


## Memorandum

**Date:** 23 October 2023

**Re:** Arlington Gateway Development  
Response to VAH Department Comments received 06 October 2023

**Case #:** PC 23-012

**To:** Sam Hubbard, VAH

**From:** Thomas Roszak  


Thank you for your careful review of our project drawings. We have reviewed the department comments and suggestions below and offer our responses underneath for each item;

### Building & Life Safety:

#	COMMENT	RESPONSE
	The information provided is conceptual only and subject to a formal plan review. The following comments apply to all new mixed-use retail and residential buildings shown on the submittal.	<i>Noted</i>
1	Drawings produced by an Illinois licensed architect are required for permit submittal. The plans are not stamped and sealed at this review.	<i>Agreed, the drawings will be stamped and sealed by an IL licensed architect for permit submittal.</i>
2	An approved water supply capable of supplying the required fire flow for fire protection shall be provided. The plans do not appear to conform to this requirement	<i>Agreed, It is anticipated that an 8" water service will be required for the building to meet the required fire demand. The exact size of the incoming fire service will be coordinated to meet this requirement with the fire protection designer once they complete their design.</i>
3	Fire pumps, if provided, shall be installed in accordance with the 2018 International Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets. The plans do not appear to conform to this requirement	<i>Agreed, fire pumps will be installed in accordance with the 2018 International Fire Code and NFPA 20 and shall comply with all current code requirements. The proposed fire service will be connected to the proposed watermain located south of the building which will be looped between the existing 12" watermains in Algonquin Road and Arlington Heights Road.</i>
4	Fire department connections (FDC) shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved. In order to verify compliance, please	<i>Please refer to updated drawings. Two fire department connections are proposed on the building. One on the north side of the building near the main entrance, and one on the south side along the shared access drive. A fire hydrant is located approximately 62' from the southern FDC. The proposed north FDC was evaluated for hydrant proximity,</i>

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	provide the proposed location of the FDC and the location of a fire hydrant within 100 feet of the FDC. 2018 IFC 912.2.1 as amended. The plans do not appear to conform to this requirement.	<i>and based on the geometry of the building and locations of the existing public watermain a fire hydrant cannot be located within 100' of the north location. The existing Village watermain along Algonquin Road is located on the north side across that street and running a new public main to the south side of the street for a single hydrant is impractical.</i>
5	A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor. 2018 IFC 903.4.3	<i>Agreed, will be provided by fire protection contractor as separate permit.</i>
6	A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance. The plans do not appear to conform to this requirement.	<i>Agreed, a fire command center room (room 103) measuring a minimum 10 feet by 20 feet is provided in level 1 reception. Please confirm location or provide additional requirements for design team to incorporate into the design.</i>
7	Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space. 2018 IFC 907.5.2.3.1 as amended. The plans do not appear to conform to this requirement.	<i>Agreed, see revised sheets A-100, A201, A511C&amp;D for added visible alarms at both residential entrances in exterior drive aisle. Further alarms will be coordinated at later date with the fire alarm contractor, prior to submittal for permit.</i>
8	A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance. Verify with the Fire Code Official and Fire Department if they should be included at the main entrance if they will be in the fire command center. The plans do not appear to conform to this requirement.	<i>Agreed, see added note inside of Fire Command Center Room 103 on sheet A-501B. Please confirm is this location is acceptable.</i>
9	A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official. (More than one may be required based on the size of the project/building). The plans do not appear to conform to this requirement.	<i>Agreed, refer to revised sheets A-100, A-101, A501B and detail 8/A-300 for Knox Box location adjacent to main entry vestibule.</i>
10	In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements. The plans do not appear to conform to this requirement. Separate permit are required.	<i>Elevators are not part of a means of egress</i>
11	All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department. The plans do not appear to conform to this requirement.	<i>Agreed, to be submitted as part of elevator permitting by elevator contractor</i>
12	If the elevator uses an automatic dialer, the ten-digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have correct address information affiliated with that phone line. The plans do not appear to conform to this requirement.	<i>Agreed, to be submitted as part of elevator permitting by elevator contractor</i>
13	Emergency Signs required for elevators shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS. The plans do not appear to conform to this requirement.	<i>Agreed, general signage added, please see revised sheet G-005, detail 5. Evacuation map and emergency signage will be provided at all elevator lobbies except egress floor level 1.</i>

<b>14</b>	At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame. The plans do not appear to conform to this requirement.	<i>Agreed, refer to updated detail 4/A-610 and 4/A-611 for added notes on Star of Life and added graphics of the compliant 24" x 84" stretcher fitting inside the elevator cabs.</i>
<b>15</b>	Separate permits are required for an emergency back-up generator. The plans do not appear to conform to this requirement.	<i>Agreed, permitting to be by electrical design/build contractor at later date.</i>
<b>16</b>	Structural calculations along with structural drawings by an Illinois licensed structural engineer shall be provided.	<i>Agreed, the drawings will be stamped and sealed by an IL licensed architect for permit submittal.</i>
<b>17</b>	Accessible routes are required throughout the site. Not enough information has been provided to verify this requirement.	<i>Agreed, additional elevations have been added along the accessible routes through the property.</i>
<b>18</b>	A preliminary construction staging plan and development schedule shall be provided for review by the Building & Life Safety Department prior to permit issuance for each phase of the project.	<i>Agreed, preliminary plan provided herein by the General Contractor and will be revised as necessary at time of permit submission.</i>
<b>19</b>	Per IFC 2018 D105.4, overhead utility and power lines shall not be located over the aerial fire apparatus access road of between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official. Please verify that the submittal meets this requirement.	<i>Agreed, utility lines along Algonquin will be buried by contract with ComEd at additional cost to Developer. There are no other aerial obstructions throughout the site. Removal of the overhead lines on Algonquin Road have been noted on C2.1.</i>
<b>20</b>	Note "A transmittal letter detailing all the changes from the initial review will be required for any additional reviews."	<i>Agreed, this letter provides responses to each comment from all departments.</i>
<b>21</b>	Separate permits are required for the following systems for each building: 1. Each retail space; 2. Elevators - designed for a high-rise; 3. Fire Alarm - designed for a high-rise; 4. Fire Suppression - designed for a high-rise; 5. Emergency power system; 6. Stand-by power system; 7. Each swimming pool.	<i>Agreed, see added note on cover sheet of drawings. 1. Retail build-out permit submissions will be provided prior to any construction work in the retail spaces beyond what is shown in the overall building permit drawings. 2-7. Separate permits by the responsible contractors will be provided before commencement of any work.</i>

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## Engineering:

#	COMMENT	RESPONSE
1	PUBLIC IMPROVEMENTS REQUIRED: Sidewalks	<i>Noted</i>
2	PERMITS REQUIRED OTHER THAN VILLAGE: a. MWRDGC b. IDOT d. IEPA	<i>Noted</i>
3	R.O.W. Dedications? NO	<i>Noted</i>
4	Site Plan Acceptable? NO	<i>Noted</i>
5	Preliminary Plat Acceptable? NO	<i>Noted</i>
6	Traffic Study Acceptable? NO (Draft Only)	<i>Noted</i>
7	Storm Water Detention Required? YES	<i>Noted</i>
8	Contribution Ordinance Existing? YES (53-800 Not Applicable)	<i>Noted</i>
9	Flood Plain or Floodway Existing? NO	<i>Noted</i>
10	Wetland Existing? NO	<i>Noted</i>
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.	<i>Agreed, and acknowledged.</i>
12	Since the subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineering estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public sidewalk along Arlington Heights Road and Algonquin Road. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.	<i>Agreed, an engineer's estimate of construction cost will be provided.</i>
13	Final engineering plans shall be georeferenced by using State Plane Coordinate System - Illinois east. Below are details about projection: Projected Coordinate System: NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	<i>Agreed, the final engineering plans are georeferenced using State Plane Coordinate System - Illinois east.</i>

