

BUILDING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 15-020
 Petitioner: Jeffrey Funke
515 Lincoln Avenue
Winnetka, IL 60093
 Owner: Arlington Downs WPH, LLC;
Arlington Downs Commercial, LLC;
Arlington Downs Commercial, LLC;
 Contact Person: Vince Bertucci
 Address: 515 Lincoln Avenue
Winnetka, IL 60093
 Phone #: 312.451.5103
 Fax #: N/A
 E-Mail: vbortucci@chiarc.net

P.I.N.# 02-25-100-037&039 and 02-26-201-206&027
 Location: 3400 W. Euclid Avenue
 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: For:
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current:
Proposed:
 Site Gross Area: 500,000 SF / 11.5 acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING:

YES NO

- 1. VILLAGE BUILDING CODE
- 2. PRESENT ZONING USE
- 3. REQUESTED ZONING USE
- 4. SUBDIVISION REQUIRED
- 5. SIGN CODE

6. GENERAL COMMENTS:

NO COMMENTS

DEB PIERCE 9-8-15
 Director: PLAN REVIEWER Date

BUILDING DEPARTMENT

1A

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INSPECTIONAL SERVICES

No Comments

P.D.

9/9/15

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SEP - 9 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Director

Date

PUBLIC WORKS DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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	<u>EXISTING IMPROVEMENT</u>	<u>REQUIRED IMPROVEMENT</u>	<u>COMMENTS</u>
1. <u>UTILITIES:</u>			
Water	<u> </u>	<u> / </u>	<u>See Memo 9-9-15</u>
Metering	<u> </u>	<u> </u>	<u> </u>
Backflow	<u> </u>	<u> / </u>	<u>See memo 9-9-15</u>
Sanitary Sewer	<u> </u>	<u> / </u>	<u>" " 9-9-15</u>
Storm Sewer	<u> </u>	<u> / </u>	<u>" " 9-9-15</u>
2. <u>SURFACE:</u>			
Pavement	<u> </u>	<u> </u>	<u> </u>
Curb & Gutter	<u> </u>	<u> </u>	<u> </u>
Sidewalks	<u> </u>	<u> </u>	<u> </u>
Street Lighting	<u> </u>	<u> </u>	<u> </u>

3. GENERAL COMMENTS:

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SEP 25 2015

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Asst. Director [Signature] Date 9-24-15
 SEE memo 9-9-15

Memorandum

To: Cris Papierniak, Assistant Director of Public Works

From: Jeff Musinski, Utilities Superintendent

Date: September 9, 2015

Subject: 3400 W. Euclid, P.C. #15-020 PUD Amendment Round 1

With regard to the PUD Amendment, I have the following comments:

- 1) All materials and methods of construction must adhere to the most recent version of "A Manual of Practice for The Design of Public & Private Improvements"
- 2) Separation must be maintained between water, sanitary and storm in accordance with IEPA Standards. When separation cannot be maintained, methods of construction as outlined by the IEPA must be followed.
- 3) Upon review of the submitted half sheets, I cannot see that any hydrants are proposed with this construction. Please adhere to fire protection standards with regard to the placement of hydrants.
- 4) Approved RPZ devices must be installed in all new buildings to protect the domestic and fire service.
- 5) Grease traps must be installed for all buildings where the potential exists that grease can enter into the sewer system.

If you have any questions, please feel free to contact me.

C. file

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SEP 25 2015
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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OCT - 2 2015

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

a. Underground Utilities

Water _____

Sanitary Sewer _____

Storm Sewer _____

b. Surface Improvement

Pavement _____

Curb & Gutter _____

Sidewalks _____

Street Lighting _____

c. Easements

Utility & Drainage _____

Access _____

} PER PHASE 2
 } PER CITY OF ROLLING MEADOWS
 } MODIFY EXISTING
 } AS NECESSARY

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC b. IDOT _____

c. ARMY CORP _____ d. IEPA

e. CCHD f. CoRM

YES NO COMMENTS

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____ SEE COMMENTS

5. PRELIMINARY PLAT ACCEPTABLE? _____ N/A

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? _____

8. CONTRIBUTION ORDINANCE EXISTING? _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? ... _____

10. WETLAND EXISTING? _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: V3 COMPANIES

DATE OF PLANS: 9-3-2015

James J. Mull 10/2/15
 Director Date

PLAN COMMISSION PC #15-020
Arlington Downs Phase 3
3400 W. Euclid Ave.
PUD Amendment
Round 1

