent parking lot is not impacted, the use of the adjacent lot is of concern, particularly if snow is covering the curb and a vehicle is unaware that there is an elevation difference and could drive over the curb. Modifications may be needed for this area to ensure the neighboring property is not negatively impacted. The petitioner should consider coordinating with the adjacent parcel and constructing a curb adjacent to the concrete parking lot.



**Note that the grading in this area has been adjusted so that the pavement elevation on our site matches the pavement elevation on the adjoining parcel. This will create a situation where the curb will be raised and act as a barrier between the two properties. There is no longer a danger of someone not realizing there is an elevation difference and driving over the curb.**

34. The petitioner's response to comment no. 23 is noted.
- a) Shall meet Public Rights-of-Way Accessibility Guidelines (PROWAG). Add a note to the plans.  
**Note #10 has been added to Sheet C3.0 indicating this requirement.**
  - b) Shall be 8" thick through the driveways. Update the sidewalk detail on sheet C6.2.  
**The sidewalk detail on Sheet C6.2 has been updated to show the 8" thick requirement.**
  - c) In the event a stop sign is proposed, detectable warning panels will be required. Detectable warning panels are shown at all entrances, including the entrance only and at locations without a stop sign. Detectable warning panels will only be required at the entrance only and right turn only off of Northwest Highway that is not currently shown under stop control if required by IDOT.  
**A stop sign is included at the access to Euclid, therefore detectable warnings have been added to the ramps. Though the access points on Northwest Highway do not have stop signs, IDOT will require that detectable warnings be included on the ramps.**
  - d) Details of all ADA ramps including the onsite ramp near the handicap accessible parking stall shall be provided. This can be addressed at permit.  
**So noted. The required details will be included in the permit set.**
  - e) Additional sidewalk in the public right-of-way beyond the limits shown on the plans may be required to meet PROWAG, or if the existing condition of the sidewalk at the limits of construction is not acceptable. This can be addressed at permit and during construction.  
**So noted.**
  - f) The general note on sheet C3.0 references Forest Ave. Revise the note accordingly.  
**The general note has been revised as required.**
  - g) The sidewalk shall carry through all entrances and exits, with the curb stopping on either side of the sidewalk. This can be addressed at permit.  
**So noted. This will be addressed at permit.**

#### Public Works

35. The petitioner's response to comment no. 25 is noted.
- a) Show location of the existing water and sanitary sewer service. If disconnection of the service will require a lane closure, provide a traffic control plan.
  - b) Add a note to the plans that the existing water and sanitary sewer services shall be disconnected at the Village mains. The Public Works Department shall be notified a minimum of 48 hours in advance.  
**A note has been added to Sheet C2.1 indicating these requirements. Note that we are in the process of investigating the locations of the existing service lines and will incorporate the latest available information on the permit set.**
36. The petitioner's response to comment no. 26 is noted. Show the pavement patching and a note to the plans that the pavement shall be patched 2 ft beyond the sawcut for all work, including the proposed utility connections, the abandonment of the existing utility connections, and the curb replacement on Nonhwest Highway and Euclid Avenue. CCHD and IDOT may have additional requirements for the repairs to the pavement.  
**Hatching and a call-out indicating this requirement has been added to Sheet C3.0.**
37. The petitioner's response to comment no. 27 is noted. The landscape plan calls for Ivory Silk Tree Lilac that can grow to 20-25 ft. All plantings on Euclid Ave shall be dwarf in size due to overhead wires.  
**This comment appears to conflict with comment 1 from the planning department below. This comment asks for a dwarf tree to be used while comment 1 below is recommending shade trees. No changes have been made to the plantings on Euclid. While it is true that the specified Ivory Silk Lilac can grow to the height stated above, it will only have a mature width of about 15' or 7.5' from the trunk. These trees are being planted about ten (10) feet away from the centerline of the utility**

*poles (dimension added to plan). As a result, it is very unlikely that they will grow into the overhead wires. If they do, very minimal pruning would be required. Furthermore, this species was chosen because it does not produce a berry or apple that would fall on the adjacent sidewalk and parking lot, staining those surfaces or possibly creating a slipping hazard.*

38. The water service is located under the proposed 24" pipe. This section of pipe shall be water main quality.

*So noted. All crossings and pipe materials shall be resolved on the permit set once the storm design is finalized.*

39. Show the curb adjacent to the sidewalk around the perimeter of the building on the site plan. Curb stops are required because of the vehicle overhang, or widen the sidewalk.