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<p>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</p>	
<p><b>14</b> The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.</p>	<p><i>Agreed, and acknowledged.</i></p>
<p><b>15</b> The proposed detention facilities will be a private system and as such will not be the Village's responsibility to maintain.  a) Provide calculations for sizing the weir  b) Provide stormwater report  c) Detention shall meet MWRD and Village requirements,  d) An MWRD permit is required.</p>	<p><i>Agreed, see enclosed Stormwater Management report detailing required detention and volume control calculations. Project will be permitted with MWRD prior to detention facility construction. Copies of the MWRD permits will be submitted to the Village for review and approval.</i></p>
<p><b>16</b> An IEPA permit is required for the sanitary sewer and water main extensions</p>	<p><i>Agreed, copies of the IEPA water and sanitary permits will be provided to the Village for review and signature.</i></p>
<p><b>17</b> Provide inspection manholes for the sanitary sewer approximately 5 feet from the buildings.</p>	<p><i>Agreed, 5' Inspection Manholes have been provided at the downstream end of the sanitary sewer system prior to connection to the Village sanitary main.</i></p>
<p><b>18</b> The proposed detention facility, onsite water main, sanitary sewer and storm sewer are private and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to the final engineering approval. Please contact the Village Engineer for an editable version of the OUMA</p>	<p><i>Agreed, a request to the Engineering department was submitted via email on October 17th. Please send an editable copy of the OUMA to our team at mmoceri@roszak.com</i></p>
<p><b>19</b> For the east building, the storm sewer and storm services for the south side of the building are not routed through the underground storage vaults.</p>	<p><i>These services are tied into the detention system upstream of the restrictor and will back up into the proposed detention facilities.</i></p>
<p><b>20</b> Storm structure STI-5 is in close proximity to the proposed water main extension</p>	<p><i>Agreed, proposed watermain and storm structure have been adjusted to provide the required 10' of horizontal separation.</i></p>
<p><b>21</b> Show the location of the water services for the east building and the northwest building</p>	<p><i>Water service for all portions of the building are from the single water main at the south side of the building.</i></p>
<p><b>22</b> The fire service and domestic water service for the southwest building is shown to be 12" in diameter, off of a 8" water main.</p>	<p><i>Agreed, incoming water service has been revised to 8". Exact size of the incoming water service to be verified with the fire protection engineer once the design has been completed.</i></p>



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23	The water main connection on Algonquin Road cannot be connected to a private main. The connection must be to the Village's 12" water main on the north side of Algonquin Road.	<i>Agreed, the watermain connection has been revised to connect to the existing Village watermain on the north side of Algonquin Road.</i>
24	All existing utilities must be abandoned at the mains.	<i>Agreed, all existing utilities must be abandoned at the mains.</i>
25	The Village has hired a consultant to assess the capacity of the sanitary sewer for future developments in this area. Phase 1 is complete, two routes have been identified and the Village has received preliminary approval from the MWRD. The Village is currently waiting for approval to go to Phase 2. Additional comments pertaining to the capacity of the sanitary sewer will be provided after the review of the report is complete.	<i>Acknowledged.</i>
26	Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system location under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot.	<i>Agreed. 1) Detention calculations have been provided in the enclosed stormwater management report. 2) HWL within the vaults is noted on the Utility Plan (C5.0). 3) Proposed StormTrap Vaults have been designed to meet HS-25 Loading. 4) Detention Calculations are based on a release rate of 0.18 cfs/acre. 5) C factors of 0.95 &amp; 0.50 have been utilized. 6) Updated Bulletin 70 rainfall has been used for detention calculations. 7) Restrictor catch basin detail is included on C6.1. 8) Restrictor size is 3.20".</i>
27	Final subdivision approval will require final engineering plans.	<i>Agreed, and acknowledged.</i>
28	The site photometric lighting diagram is acceptable. Clarify if the wall pack light fixture can be rotated or if the fixture is fixed to direct the light down.	<i>All fixtures mounted to the building walls cannot be rotated. fixture type EF4 directs light onto the building face only.</i>
29	Fire lanes, where required adjacent to buildings, 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. Revise the heavy-duty pavement cross section.	<i>Agreed, the heavy duty asphalt section has been revised accordingly.</i>
30	The fire truck exhibit does not reflect the Village's tower truck. Attached are the specifications for the tower apparatus.	<i>Agreed, the fire truck exhibit has been revised per the provided tower truck specification.</i>
31	Provide dimensions from the fire lane to the buildings.	<i>Agreed, dimensions from the fire lanes to the buildings have been added to the plans.</i>
32	Concrete sidewalk through the entrances shall be 8" thick.	<i>Agreed, concrete sidewalks through driveways are noted as 8" thick.</i>

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33	The sidewalk shall continue through the entrances, with the curb stopping at the sidewalk.	<i>Depressed curb and gutter is proposed at all locations where a sidewalks cross access drives.</i>
34	Provide a dedicated public easement for the public sidewalk along Arlington Heights Road and Algonquin Road.	<i>Agreed, a dedicated public easement will be provided for the public sidewalks at Arlington Hts Road and Algonquin Road.</i>
35	Arlington Heights Road and Algonquin Road are under the jurisdiction of the Illinois Department of Transportation (IDOT). All work within the right-of-way will require an IDOT permit.	<i>Agreed, the proposed site plan has been submitted to IDOT for preliminary review, and preliminary comments from IDOT were received on 7/10/23. Final drawings will be submitted to IDOT for review and approval.</i>
36	It is recommended to provide additional green space at the corner of Arlington Heights Road and Algonquin Road.	<i>Agreed, see revised L-100 for green space, planting, and seating added per this and other department comments.</i>
37	The demolition plan shows full-depth pavement removal at the entrance to Guitar Center affecting access to the Guitar Center parking lot, full-depth pavement removal for the cross-access road between Arlington Heights Rd and Tonne Road to the east, and for the entrance off of S Arlington Heights Rd to be used as the construction entrance, also impacting the Guitar Center parking lot access. The Village is aware that permits have been applied for to begin demolition. Provide additional information on the access to the Guitar Center site and if the cross-access will remain in service until construction begins.	<i>Agreed, a Logistics Plan will be provided at later date. Developer is undergoing conversations to purchase the Guitar Center lot. The plan will allow for entry at all times into the Guitar Center parking lot via their existing curb cut to remain or from the New Access Road.</i>
38	The Guitar Center site is not part of this subdivision. Clarify if the developer has permission to complete the modifications to the Guitar Center parking lot.	<i>Agreed, Developer is undergoing conversations to purchase the Guitar Center lot and will have such permissions.</i>
39	For the east building, provide the direction of traffic flow to the parking garage. The proximity to the Tonne Road access could be problematic.	<i>Access is provided from North via Algonquin Road, South via New Access Road, or East from New Access Road via Tonne Rf. All traffic is two-way. All traffic movements have been reviewed and approved by an IL licensed traffic engineer.</i>
40	For the northwest building, provide the direction of traffic flow to the garage. The access is 16 ft, two-way traffic requires 24 ft minimum.	<i>The access point to the northwest building is not a garage access point. This area is the access point to the loading dock for the building. The 16' dimension is sufficient for this access point.</i>
41	If the garage exits will be under stop control, provide detectable warning panels.	<i>Agreed, visual warning will be provided when the garage door is in motion to warn pedestrians and traffic of ingoing/outgoing traffic from the garage.</i>
42	Provide an exhibit showing vehicles maneuvering through the drop off aisle east of the westerly building.	<i>Exhibits of vehicles maneuvering through the drop off aisle have been enclosed, and they were reviewed and approved by an IL licensed civil engineer.</i>