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.
12. 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
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

13. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard.
14. Include calculations in the Stormwater Management Report showing the provided storage in the proposed vault and additional pipes. Similarly, include calculations for the volume control storage.
15. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
16. Fire lanes adjacent to buildings must have a minimum pavement width 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-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.
17. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
18. The plans do not reflect the required Phase 2 widening of Euclid Avenue. The Euclid Avenue widening is required to be completed prior to the approval of occupancy for the Four Points Sheraton Hotel and the

Waterpark. Also required as part of the PUD approval is the completion of the required improvements at the intersection of Euclid Avenue and Rohlwing Road. Both these items require approval from the Cook County Department of Highways and the City of Rolling Meadows.

19. The City of Rolling Meadows, working as the lead agency along with the Village of Arlington Heights, has obtained Federal funding for a bike path project that includes the section of Euclid Avenue adjacent to the proposed Phase 3 development. Christopher B. Burke Engineering, Ltd. is the consultant under contract with Rolling Meadows to design the proposed path. The 10' bike path must have 2' clear zones on both sides. Some clarification on the clear zone from the designers of the proposed path:
 - a. 2' clear zone CAN be part of 5' offset from back of curb.
 - b. North edge of 2' clear zone CAN be on the ROW line provided there are no physical obstructions within 3' of edge of path
 - c. Clear zone slope restricted to 6:1 (desirable) with 4:1 (minimum).We will help coordinate the design overlap between V3 and CBBEL in any way possible.
20. Properly reflect curb cuts and striping for 10 ft. bike path crossings at the Arlington Downs driveway and at Rohlwing Road.
21. Sheet A-3: The Subject Property Map shows the elimination of the regional basin in favor of five (5) football/soccer fields. This has significant implications to the ultimate stormwater management system which, if this scenario is anticipated, should be resolved now.
22. Sheet C-3.1: The heavy duty pavement must be in the drive aisle closest to the buildings along Euclid Avenue. This applies to Zones D and E. The north driveway from Zone E to Zone C will also ultimately be a fire lane and must be heavy duty pavement.
23. Sheet C-3.1: The proposed sidewalk along Rohlwing Road will require a permit from the City of Rolling Meadows. Street lighting along this section of Rohlwing Road is also a requirement.
24. Sheet C-5.1: Stormwater runoff (downspouts) from the buildings along Euclid Avenue must be conveyed to the site detention system and not allowed to freely flow onto the Euclid Avenue ROW. Clearly show this on the site plan.
25. We now have two different Traffic Impact Studies and there needs to be a comparison and identification of differences highlighted between these two reports for both trip generation and parking.
26. The analysis for left turn storage bay length suggests constraints for the Euclid and Salt Creek signal, but the plans do not reflect the pavement and striping revisions necessary to implement these requirements. Please define signal timing and geometric recommendations.
27. The future traffic signal shown at Euclid Avenue and the Arlington Downs driveway would be private benefit. The current PUD discusses the breakdown of cost responsibilities.
28. All perimeter parking stalls on the site plans can be reduced to 16.5 ft. with 1.5 ft. overhang to reduce pavement and increase green space. Only applicable to parking stalls facing grass/landscaping.
29. Please provide a turning exhibit for the truck delivery areas behind buildings D2 & D3, and adjacent to buildings D4 & D5.
30. Provide a plan that shows the details for all proposed internal traffic control signage and paint striping.