*The sidewalk around the perimeter of the building is intended to be a combination curb and sidewalk per the detail on sheet C6.2. The edge of sidewalk shown is the face of curb. We respectfully disagree that curb stops are required; the proposed sidewalk is 6' wide which would still leave an ADA acceptable 4' clear path of travel assuming a 2' vehicle overhang, therefore curb stops are not necessary.*


#### Traffic

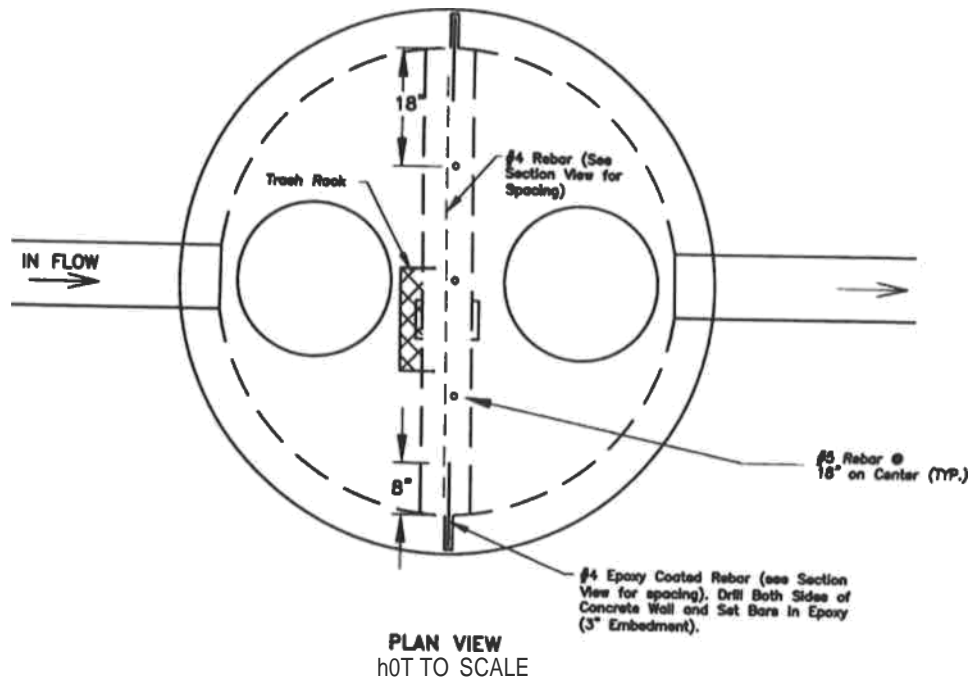
40. Two-way traffic is allowed in the 24 ft drive aisle to the east of the building for the vehicles entering the site off of Euclid Ave. The drive aisle narrows near the handicap accessible parking stall and the adjacent stall just off of Northwest Highway. A vehicle trying to access the stall off of Northwest Highway from Euclid Ave could be in conflict with a vehicle entering the site off of Northwest Highway due to the reduced width of the drive aisle.

*Pursuant to prior discussions we have relocated the southernmost parking space to the northwest corner of the building in order to lengthen the distance at the entrance off Northwest Highway as much as possible to mitigate any potential traffic conflicts at this location.*