## Traffic

43	The Traffic and Parking Study is a draft. Provide the final Traffic and Parking Study	<i>Agreed, refer to the attached final traffic and parking study.</i>
44	The traffic signal at the intersection of Tonne Road and Algonquin Road is maintained by the Illinois Department of Transportation (IDOT). The Village of Arlington Heights is 100% responsible for the cost and maintenance and energy costs. The south leg of Tonne	<i>Agreed, and acknowledged</i>

	Road is private. The development will be required to share in the cost of the maintenance and energy.	
<b>45</b>	The draft Traffic and Parking Study indicate that dual left-turn lanes may be required on the northbound and southbound approaches of Tonne Road and Algonquin Road. Provide a layout for the future improvements to verify if the sidewalk between the building and Tonne Road should be shifted further west.	<i>Agreed, refer to attached exhibit for potential future layout of Tonne/Algonquin intersection. Please refer to updated site plans for relocation of the sidewalk along Tonne away from the curb in the event that this intersection increases in width in the future.</i>

## **Preliminary Plat of Subdivision**

<b>46</b>	A Preliminary Plat has not been provided. Refer to Preliminary Plat of Subdivision checklist.	<i>Agreed, one final plat will be provided</i>
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## **Final Plat of Subdivision**

<b>47</b>	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.	<i>Agreed, this has been revised, please see attached Final Plat</i>
<b>48</b>	The existing lot lines are shown as the same line weight as the proposed lot lines, clarify the lot lines.	<i>Agreed, this has been revised, please see attached Final Plat</i>
<b>49</b>	The existing and proposed easement line types are similar, adjust the line type to clarify proposed easements.	<i>Agreed, this has been revised, please see attached Final Plat</i>
<b>50</b>	The plat shows the right-of-way to be 66 ft for Arlington Heights Road, the pavement width is approximately 124 ft. Verify the right-of-way for Arlington Heights Road.	<i>Agreed, this has been revised, please see attached Final Plat</i>
<b>51</b>	Refer to the Final Plat of Subdivision Checklist: a) Item k., the text of protective covenants relating to the proposed subdivision. b) Item l., provide an endorsement by the County Clerk that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided. c) Item n., provide the deed of dedication. d) Item o., for the Village Certificate, add signature blocks for the Village Collector and Village Engineer. e) Item r., provide a certificate in the form as required by the Illinois Department of Transportation. f) Item t., provide a block stating "Send Tax Bill to: (Name/address)." The actual name and address shall be provided by the developer. g) Item u., provide a location to identify the address of each new lot.	<i>Agreed, this has been revised, please see attached Final Plat</i>
<b>52</b>	Seven Owner's Certificates are provided on the plat. Indicate the respective parcels for each certificate.	<i>Agreed, this has been revised, please see attached Final Plat</i>



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## Police Department:

#	COMMENT	RESPONSE
1	<b>Character of use:</b> The character of use is consistent with the area. It will be necessary to limit access to the grounds, to discourage loitering. The addition of trespass signs is recommended.	<i>Agreed, and we are taking this comment into consideration. The property is under CCTV surveillance and adequate site lighting is provided. The Developer is open to providing "No Trespassing" signs as required in the future should loitering occur on the property.</i>
2	<b>Are lighting requirements adequate?</b> Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.	<i>Agreed, lighting meets Village Code minimums. We are asking for a variance to increase lighting on the south of the property past code maximum to better monitor the area, see Variance letter #1.</i>
3	<b>Present traffic problems?</b> Algonquin Rd and Arlington Heights Rd are both heavily traveled, main thoroughfares. Both roads and intersection of these roads are busy during peak and non-peak traffic hours. A traffic impact study was completed for this project.	<i>Acknowledged</i>
4	<b>Traffic accidents at particular location?</b> The intersection of Algonquin Rd and Arlington Heights Rd is a top ten crash intersection.	<i>Acknowledged</i>
5	<b>Traffic problems that may be created by the development.</b>	
5a	This development will create higher traffic volume in the area. Vehicles entering and leaving the property will impact traffic on the busy roadway and vice versa.	<i>Acknowledged</i>
5b	The size of the building adjacent to the roadway is a concern for traffic problems created by the development. Vehicles turning from northbound Arlington Heights Rd to eastbound Algonquin Rd will have to negotiate that curve without a clear line of sight on Algonquin Rd.	<i>Building is located at the corner per Planning Department feedback to create high visibility for the retail. Both our civil engineer and traffic engineer do not see this as an issue.</i>
5c	The design as it stands, reveals vulnerability to vehicles accidentally (or intentionally) leaving the roadway, whether by result of a traffic collision, or by reckless driving.	<i>Acknowledged</i>
5d	A multilayered approach should be taken to protect pedestrian traffic and the structure itself. Special consideration should be given to the frequent commercial traffic and the speed of vehicles on the roads adjacent to the property. The use of bollards around the perimeter of the property is recommended as bollards makes it more difficult for cars to drive onto the curb, through the doors or walls, or injure pedestrians.	<i>Acknowledged, we will take this into consideration.</i>
5e	Due to the location of this development, adjacent to a top ten crash intersection, it is recommended each entrance and exit is "right turn only".	<i>Agreed, entrances from Algonquin Road and from Arlington Heights road are right-turn only. The access from Tonne road is signalized.</i>
5f	The parking garage and proposed retail space will create heavy foot traffic on and around the property. The area around the vehicle entrance/exit should be clear of obstructions. Vehicle	<i>Agreed, see revised sheet A-501D for added warning lights at entrance to parking garage. Street parking will be prohibited.</i>

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	traffic entering and exiting the parking garage must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal vehicles are exiting.	
<b>6</b>	<b>General Comments:</b>	
<b>6a</b>	<b>Address visibility:</b>	
6a.1	Directional signage located at the entry to the complex should be utilized, clearly indicating location of management offices, building names, unit numbers and retail space.	<i>Agreed, signage and wayfinding will be provided and be permitted separately and to be in full compliance with the Building Code.</i>
6a.2	Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."	<i>Agreed, the Developer is open to providing these signs as required in the future should loitering occur on the property, and will confer with AHPD for resolution.</i>
6a.3	Interior and exterior of lobby space should utilize signage and increase visibility of addresses and unit numbers. All lobby spaces, elevator landings, etc. should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. Lobby areas should be equipped with interior signage indicating building number, floor plans, door numbers, etc.	<i>Agreed, signage will be provided and be permitted separately to be in full compliance with the Building Code.</i>
6a.4	For each individual unit within the complex, there should be a prominent address number which is easily visible to approaching motor vehicles, pedestrians, and first responders.	<i>Agreed, signage will be provided and be permitted separately to be in full compliance with the Building Code.</i>
<b>6b</b>	<b>Parking Garage:</b>	
6b.1	Is the new parking garage going to have public access for customers of the retail or is it a resident only parking garage? If yes, is there signage clearly distinguishing public access from private access? If no, is there access control to restrict non-residents/non-permitted driver's access?	<i>The parking garage will be limited to tenant parking, guests and building staff only. Access control signage will be provided for guests.</i>
6b.2	Parking could become an issue if a larger percentage of residents, than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.	<i>Private residential garage only with access credentials required. Parking stalls are assigned and paid for by the tenant on a monthly basis. Cameras are provided at all entries and exits to the garage, both for vehicles and foot traffic.</i>
6b.3	Pedestrian access should be a priority for this project due to the size of the multi-family complex as well as the proposed retail space. Signage should be used whenever possible to increase access control. This includes clearly marked pedestrian entrances delineating public spaces. Approved pedestrian entrances on the ground floor should be securely locked in compliance with building, fire and life-safety codes. Avoid forcing pedestrians to cross the paths of the cars whenever possible. When such encounters are unavoidable, the design should create a safe passage for persons to move along until they come to a marked crosswalk.	<i>Agreed, refer to revised site plans. We have better delineated all crosswalks through the property with grey pigmented concrete. All exterior doors to the building are locked and require either key or keycard access. This project was designed to be pedestrian friendly.</i>