31. The placement of site parking lot lighting within islands having two landscaping trees may adversely affect site lighting photometrics. Consider alternative pole layout away from trees.
32. Provide site photometric lighting plans and catalogue cuts for all exterior pole and exterior building mounted fixtures. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
33. Please indicate where the mesh fences and vine walls are being placed on the property, as well as any other landscaping features which may block motorists' sight distance.

 10/2/15
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

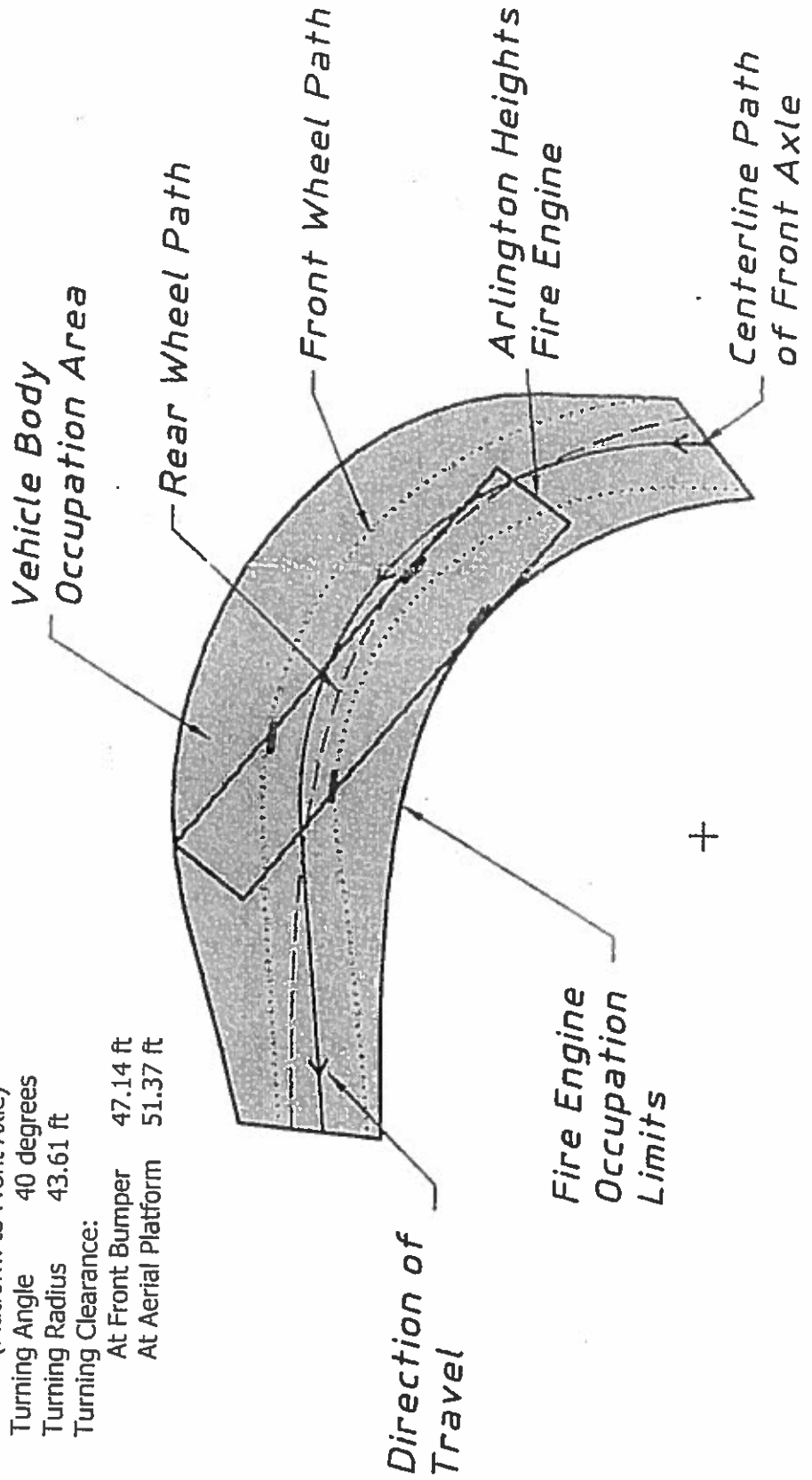
Fire Apparatus Tower 131 Specifications (1 page)

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
	(Platform to Front Axle)
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft



ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Arlington Downs
3400 W. Euclid Ave.