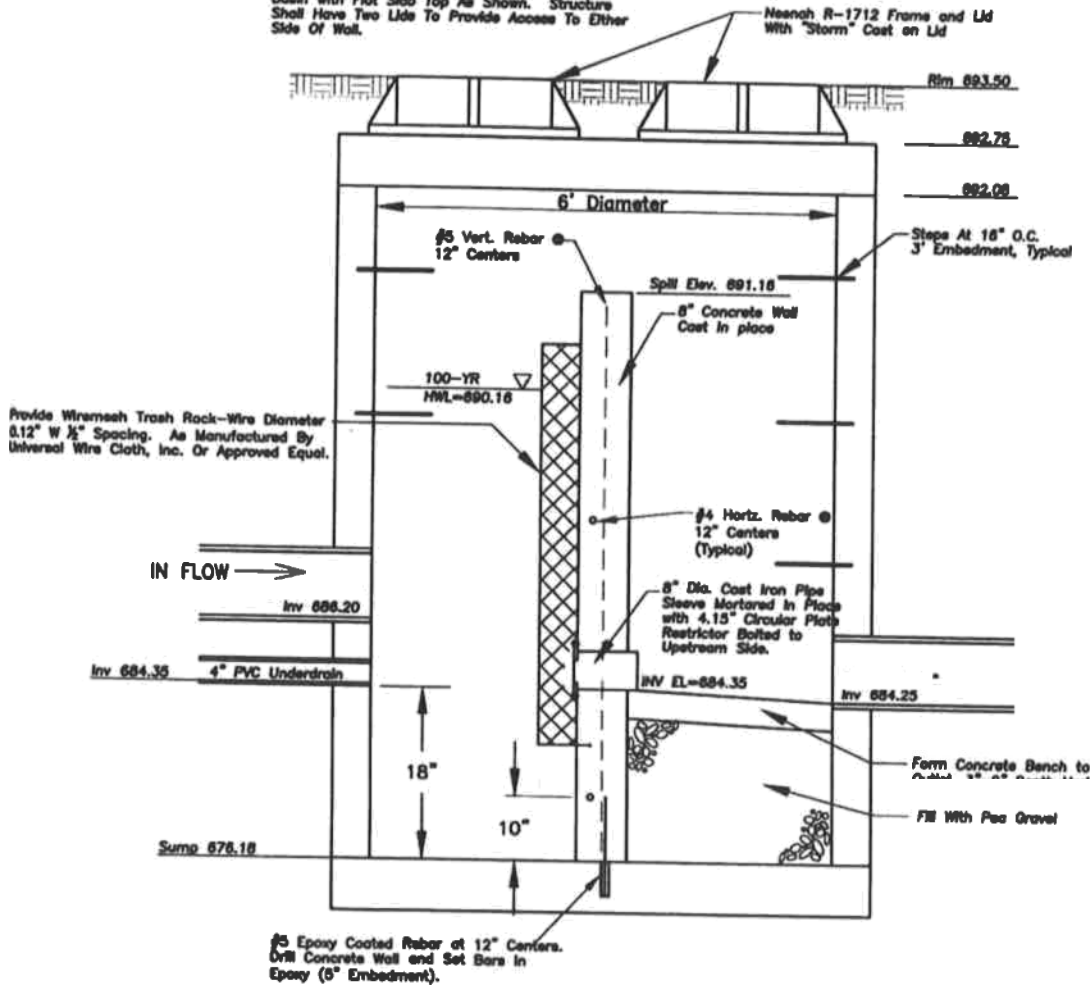
41. Add pavement striping at the entrance and exit off of Northwest Highway.

*Pavement striping has been added as requested.*

  
Michael L. Pagomps, P.E.      1/6/22  
Village Engineer      Date



Note:  
Structure Shall Be Modified 6' Diameter Catch Basin with Flat Slab Top As Shown. Structure Shall Have Two Lids To Provide Access To Either Side Of Wall.



## OUTLET CONTROL STRUCTURE

# Planning & Community Development Dept. Review

December 20, 2021



## REVIEW ROUND 2

Project: BMO Bank  
630 W Northwest Highway

Case Number: PC 21-022

**General:**

1. The written response to Special Use Permit criteria is acceptable.
2. The written response to Zoning Code Variation Criteria is acceptable.

**Traffic Study:**

3. The provided study is acceptable.

Prepared by:

A handwritten signature in black ink, appearing to be "John [unclear]".

BMO Bank  
630 W. Northwest Highway  
PC #21-022  
December 20, 2021

### **Landscape Comments**

1. Along Euclid Avenue it is recommended that the three ornamental trees be replaced with three shade trees.  
***No changes have been made. See response to comment 37 above.***
2. Along Euclid Avenue and Northwest Highway consider substituting the proposed Junipers and Yews with a more salt/drought tolerant shrub.  
***We have revised the plantings along Euclid Avenue replacing the Sea Green Junipers with a Sunrise Forsythia which are very tolerant of salt spray and roadside conditions. They are also tolerant of dry soils and drought conditions. We have replaced the Yew foundation plantings the front the Northwest Highway with a Sargent Juniper which have a higher tolerance for salty soil conditions than the Chinese Juniper varieties.***