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6b.4	Is the new parking garage designed in a way to reduce or eliminate members of our homeless population squatting there? Perimeter definition and access control are essential to deter unwanted pedestrian-level access to the parking lot or garage. (i.e. fencing, level changes, ground floor protection, and/or other architectural and environmental barriers that channel people to designated entry points and discourage others from hiding outside and inside the property or buildings).	<i>Agreed, private residential garage only with access credentials required. Cameras are provided at all entries and exits to the garage, both for vehicles and foot traffic. A professional management company will be employed and have employees to make rounds of the property multiple times per day. The large population of the building also allows residents to self-police and report any issues directly to the management company or the AHPD if needed.</i>
6b.5	CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.	<i>Agreed, one garage door serves all entry/exit from the garage. This door is monitored by CCTV and is in line of sight of management offices.</i>
6b.6	Ground-level metal screening should be used to prevent or deter unauthorized access, while upper floors should be open with cable strung to prevent cars from overshooting the parking spaces and toppling off. Ground-level screening should not be floor to ceiling in order to deter climbing to higher floors. If space permits, place short bushes close to the perimeter wall to discourage people from climbing or cutting the screen.	<i>Agreed, the parking garage is enclosed in the same materials as the rest of the building, brick with windows same as the residential portions above, and is not easily climbable. All exterior and interior walls of garage are crash rated to prevent a vehicle from crashing through.</i>
6b.7	Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.	<i>Agreed, and acknowledged.</i>
6b.8	Structural support elements should be round rather than rectangular. A round column allows for much greater visibility around the corner than a rectangular or square column.	<i>Agreed, all columns within the exterior drive aisles are rounded in shape.</i>
6b.9	Elevators and stairwells should incorporate as much glass and high-visibility placement as structurally possible. Glass-walled elevators placed along the exterior of the building provide for good natural visibility by people on the street and within the garage.	<i>Agreed, the elevator entries at ground level are glass and visible from the building's main entrance and from the management offices. Ground level elevator entries are monitored by CCTV as well as cameras located inside each elevator car. All parking entrances and exits by car and pedestrians are monitored by CCTV. Stair access from parking levels to floors above parking level 3 is prohibited without the use of key fob or other monitored credentials.</i>
6b.10	Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting needs to be activated by sensor, timer or motion depending on the need and location.	<i>Agreed, all exterior lights are on photocell, please see revised note #10 on L-100.</i>
6b.11	The height of the fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to 14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.	<i>Agreed, proposed parking lot lighting will have a mounting height of 20'-6" and additional lighting will be provided along the building façade at ground level. Proposed parking lot lighting levels have been designed by an IL licensed civil engineer to meet Arlington Heights Municipal Code and national standards for parking lot lighting. Care was taken to omit any light coming into residential units if the mounting heights were too high.</i>

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6b.12	The interior of parking garages should be painted in light colors to increase reflectivity of the luminaires, which should use polycarbonate lenses for vandal- and break-resistance. The ceiling should be painted white to further increase the goal of reflectivity.	<i>The garage is private with restricted access. The interior of the garage will have light grey traffic coating on the floors, exposed concrete columns and ceilings, and exposed grey brick as seen around the building. The lights have a clear tempered lense and we have used this previously in other similar type buildings without any issues.</i>
6b.13	CCTV is an essential part of CPTED and is highly recommended in a parking garage as large as the one proposed for this project. Signage indicating the use of video surveillance and monitoring is also highly recommended with the CCTV.	<i>Agreed, all parking entrances and exits by car and pedestrians are monitored by CCTV. The use of surveillance is part of all resident lease forms.</i>
6c	<b>Balcony:</b>	
6c.1	The balcony should be designed so it does not act as a natural ladder and with anti-climb features. The balcony must be adequately designed so it does not to allow hand and foot holds to potential offenders trying to scale up the outside of the building. The railings should be designed so that foot or hand grips cannot be used by a potential offender.	<i>Agreed, the railings around balconies are made of vertical bars and make it difficult to scale up. Additionally, balconies are located at a minimum of 18 feet above the ground floor.</i>
6d	<b>Trash enclosure:</b>	
6d.1	Locking trash enclosures is recommended to discourage foraging. Additionally, the trash enclosure provides a place of concealment for criminal activity if trash areas are not properly secured.	<i>Agreed, all trash collection is located inside the building. Dedicated trash rooms are provided for all retail spaces and residential functions of the building.</i>
6d.2	Should be monitored 24/7 by CCTV and contain clearly visible signage indicating the use of security cameras	<i>Agreed, 24/7 CCTV monitoring will be provided in trash rooms directly accessible from the exterior, and contain clearly visible signage indicating the use of security cameras.</i>
6e	<b>Additional Resident Storage Space:</b>	
6e.1	The blue prints indicate residents will have access to private storage/bike storage units. Storage facilities should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.	<i>Agreed, bike storage spaces required key card access or other monitored credentials. All bike parking equipment has space for a u-lock or other bike locking device. All residential storage rooms located on resident floors have individual storage lockers inside with lockable doors, locks are provided by the residents.</i>
6f	<b>Emergency Contact Information:</b>	
6f.1	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.	<i>Agreed, the form has been received and has been shared with the General Contractor. The site superintendent will be responsible for keeping this up to date with the AHPD.</i>

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## Health Department:

#	COMMENT	RESPONSE
1	Plans for the proposed swimming pool and spa will need to be submitted to the Illinois Department of Public Health for permitting.	<i>Agreed, plans will be submitted for permitting.</i>
2	Village Code requires that recycling be provided in all multi-family properties. A recycling plan will need to be submitted during the building permit phase	<i>Agreed, please see added sheet A-620 for trash room plans. Recycling bins will be provided on each floor for residents and brought down to be disposed of by trash and recycling vendor. Can the Village provide an example of a "recycling plan" for our team to modify as required and put together prior to submitting for building permit?</i>