Round 1 Review Comments

09/28/2015

1. Character of use:

This multiple use apartment, hotel, water park, restaurant and retail development appears to be consistent with the existing use and the surrounding area on a larger scale.

2. Are lighting requirements adequate?

This is a new project and all lighting should be up to code. Special attention should be given to illuminating parking and other common areas.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. This increase is unlikely to cause any problems since there will be vehicle access off Rohlwing Rd (3), Euclid Ave (2) and Salt Creek Ln (1).

6. General comments:

Use of anti-skateboarding technology is recommended to avoid future problems with unwanted juvenile activity on the property. Special attention given to ramps, railings and curbs in more secluded or hidden areas.

The use of benches with a middle arm rest, thorny landscaping and purposely placed lighting will help prevent homeless issues from developing.

Signage regulating unwanted conduct is recommended throughout the development with special attention given to the hotels, apartment buildings, common areas and parking areas.

Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.


BRANDI ROMAG, Crime Prevention Officer
Community Services Bureau

Approved by:


Supervisor's Signature

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(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

It is recommended to install common sewer lines connected to an outdoor grease trap for the buildings where food service establishments are located.

Refer comments from the Disability Services Coordinator.

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SEP 18 2015

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner 9/18/15
Environmental Health Officer Date

James McCalister 9/18/15
Director Date

Plan Review

Address: Arlington Downs
3400 West Euclid Avenue
Planned Unit Development
P.C. #15-020
Round 1

Submitted to: Latika Bhide, Planning and Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: September 18, 2015

Re: Illinois Accessibility Code (IAC), Effective April 1997
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

Sheets C3.0 – C5.2 and A.3, A0.01

- 1) Petitioner shall comply with all requirements of the Illinois Accessibility Code (IAC). This includes all public buildings and exterior pedestrian routes on the site.
- 2) Pedestrian curb ramps shall be provided at all locations where a sidewalk crosses a curb. See IAC Section 400.310(d)(1).

Sheet C4.1

- 3) Reserved Accessible Parking Spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions. See IAC Section 400.310(c)(3).

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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- | | <u>YES</u> | <u>NO</u> | |
|----|-----------------|-----------------|-----------------------------------------------------------------|
| 1. | <u>X</u> | <u> </u> | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | <u> </u> | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | <u> </u> | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | <u> </u> | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | <u> </u> | <u>NA</u> | SUBDIVISION REQUIRED? |
| 6. | <u> </u> | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments: attached

B. M. G. A. 9.24.15 Date

Arlington Downs PC 15-020

Planning and Community Development Department

Round 1 Comments

1. A parking variation to Chapter 28, Section 11.4 is required to allow 2,032 parking spaces where 2,453 is required, a variation of 421 spaces. If the 11 parking stalls are removed as indicated in comments 2 and 3 below then the variation supply of parking will decrease to 2,021 and the variation increase to 432 spaces. Staff supports the variation based on the parking study provided. Please provide a justification based on the hardship criteria below.

2. Please eliminate 8 parking stalls in Zone D to the southeast of building D3 and provide landscaping consistent with PUD approvals as this is a gateway entrance to the development.

3. Please eliminate 3 parking stalls southeast of building D5 as they are at the intersection of the main access from the ring road into the Zone D parking area.

4. The parking stalls along Rohlwing Road in Zone D will require a variation to the PUD and Chapter 28, Section 5.1-22.1 which requires a setback of 15 feet. Provide a justification for said variation. Staff supports said variation but a justification pursuant to the variation criteria is required.

5. Criteria for variations:

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone;

- The plight of the owner is due to unique circumstances; and

- The variation, if granted, will not alter the essential character of the locality.

6. Staff will recommend that no more than 15,000 sf of medical office is permitted in Zone D and no more than 21,600 sf of medical office is permitted for all zones.

7. Staff will recommend that no more than 20,590 sf of non-sales/food and beverage tax generators shall be allowed in Zones D and E combined.

8. An easement along Euclid Avenue may be necessary for portions of the bike path.

9. Staff supports conceptual approval of three restaurants in Zone E, however it should be noted that the parking supply in this zone does not meet code for the proposed building with three restaurants. Each restaurant will require a separate Special Use approval, therefore parking in Zone E will be evaluated at that time once the floor plans and outdoor seating is known, as well as the tenants.

Arlington Downs

P.C. 15-020

September 16, 2015

- 1) Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area must be fully screened and consist of walls and/or landscaping. In Zone 'E' for the building east of the entry drive, provide additional landscaping to buffer the drive through lane.
- 2) Per the approved design guidelines, the project entries are to be planted and heavily landscaped. In the northwest corner of the entry off of Euclid it is primarily parking. The parking should be reduced in this area and an abundance of landscaping provided.
- 3) Per the approved design guidelines the crosswalks and entries must consist of special paving. The crosswalks installed in Zone 'A' are striped pavement and special paving must be provided. There are no details of the special paving for the crosswalks for Zones D and E. Specialty paving is required at major building entries, pedestrian crosswalks, and to unify the retail uses.
- 4) Along Euclid and Rohlwing 'Long Grass' and shade trees are proposed. Incorporate additional landscaping that consists of a mix of trees, shrubs and perennials. Per the Design Guidelines, 'the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.
- 5) Site furnishings are required on the parking side of all retail buildings. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.
- 6) Provide shade trees along the widened pedestrian storefront walks.
- 7) The gabion basket features are proposed to be filled with crushed concrete. It is recommended that a stone with a variety of warmer colors to complement the building material palette be used.
- 8) The proposed ground sign states "Arlington Downs" and "Village of Arlington Heights" should be incorporated into this feature.
- 9) The renderings indicate detailed plazas with intricate paving patterns, planters, and fountains. Detailed site plans are required to clarify the design intent for the plazas.
- 10) Per the approved Design Guidelines, pedestrian poles and bollard lighting is required along the retail building storefronts. Additional pedestrian poles and bollard lights must be added to the proposed plans.
- 11) Along Euclid, the width of the parkway that includes 'mown grass' is very limited and there is concern with the proximity of the parkway tree from the back of curb.
- 12) Detailed landscape plans are required with actual plans materials specified.
- 13) All mechanical units and service areas must be fully screened



PLAN COMMISSION
RESPONSE TO REVIEW COMMENTS
Arlington Downs Retail Development
10.07.15 *(Revised 10.22.15)*

PETITIONER: Jeffrey Funke / Funke Architects
PREPARER: Vince Bertucci / ChiArC

DISTRIBUTION: William Enright / VAH Deputy Director Planning & Community Development
Charles Witherington-Perkins / VAH Director Planning & Community Development
Jeff Funke / Spring Bank Real Estate Group

REGARDING: The following is a narrative response to the Village of Arlington Heights, internal department review comments based on the application submitted on 09.03.15 for a request to amend the PUD of the Arlington Downs Retail Development. Review comments were received on 09.21.15 and 09.22.15.

1. BUILDINGS – PLAN REVIEW

1. No Comments

1A. BUILDINGS - INSPECTION SERVICES

1. No Comments

2. PUBLIC WORKS

1. COMMENT:

All materials and methods of construction must adhere to the most recent version of "A Manual of Practice for The Design of Public & Private Improvements"

1. RESPONSE:

All materials and methods of construction shall adhere to the Village of Arlington Heights, "A Manual of Practice for The Design of Public & Private Improvements" dated, April 25, 1997 which has been confirmed to be the latest version by Mike Pagonis, Deputy Director of Engineering for The Village of Arlington Heights.

2. COMMENT:

Separation must be maintained between water, sanitary and storm in accordance with IEPA Standards. When separation cannot be maintained, methods of construction as outlined by the IEPA must be followed.