## Landscape:

#	COMMENT	RESPONSE
1	The overall landscaping is minimal. Please incorporate foundation plantings for the area located near the northwest corner of Arlington Heights Road and Algonquin Road. In addition, please incorporate foundation plantings for the area near Tonne Road and Algonquin Road. There should be an abundance of landscaping at both Tonne/Algonquin Road and Arlington Heights Road/Algonquin Road. The planting should be a mix of shrubs and perennials and take into consideration the design of the building elevations.	<i>Agreed, please see revised landscape plan for added plantings at both of these major corners. Care was taken into the overall landscape design to provide beautiful shade trees and ornamental trees. An abundance of perennials, grasses and annuals are shown to provide for a prairie landscape design theme. Two butterfly gardens are shown to provide opportunities for pollinators to thrive and provide delight to the residents.</i>
2	Provide parkway trees along Arlington Heights Road, Algonquin Road and Tonne Road. Please incorporate a variety of shade trees that are spaced approximately 40-50 feet apart. The trees should be 2.5 inch caliper at time of installation. The species must be salt and drought tolerant.	<i>Agreed, please see revised landscape plans for dimensions and locations of trees. We will comply with minimum caliper sizes. The trees we are providing are spaced closer together, and more in line with spacing as suggested by landscaping standards for each species. These species are salt and drought tolerant.</i>
3	Incorporate decorative crosswalks that consist of a thermoplastic material or similar product for the intersection at Arlington Heights and Algonquin Road and the intersection at Algonquin Road and Tonne Road. The crosswalks must be wide enough to accommodate pedestrians and bicycles. Attached are examples of similar crosswalks and the Village will collaborate on the design details.	<i>Agreed, we are open to exploring this option with the Village.</i>
4	Specialty pavement is shown on the landscape plan and the engineering plan (Sheet L-100 & C3.0). Please note that the plans are inconsistent. The landscape plan shows specialty pavement that consists of stripes between the buildings. Please clarify the materials and coordinate so that the plans are consistent. In addition, please provide details for the pavers and the striped areas.	<i>Agreed, please refer to updated civil and landscape drawings. We have clarified pigmented concrete locations on the site as well as removed pavers in the drive areas for a more simplified design.</i>
5	At the corner of Arlington Heights Road and Algonquin Road incorporate an expanded pedestrian area that includes specialty pavement, seat walls and landscaping. The area should contribute to the focal point and provide pedestrians a generous area of relief at the corner. Please see attached concept.	<i>Agreed, please see revised landscape plan for these updates based on the VAH provided concept drawing. We have also added a similar design to the small corner at Tonne and Algonquin Road intersection.</i>
6	Incorporate site furnishings including raised planters, decorative lighting and seating/benches throughout the site. Please provide details for the site furnishing package. For the decorative lighting, it is recommended that a decorative pedestrian light fixture (approximately 12 feet high) be incorporated throughout the site and along the public sidewalk on the private side.	<i>Agreed, please see revised landscape plans for locations of planters, site lighting, and benches. We have opted to keep all pole lighting at 20'-6" in order to meet minimum site lumen requirements without having to add too many poles. Reducing the height to 12' would require adding site lighting poles in order to keep the minimum lumens as required by code. Care was also taken to omit any light coming into residential units.</i>
7	Will landscaping or shade trees be provided on the south side of the new access road? Please show the transition for the area/drive to the south.	<i>Agreed, we are matching existing pavements at south side of New Access Road including existing curb cuts. There is no planting planned for this Phase of the project as this area is beyond our property line. However, we plan on providing landscaping at south side of the road on that future phase.</i>

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<b>8</b>	Whatever element is proposed in the area identified for pickle ball, it must be screened with landscaping. The landscaping should be layered with a mix of evergreens and perennials.	<i>Agreed, please refer to revised site plans with pickle ball court removed (as suggested by Sam Hubbard). This function has been replaced with a meadow/butterfly garden with lighting and benches.</i>
<b>9</b>	Provide a 3 foot high screen for parking areas along Arlington Heights Road and Algonquin Road. The code required screen must be incorporated between the public sidewalk and the parking area (Chapter 28, Section 6.15).	<i>Agreed, please refer to revised landscaping plans for added hedgerows (Forsythia) between parking lots and public sidewalks.</i>
<b>10</b>	Provide four inch caliper shade trees at the end of each parking row (Chapter 28, Section 6.15).	<i>Noted, please refer to revised landscaping plans for locations of trees at ends of parking lots. The south end of the west parking lot has been provided with a hedgerow in lieu of trees as there is not enough space to plant trees at this location.</i>
<b>11</b>	Please provide details for the wall enclosing the generator on the south elevation.	<i>Agreed, please see detail 1/A-426 for railing detail around the site mechanical area on the south side of the building. Note that the detail is for a picket fence which is used throughout the project. At this specific site location there will be an additional layer of perforated metal screening applied to the vertical posts to further screen the mechanical equipment. There will also be a planting bed on the outside of this fence with hedges, see Landscape drawings.</i>
<b>12</b>	Landscape screening must be provided for any utility/mechanical areas. Any new utility/mechanical boxes must be placed where they are not visible and screened.	<i>Agreed, please refer to revised landscaping drawings for added landscaping around the south mechanical area.</i>

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## Planning & Community Development:

#	COMMENT	RESPONSE
1	Complies with Comprehensive Plan? YES	<i>Noted</i>
2	Complies with Thoroughfare Plan? YES	<i>Noted</i>
3	Variations needed from Zoning Regulations? YES	<i>Noted</i>
4	Variations needed from Subdivision Regulations? NO	<i>Noted</i>
5	Subdivision Required? YES	<i>Noted</i>
6	School/Park District Contributions Required? YES	<i>Noted</i>
7	The Plan Commission must review and approve the following action:	
7a	- <i>Planned Unit Development to allow a 299-unit mixed use development with 24,875 square feet of ground floor commercial floor area.</i>	<i>Agreed, please see revised drawings for updated unit count (301) and square feet of ground floor commercial area (24,972 square feet)</i>
7b	- <i>Rezoning from the B-3, General Service, Wholesale, and Motor Vehicle District to the B-2, General Business District.</i>	<i>Agreed</i>
7c	- <i>Plat of Subdivision approval to consolidate the subject property into one lot.</i>	<i>Agreed</i>
7d	- <i>Conceptual Special Use Permit approval to allow xx,xxx sq. ft. of restaurant floor area including x,xxx square feet of exterior seating areas. When tenants are identified for these spaces, they will be required to obtain a Special Use Permit through the Plan Commission review process, or if eligible, receive a Special Use Permit Waiver.</i>	<i>Agreed, the exterior seats have been removed.</i>
7e	- <i>Setback variations from Chapter 28, Section 5.1-21.1d will be required as based on your response. See remainder of comments for further details.</i>	<i>Agreed, refer to Variation Request #1</i>
7f	<i>A variation from Chapter 28, Section 6.1-5.1 to allow balconies to encroach into certain yards as based on your response to certain comments below.</i>	<i>Agreed, assuming the code section is supposed to read "Section 6.5-1" for accessory structures attached to main building. Refer to Variation Request #1</i>
	<i>Additional variations may be required depending upon your response to certain comments and review of the revised plans.</i>	<i>Agreed, refer to Variation Request #2 for site lighting variation request</i>
8	For all variations identified as being required based on the comments below, please provide a separate document outlying the justifications for each variation requested. This document shall address the specific standards of approval for variations as outlined in Code. For each requested variation, provide a separate response outlying how the variation complies with the standards for approval as outlined below:	<i>Agreed, refer to Variation Requests #1 and #2.</i>

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8a	<i>The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and</i>	<i>Agreed, our design for this project has aspired to comply with this statement.</i>
8b	<i>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; and</i>	<i>Agreed</i>
8c	<i>The proposed variation is in harmony with the spirit of this Chapter; and</i>	<i>Agreed, our design for this project has aspired to comply with this statement.</i>
8d	<i>The variance requested is the minimum variance necessary to allow reasonable use of the property.</i>	<i>Agreed, our design for this project has aspired to comply with this statement.</i>
9	Please review and revise the project narrative to reflect the most recent iteration of this project.	<i>Agreed, please see attached revised Project Narrative</i>
10	Impact Fees will be required for the residential portion of the development, in accordance with Village Policy.	<i>Agreed</i>
11	Future plan submissions shall include less plan sheets. Please omit the following plans. Geotechnical, A107-A126, A201-205, A420-425, A490-493, and A600 thru the end of the plan set, all of which shall be reviewed as part of building permit review. Please ensure that all plans and/or studies to be submitted as a result of the Round 1 Department review comments include a revision date. One hard copy of all resubmission items shall be required, along with one copy of all resubmission items in a USB/flash drive.	<i>Agreed</i>
12	Please provide a short summary on the neighborhood meeting, including when notices were sent in the mail, when the meeting occurred, what the location of the meeting was, and how many attendees were present.	<i>A neighborhood meeting was held on August 29th, 2023 at 6pm at the DoubleTree by Hilton Hotel Chicago – Arlington Heights. Notices were mailed to out on August 11th. There we no attendees at the meeting.</i>
13	IDOT review and approval shall be required. You're strongly encouraged to begin coordination with IDOT regarding the proposed modifications to access/curb cuts. Please provide an update on all communications to-date.	<i>Agreed, the proposed site plan has been submitted to IDOT for preliminary review, and preliminary comments from IDOT were received on 7/10/23. A copy of the preliminary comments has been enclosed. Final drawings will be submitted to IDOT for review and approval.</i>
14	Please reach out to Pace to coordination on potential bus stop improvements: Steven Andrews Pace Suburban Bus Section Manager, Community Relations Cell: 847-997-1509 Steven.Andrews@PaceBus.com	<i>Agreed, we have reached out to Pace and are working on providing the appropriate bus stop pads along Algonquin Road. Please see revised site plans for added concrete pad. The design may evolve further as we finalize coordination with Pace. Final design will be provided with building permit submittal.</i>