2. RESPONSE:

Vertical and horizontal separation requirements between water and sewers as outlined by the IEPA will be maintained.

3. COMMENT:

Upon review of the submitted half sheets, I cannot see that any hydrants are proposed with this construction. Please adhere to fire protection standards with regard to the placement of hydrants.

3. RESPONSE:

Fire hydrant locations will be provided in final engineering. Fire hydrant spacing and locations will be in accordance with the Village's fire protection standards.

4. COMMENT:

Approved RPZ devices must be installed in all new buildings to protect the domestic and fire service.

4. RESPONSE:

Double detector check assemblies are shown on detail 2/P4.01 for the fire protection service. If RPZ protection is required on fire protection service please advise. Conversation with Lou Soest with the Arlington Heights Plumbing department indicated that RPZ's for the domestic service is required only at individual fixtures requiring protection. These will be shown on the plans when the tenant spaces are developed. **See attached for;**

- 07.07.15 Phone Conversation Memo with VAH Plumbing Inspector and
- 10.05.15 Phone Conversation Memo with VAH Utilities Department.



5. COMMENT:

Grease traps must be installed for all buildings where the potential exists that grease can enter into the sewer system.

5. RESPONSE:

All buildings have grease interceptors indicated to be installed with grease waste lines shown in the buildings for future connection.

3. ENGINEERING

11. COMMENT:

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.

11. RESPONSE:

Understood

12. COMMENT:

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

Projected Coordinate System:	NAD 1983 State Plane Illinois East FIPS 1201 Feet
Projection:	Transverse Mercator
False Easting:	984250.00000000
False Northing:	0.00000000
Central Meridian:	-88.33333333
Scale Factor:	0.99997500
Latitude Of Origin:	36.66666667
Linear Unit:	Foot US
Geographic Coordinate System:	GCS North American 1983
Datum:	D North American 1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

12. RESPONSE:

The basis of bearing for the final engineering plans is the Illinois state plane system – East Zone (NAD 83).

13. COMMENT:

Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard.

13. RESPONSE:

Detailed detention calculations and storm water vault plans will be provided as a part of the final engineering submittal.

14. COMMENT:

Include calculations in the Storm water Management Report showing the provided storage in the proposed vault and additional pipes. Similarly, include calculations for the volume control storage.

14. RESPONSE:

Detention storage calculations, including pipe storage calculations, will be included in the final storm water management report.

15. COMMENT:

Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Auto turn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

15. RESPONSE:

An Auto turn exhibit showing the turning path of the tower truck has been enclosed. **See attached for;**

- Fire Truck Turning Exhibit 10.07.15
- Garbage Truck Turning Exhibit 10.07.15
- WB40 Truck Turning Exhibit 10.07.15

16. COMMENT:

Fire lanes adjacent to buildings must have a minimum pavement width 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-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

16. RESPONSE:

The heavy duty pavement section has been revised as noted on sheets C3.1 & C3.2

17. COMMENT:

Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

17. RESPONSE:

Bicycle racks are included as part of the development and are indicated on Civil, Landscape & Architectural drawings as follows;

- Three (3) bicycle rack stations on property along Euclid Avenue
- One (1) bicycle rack station on property along Rohlwing Road
- Three (3) bicycle rack stations on property along internal access road
- Each bicycle rack station allows for four (4) bicycle racks

18. COMMENT:

The plans do not reflect the required Phase 2 widening of Euclid Avenue. The Euclid Avenue widening is required to be completed prior to the approval of occupancy for the Four Points Sheraton Hotel and the Waterpark. Also required as part of the PUD approval is the completion of the required improvements at the intersection of Euclid Avenue and Rohlwing Road. Both these items require approval from the Cook County Department of Highways and the City of Rolling Meadows.

18. RESPONSE: *(Response revised 10.22.15)*

It is our intention to develop documents for the off-site roadway and public improvements as required by the PUD for the Arlington Downs Development as per the following;

- *New public sidewalk along the east side of Rohlwing Road from Euclid Avenue to Salt Creek Lane.*
- *New southbound right turn lane on Rohlwing Road to westbound Euclid Avenue.*
- *New southbound left turn lane on Rohlwing Road at the west access road entry onto the Arlington Downs site. Note, site plan has been modified since original PUD; only one access road onto site to be provided off of Rohlwing Road.*
- *New crosswalk and pedestrian activated signal for the north leg of the signalized intersection of Rohlwing Road and Euclid Avenue.*
- *New eastbound left turn lane on Euclid Avenue at the south access road entry onto the Arlington Downs site.*
- *New crosswalk and pedestrian activated signal for the east leg of the signalized intersection of Rohlwing Road and Euclid Avenue when the City of Rolling Meadows constructs a new sidewalk along the east of Rohlwing Road from Cardinal Avenue to Euclid Avenue.*

Please see attached for;

- *V3 Companies, Civil Engineering Traffic Memorandum dated, 10.07.15*

The above referenced Traffic Memorandum is based on the V3 Companies, Traffic Impact Study dated, 08.20.15 and summarizes the operation and capacity analysis results for the intersection of Rohlwing Road and Euclid Avenue during future project traffic scenarios in the year 2022 assuming the full Arlington Downs Development and a general increase in background traffic. The memorandum evaluates three future scenarios regarding the existing geometry and future traffic;

1. *Without the development of the site.*
2. *Development of the site without the southbound Rohlwing Road right turn lane onto westbound Euclid Avenue.*
3. *Development of the site with the southbound Rohlwing Road right turn lane onto westbound Euclid Avenue.*

The analysis shows that scenario 2, the existing geometry with the development of the site can accommodate the future traffic demand without the addition of the southbound right turn lane on Rohlwing Road onto westbound Euclid Avenue.

The petitioner intends to meet the requirements of the off-site public improvements as set forth in the PUD and described above but intends to pursue relief for the construction of the southbound right turn lane on Rohlwing Road onto Euclid Avenue.

19. COMMENT:

The City of Rolling Meadows, working as the lead agency along with the Village of Arlington Heights, has obtained Federal funding for a bike path project that includes the section of Euclid Avenue adjacent to the proposed Phase 3 development. Christopher B. Burke Engineering, Ltd. is the consultant under contract with Rolling Meadows to design the proposed path. The 10' bike path must have 2' clear zones on both sides. Some clarification on the clear zone from the designers of the proposed path:

- a. 2' clear zone CAN be part of 5' offset from back of curb.
- b. North edge of 2' clear zone CAN be on the ROW line provided there are no physical obstructions within 3' of edge of path
- c. Clear zone slope restricted to 6:1 (desirable) with 4:1 (minimum).

We will help coordinate the design overlap between V3 and CBBEL in any way possible.

19. RESPONSE:

We shall coordinate with CBBEL to ensure that the bike path is coordinated between all

- a. Parkway edge along south side of bike path has a 2' clear zone with mown grass.
- b. North edge of bike path has a 2' clear zone and there are no physical obstructions within 3' of the proposed bike path.
- c. Clear zone slope restricted to 6:1 typical with 4:1 slope minimum.

20. COMMENT:

Properly reflect curb cuts and striping for 10 ft. bike path crossings at the Arlington Downs driveway and at Rohlwing Road.

20. RESPONSE:

Curb cuts and striping for the bike path have been added to the site plan. See sheet C3.1 for details.

21. COMMENT:

Sheet A-3: The Subject Property Map shows the elimination of the regional basin in favor of five (5) football/soccer fields. This has significant implications to the ultimate storm water management system which, if this scenario is anticipated, should be resolved now.

21. RESPONSE:

The proposed football/soccer fields were shown as a possible future phase and were shown for reference only. No impacts to the regional basin are anticipated.

22. COMMENT:

Sheet C-3.1: The heavy duty pavement must be in the drive aisle closest to the buildings along Euclid Avenue. This applies to Zones D and E. The north driveway from Zone E to Zone C will also ultimately be a fire lane and must be heavy duty pavement. See sheets C3.1 & C3.2

22. RESPONSE:

Heavy duty pavement zones have been updated to include the drive aisles closest to the buildings. The driveway from Zone E to C has been revised to be heavy duty pavement.