## Easements & Access

15	What is the status on the release of the easements that encumber the site? Please provide a summary of the easements, beneficiaries, and the status of their release. Additionally, please provide the	<i>Final Plat of Subdivision and Plat of Abrogation and Grant of New Easements have been submitted herein.</i>
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	following easement documents: 22566267, 22566270, 22925493, 22925494, 86291197, and 0020420409	
16	Access shall be granted for Lots 1, 2, and 3 of the Lincoln Executive Plaza subdivision for usage of the portion of the E/W road from Tonne to Arlington Heights Road that falls within the subject property. This must include the portion at the northwest portion where the access drive connects to Arlington Heights Road. This shall be added to the Plat of Subdivision.	<i>These items are encompassed in the Plat of Subdivision and Plat of Abrogation and Grant of New Easements, we intend to interact with staff and figure out how all the various rights can be mentioned.</i>
17	Access shall be granted to the Guitar Center lot for usage of all portions of the E/W road from Tonne to Arlington Heights Road that fall within the subject property. Provide this on the Plat of Subdivision.	<i>These items are encompassed in the Plat of Subdivision and Plat of Abrogation and Grant of New Easements, we intend to interact with staff and figure out how all the various rights can be mentioned.</i>
18	Please provide proof of ownership for Lot 2 of Lincoln Executive Plaza subdivision and/or authority to make the modifications to the E/W road. An easement benefiting the appropriate lots will be needed on Lot 2 to account for the proposed modifications to the intersection of the E/W Road and Tonne.	<i>These items will be solved by showing we are in title to Guitar Center, and that the new road modification do not fall onto Lot 2 of the Lincoln Executive Plaza office condo. The obelisk is now within our property. We do not yet have control of Lincoln Executive Plaza office condo Lots in Phase 4.</i>
19	Does the petitioner have the authority to make the modifications to "Parcel 4" and the portions of the Guitar Center lot? Please provide record of the authority to make these modifications or indicate the status of any negotiations to obtain this authority.	<i>We will be in title to Guitar Center shortly, but do not yet have control of Lincoln Executive Plaza office condo Lots in Phase 4, and that is the reason for the road modification. Once we are in control of the Lincoln Executive Plaza office condo Lots in Phase 4, we will modify the road to the original layout.</i>
20	Similarly, does the petitioner have the authority to make the modifications to the northwest corner of Lot 1 within the Lincoln Executive Plaza subdivision, (located at the northeast corner of the subject property)? Please provide record of the authority to make these modifications or indicate the status of any negotiations to obtain this authority.	<i>The obelisk is now within our property. We do not yet have control of Lincoln Executive Plaza office condo Lots in Phase 4.</i>
21	An easement is needed for the sidewalk that falls within the subject property. Provide this on the Plat of Subdivision.	<i>Agreed, this will be shown on Final Plat of Subdivision.</i>

## Streetscape/Landscaping/Photometrics

22	Photometric levels along the south property line abutting the Guitar Center exceed the maximum allowable levels (restricted to 2.0 footcandles at the property line). Revise the plan to conform to code requirements, as feasible, or request a variation to allow 4.0 footcandles where code restricts maximum footcandles to 2.0.	<i>Please see attached Variance Request #2. A variance is being requested to exceed the 2.0 foot candle requirement at the south property line. To adequately light the shared access drive (a portion of which is outside the property limits), the 2.0 foot candle requirement needs to be exceeded at certain locations.</i>
23	Revise the Photometric Plan to include the fixture mounting height for all free-standing poles (fixtures SL-1 thru SL-3). Per Section 10.2-12.3c3, all fixtures mounted 20'-40' above grade shall be separated from each other by 3' for every 1' of mounting height. Separate the fixtures accordingly to comply with code, as applicable.	<i>Agreed, a mounting height of 20'-6" is noted in the fixture schedule on the photometric plan for fixtures SL-1 thru SL-3. Based on a mounting height of 20'-6" a minimum separation of 61.5' is required. All proposed fixtures meet this separation requirement.</i>
24	The label callouts on sheet L-100 do not appear to be pointing to the correct items. Please review and revise accordingly.	<i>Agreed, please see revised L-100 sheet</i>



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25	Provide a detail for the proposed exterior mechanical screen (height, material, style). Also provide for the proposed dog run fence.	<i>Agreed, see revised notes on L-100. Refer to detail 1/A-426 for railing details.</i>
26	In addition to the proposed mechanical enclosure along the south side of the building, please indicate the location of any necessary ground mounted mechanical equipment (HVAC equipment, utility pedestals/meters, switchgear, etc.) on the site plan and provide landscaping screening where applicable.	<i>Agreed, all exterior mechanical equipment is labeled on L-100 and other drawings through the set. The only exterior mechanical equipment, besides on building rooftops, are within the fenced enclosure on the south side of the development.</i>
<b>Site/Infrastructure</b>		
27	Please provide a conceptual intersection plan for the Tonne Road/Algonquin Road infrastructure improvements required in future phases. Modifications to the proposed infrastructure may be needed to accommodate for the future intersection improvements, such as curblin, sidewalk, and pedestrian crossings, and this should be taken into consideration within your forthcoming resubmission. Can intersection improvements, such as the dual left turn lanes, be accommodated in the existing road-way easement? The conceptual intersection plan shall include the following: - The entire intersection including all easement, Rights-of-Way (ROW), signal equipment, lane configurations, bike and pedestrian facilities, and crossings to determine the alignment of the roadway. - How the driveway will align with the traffic lanes with Tonne Road across Algonquin Road. - All configurations of the driveway for the future phases of redevelopment.	<i>Agreed, a conceptual exhibit for the proposed intersection geometry has been included.</i>
28	Please re-evaluate the proposed pickle ball court location as adjacent to the outdoor eating area and long Algonquin Road. Consider a different amenity in this location that would better integrate with the outdoor dining areas and would not require a 10' tall fence with netting. As an accessory structure, this sport court would require a variation to be located in the exterior side yard along Algonquin Road. A variation would be required for the 10' tall fencing.	<i>Agreed, refer to updated site drawings for removal of pickle ball court. This area has been updated to a meadow/butterfly garden.</i>
29	Please revise the exterior bike parking locations to relocate the bike racks outside of pedestrian walkways/sidewalks. Please note that between 5-15 bike parking spaces will be required for the commercial uses (depending on the overall tenant mix and size of the restaurants).	<i>Agreed, refer to updated site drawings for additional bike parking locations throughout the site, near Retail A, B, and C, as well as the residential entrance. All bike parking locations have been relocated outside of the main sidewalk.</i>
30	Per the South Arlington Height Road Corridor Plan, the overhead lines along the south side of Algonquin Road shall be buried as part of any redevelopment on the subject property. Please coordinate with IDOT and the applicable utility companies to facilitate said burial.	<i>Agreed, utility lines along Algonquin will be buried by contract with ComEd at additional cost to Developer. We are coordinating with ComEd and deposits for design work have been paid at this time.</i>
31	Provide a master plan showing how the proposed project (i.e. Phase 1) integrates with the existing improvements on the neighboring lots.	<i>Agreed, please refer to sheets G-100A and G-100B to Phase 1 and Multiple Phase site plans.</i>

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32	The Obelisks shall be reviewed as part of the Design Commission review process.	Agreed
<b>Building</b>		
33	Building setback variations are necessary as code requires building setbacks along 4 sides of the site, not just along the sides abutting Algonquin Road and Arlington Heights Road. The setbacks are required as follows: - North: 15' (floors 1-3), 50' (floors 4 and above) - South: 15' (floors 1-3), 50' (floors 4 and above) - East: 15' (floors 1-3), 50' (floors 4 and above) - West: 15' (floors 1-3), 50' (floors 4 and above) Please revise the architectural plans to clearly show the proposed building setbacks. Specifically, see the attachment at the end of these comments and revise the applicable sheets to clearly show the proposed setbacks of the building at its closest point from the colored elevations to the adjacent colored property line.	Agreed, refer to Variance Request #1. We have also added these setback lines to our Roof Plan, sheet A-106
34	Balconies are only a permitted encroachment within a required rear yard. Per Code, the rear yard is the east side of the site abutting the privately owned Tonne Road parcel. Balconies that project outwards past the front plane of the structure on the north, south, and west elevations in areas where the front plane of the structure already encroaches into a required setback, will require a variation to further project into the required setback. Please provide details to verify the extent of variations as may be required.	Agreed, refer to Variance Request #1. We have also added these setback lines to our Roof Plan, sheet A-106
35	Provide a response to the variation approval criteria for any building setback variation and balcony encroachment variation required.	Agreed, refer to Variance Request #1
36	Add to the elevation a height measurement to the top of the elevator/stair overrun.	Agreed, refer to added elevation notes on building elevation sheets A-300 and A-301
37	Add note to elevations confirming loading zone door height. Minimum required clearance for loading zones is 14' in height.	Agreed, vertical dimensions added to Sheet A-301 at all loading dock doors. All doors are 14' minimum.
38	Please revise the architectural floor plans and to clearly show the width and depth of all parking rows within the garage, as well as the width of all drive aisles within the garage. Parking stalls shall be a minimum of 9' wide and 18' deep. Drive aisles shall be a minimum of 24' in width.	Agreed, refer to updated site plan for site parking dimensions. Refer to updated A-500 Floor Plans for parking dimensions.
39	Please demonstrate if the last two "stalls" at the end of the Level 3 garage are too difficult to access to be used for parking purposes. If these spaces need to be left open to provide access to the adjacent stalls, please consider striping these stalls to make it clear that they are not to be used for parking.	Agreed, these areas are intended to provide easier access to the adjacent stalls and are now shown as striped. As these were not intended to be stalls they were never included in the total parking number. See sheet A-006B
40	A note must be added to the floor plans outlining how many bike parking spaces will be contained within the bike storage room. Per code, a minimum of 30 bike parking stalls shall be required for the residential uses.	Agreed, refer to updated floors plan A-501D for number of bike parking (50 bikes)
41	Please provide a conceptual plan for the green roofs and solar panel array.	Agreed, refer to Roof plan on A-106 for roof plan showing preliminary solar array layout. We are discussing the design

*with a number of solar array companies at this time. Refer to revised Landscape drawings for roof landscape plans.*

## Parking and Traffic

<p><b>42</b> The amount of code required parking for restaurant tenants (1 space per 45 sq. ft. of seating area) is greater than for standard retail tenants (1 space per 300 sq. ft. of floor area). The proposed commercial spaces are intended to include restaurant tenants and outdoor seating areas have been proposed. The commercial parking has been proposed at the minimum code required amount as based on the entire commercial space being leased to non-restaurant tenants. In order to adequately plan for parking, provide an estimate for the total square footage within each retail space (A, B, C) that is anticipated to be leased to a restaurant/café/food establishment.</p>	<p><i>Agreed, please refer to Parking Management Plan for parking requirements without a restaurant and in the case Retail C becomes a restaurant.</i></p>
<p><b>43</b> The parking tables on sheet A-006A and A-006B should be updated to account for the restaurant spaces.</p>	<p><i>Agreed, the restaurant spaces would only occupy our building once we begin on a subsequent phase and allowing us to utilize shared additional parking on the next phase(s). The parking counts on the A-006 sheets reflect non-restaurant uses in the retail spaces. Please refer to the Parking Management Plan for parking with Restaurant in Retail C space.</i></p>
<p><b>44</b> Please note that the size of outdoor seating areas is included in the overall restaurant seating area size for code required parking calculations purposes.</p>	<p><i>Agreed, we have removed the outdoor seating at these areas. Refer to updated site plans.</i></p>
<p><b>45</b> Delineate on sheet A-006A the boundaries of each outdoor seating area and provide the size (in sq. ft.) of each.</p>	<p><i>Agreed, we have removed the outdoor seating at these areas. Refer to updated site plans.</i></p>
<p><b>46</b> Can the lower level of parking be expanded slightly to increase the garage parking supply? This would allow for sharing of garage parking between the commercial and residential uses. Commercial employees could park in the lower level of the garage, or if restaurants offer valet parking, this could be provided in the lower level of the garage.</p>	<p><i>This is something we explored a few times during conceptual design. The cost of excavation, retaining walls, and waterproofing required to extend the basement further out is cost prohibitive. We meet and exceed the VAH parking requirements.</i></p>
<p><b>47</b> Please outline where guests of the residential units, employees (of both the residential and commercial uses), and valet parking could occur.</p>	<p><i>All residential parking, building staff parking and guest parking is within the garage. Commercial use spaces are all the exterior spaces. Refer to the Parking Management Diagram for parking allocation if Retail C becomes a restaurant.</i></p>
<p><b>48</b> Provide description of all anticipated approvals that will be needed from IDOT in order to design and install traffic as well as bike and pedestrian improvements.</p>	<p><i>Agreed, a highway permit from IDOT will be required for removal of the existing driveways and sidewalks, relocation of an existing light pole, new right-in / right-out driveways to Arlington Heights Road and Algonquin Road, new sidewalks, and sanitary sewer and watermain connections in Arlington Heights Road and Algonquin Road.</i></p>
<p><b>49</b> Ensure all new signal phasing includes appropriate crossing times for the anticipated increase in pedestrian and bicycle traffic to safely accommodate the large crossings.</p>	<p><i>Agreed, as is the case under current conditions, any modifications to the traffic signal will be designed with pedestrian/bicycle actuation (push buttons). When activated,</i></p>

		<i>the traffic signal will provide the appropriate time for pedestrians and bicyclists to cross the intersection.</i>
50	For the right-in, right-out driveways it may be beneficial to provide a gap analysis in order to determine the impact of these movements between intersections and highway ramps.	<i>It is our traffic engineer's opinion that gap studies are not necessary due to the facts that (1) the access drives are restricted to right-turn movements only, (2) the access drives are replacing existing right-turn in/right-turn out access drives, (3) the development will be reducing the number of access drives along Arlington Heights Road, and (4) many unsignalized access drives currently exist along Arlington Heights Road and Algonquin Road within the vicinity of the site.</i>
51	Please provide bike and pedestrian counts and crash data to determine potential impacts or issues that may be resolved with the planned improvements.	<i>Agreed, please see attached IDOT crash data</i>
52	Please confirm access restrictions for the parking garage.	<i>Agreed, access to the parking garage is limited to those with card readers. Garage access is granted to tenants by the building staff.</i>
53	Please provide parking utilization data from similar sites to confirm the parking utilization rates. The sites should be a similar scale, land uses, and proximity to highway/transit as possible.	<i>It is our traffic engineer's opinion that the additional surveys are not required as the development is meeting the parking requirements of the Village of Arlington Heights. Further, based on parking rates published in the ITE Parking Generation Manual, 5th Edition, the parking to be provided is sufficient to meet the estimated peak parking demand.</i>
54	Parking Management - The petitioner should submit a parking management plan that provides detail on how all parking spots will be allotted to residential units, how guest parking and employee parking will be accommodated, and demand for commercial parking in light of previous comments on restaurant uses.	<i>Agreed, refer to attached Parking Management Plan</i>
55	Algonquin Road and Arlington Heights Road Intersection - Under the year 2029 Phase 1 conditions there is a nearly 50% increase in the westbound left turn movement during weekday evening. This should be addressed in the signal timing recommendations.	<i>It is our traffic engineer's opinion, the projected Year 2029 Phase 1 traffic volumes represent only an approximate 17 percent increase in the westbound left-turn movement. Further, a portion of the increase in traffic is due to the background growth as opposed to the proposed development. In addition, the left-turn movement is projected to experience only an approximate eight second increase in delay when the Year 2029 Phase 1 conditions are compared to the existing conditions.</i>
56	Tonne Road Intersection - The Tonne Road Northbound left-turn movement suffers a significant delay in the Phase I and full buildout scenarios and not just a decrease in level of service. The delay more than doubles with no specific increase noted. The conditions with the proposed signal timing modifications should be provided. The same occurs for the southbound through and right-turn movements for both 2029 Phase I and full buildout.	<i>Please refer to the attached Traffic Study page 31: The Tonne Road movements are projected to operate significantly better with the reallocation of four to five seconds of green time from the Algonquin Road approaches to the Tonne Road approaches.</i>

## Bike and Pedestrian Access

57	Provide details for the design and materials for all pedestrian crosswalks along the roadway frontages and internal parking lots.	<i>Agreed, site pavement and sidewalk details are provided on civil drawings. Landscape details are provided on Landscape</i>
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		<i>drawings. Note that vehicular paver areas have been removed and replaced with a pigmented concrete sidewalk.</i>
<b>58</b>	<p>Provide bicycle and pedestrian access along all frontages of the site through a shared-use path. This would include the shared drives accessible from Tonne Road and from Arlington Heights Road. The Path would preferably be 10 - 12 feet wide although consideration down to an 8-foot path would be considered where they may be ROW restrictions and the existence of a sidewalk on the adjacent side of the roadway is provided. The path would allow for existing and future access to the following:</p> <ul style="list-style-type: none"> <li>- The Elk Grove Evanston Bikeway outlines in the Northwest Municipal Council (NWMC) Multimodal Plan. The Bikeway would be accessible from both Tonne Toad and the Algonquin Road/Arlington Heights Road intersections.</li> <li>- Future connections to Busse Woods would be accessible from the southwestern edge of the site and would continuous with future phases of the redevelopment. Future access may also be accessible to the internal roadway.</li> <li>- Use shared-use paths through the site to access all future phases of redevelopment through the site or adjacent sites to promote multimodal access and shared parking opportunities.</li> </ul>	<p><i>The Village's early review comments requested 8' sidewalks (to double as bike paths) which we have incorporated into our plans. Increasing the sidewalks further would not provide enough of a landscaping buffer between the sidewalk and our buildings and parking lot.</i></p>

## Market Study

<b>59</b>	<p>While it is understood that the following projects are still in the planning phase, please analyze the potential impact of the Woods Plaza redevelopment in Elk Grove Village, along with the proposed redevelopment of International Plaza in the Village of Arlington Heights. Additionally, the Village is in very preliminary discussions with a developer that is interested in constructing 316 multi-family rental units on Arlington Heights Road approximately 1,500 north of the subject property.</p>	<p><i>In our opinion as residential developers in both Chicago and the suburbs for the last 32 years, we feel that the NW suburbs of Chicago (including all of these properties mentioned in and around Arlington Heights) are in drastic need of new quality housing. Quality housing requires the incorporation of mixed-use concepts to support the residential population and provide high-quality amenities necessary to attract these tenants. With the burdens of land acquisition, high costs and low leverage of financing, high costs of construction, long time to get municipal approvals, it is very difficult to develop these types of projects. We should applaud and encourage these efforts and help in anyway we can to bring them to successful completion. The market needs it, and the fact that our project and other similar ones in this area are being planned shows the strength of this area as an attractor for residential and mixed use development. These types of projects are a benefit for all involved.</i></p>
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## PUD/Construction Phasing

<b>60</b>	<p>A preliminary construction schedule and construction staging plan shall be required, per Section 9.1i. The plans shall identify construction site entrances, anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure.</p>	<p><i>Agreed, and confirmed, this preliminary information will be provided now, and an updated one along with Building Permit submittal.</i></p>
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# Thomas Roszak Architecture, LLC

<b>61</b>	Are there any proposed Covenants, Conditions, or Restrictions for the subdivision of PUD?	<i>No other covenants, conditions and restrictions are required for the subdivision.</i>
<b>Plat of Subdivision</b>		
<b>62</b>	Please clarify if your intent is to proceed with Preliminary and Final Plat of Subdivision approval into one process. Final Plat approval requires the submission of final engineering plans and stormwater detention calculations. Please note that the Final Plat of Subdivision, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval, with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). Please note that no public notice is required for Final Plat of Subdivision approval. Should you end up proceeding with Preliminary Plat approval only, an electronic copy of the Plat which reads "Preliminary" will be required on week prior to the Plan Commission hearing.	<i>Agreed, we confirm final plat only</i>
<b>63</b>	Please note that payment of all applicable engineering fees and the provision of all surety bonds, public improvement deposits, and maintenance guarantees must be provided one week prior to appearing before the Village Board for Final Plat approval. An Engineer's Estimate of Probable Cost is needed in order to calculate these fees.	<i>Agreed, civil engineer will coordinate with Developer and VAH to comply</i>
<b>64</b>	Why are so many owners certificates needed on the Plat?	<i>Agreed, excess owner certificates will be revised.</i>
<b>65</b>	IDOT signature is required on the Plat of Subdivision	<i>Agreed</i>
<b>66</b>	Per Section 29-209 of Chapter 29, please provide space for the County Clerk's stamp	<i>Agreed, to be provided at later date.</i>
<b>67</b>	Building setback lines must be shown on the Plat of Subdivision. Please add setback lines which shall be 15' from the property boundary and 50' from the property boundary. For the 15' setback, a note shall be added clarifying that this applied only to structures between 1-3 stories tall and for the 50' setback a note shall be added to clarify that it shall be applied only to 4th story and above.	<i>Agreed, this will be modified to show setbacks.</i>
<b>68</b>	Provide a Deed of Dedication per Section 29-209n of Chapter 29. The 2nd and 3rd paragraphs can be omitted if there are no separate and additional covenants, conditions and restrictions for the subdivision.	<i>Agreed, no other separate and additional covenants, conditions and restrictions for the subdivision are required.</i>
<b>69</b>	A surveyors seal shall be added to the Plat.	<i>Agreed</i>
<b>70</b>	Add the PIN numbers to the Plat per Chapter 29, Section 29-209s.	<i>Agreed, PIN numbers are provided</i>
<b>71</b>	Add a location to send future tax bills per Chapter 29, Section 29-209t.	<i>Agreed, location to be provided at future date. Space has been provided on the drawing for address once determined.</i>
<b>72</b>	A lot number must be proposed for the new lot, including the total size of the newly proposed lot per Section 29-209i.	<i>Agreed, to be provided at later date.</i>

73	In order to properly display the necessary easements that must be established as part of this subdivision, along with the applicable easement provisions, it is recommended that another page be added to the Plat of Subdivision to clearly show the proposed easement locations, beneficiaries, and provisions.	<i>Agreed, provided on last page.</i>
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