23. COMMENT:

Sheet C-3.1: The proposed sidewalk along Rohlwing Road will require a permit from the City of Rolling Meadows. Street lighting along this section of Rohlwing Road is also a requirement.

23. RESPONSE:

Understood

24. COMMENT:

Sheet C-5.1: Storm water runoff (downspouts) from the buildings along Euclid Avenue must be conveyed to the site detention system and not allowed to freely flow onto the Euclid Avenue ROW. Clearly show this on the site plan.

24. RESPONSE:

Storm drain connections have been added to sheet C5.1 for all of the proposed buildings. All building storm drainage will be routed to the onsite storm water detention facility.

25. COMMENT:

We now have two different Traffic Impact Studies and there needs to be a comparison and identification of differences highlighted between these two reports for both trip generation and parking.

25. RESPONSE:

The current consulting civil engineer for the Arlington Downs Retail project, V3 does not have the previous traffic studies conducted for the site by others. However, the August 20, 2015 Traffic Impact Study was based on the latest site plan at that time. The study also uses the latest data from the ITE Trip Generation Manual, 9th Edition, which was updated and published in September 2012. The Arlington Downs Parking Assessment has also been updated with the latest site plan information and utilized parking rates from the Village of Arlington Heights municipal code and the previously approved parking rates from the PUD.

See attached for;

- V3 Civil Engineer Traffic Memorandum dated, 10.07.15

26. COMMENT:

The analysis for left turn storage bay length suggests constraints for the Euclid and Salt Creek signal, but the plans do not reflect the pavement and striping revisions necessary to implement these requirements. Please define signal timing and geometric recommendations.

26. RESPONSE:

As part of the Euclid Avenue improvement plans from Rohlwing Road to Salt Creek Lane, a continuous median will be proposed between the intersections. As part of these plans, it is proposed to re-stripe the eastbound left turn to accommodate the proposed 95th percentile queue length. No other geometric recommendations are proposed at this intersection. The signal timings at the signalized intersections remain unchanged from the existing timings during the weekday am and pm peak hours. The Saturday midday signal timing was slightly modified to reduce the delay for one travel movement from LOS E to LOS D.

27. COMMENT:

The future traffic signal shown at Euclid Avenue and the Arlington Downs driveway would be private benefit. The current PUD discusses the breakdown of cost responsibilities.

27. RESPONSE:

Since the development warrants the traffic signal, it would be the responsibility of the development to pay for the signal. The signal would cost around \$250-300k.

28. COMMENT:

All perimeter parking stalls on the site plans can be reduced to 16.5 ft. with 1.5 ft. overhang to reduce pavement and increase green space. Only applicable to parking stalls facing grass/landscaping.

28. RESPONSE:

Per the Municipal Code of Arlington Heights, Zoning Regulations Chapter 28, 11.2-7 Size:, "...The Length of a parking space can be reduced to sixteen and one half feet including wheel stop if additional space of one and one half feet in length is provided for car overhang. At least three feet, excluding any car overhang space, must be provided for any planting screen...."

At all perimeter parking stall locations where we have indicated the parking stall depth to be reduced from the required 18 feet, we are providing a minimum of 17 feet of depth and have provided a minimum of 1.5 feet in length of clear area beyond the curb for car overhang and at all landscaped overhang areas have provided a minimum of 1.5 feet plus 3 feet clear of planting zone.

29. COMMENT:

Please provide a turning exhibit for the truck delivery areas behind buildings D2 & D3, and adjacent to buildings D4 & D5.

29. RESPONSE:

Truck turning templates have been enclosed for all trash and delivery areas on-site. **See attached for;**

- Garbage Truck Turning Exhibit 10.07.15
- WB40 Truck Turning Exhibit 10.07.15

30. COMMENT:

Provide a plan that shows the details for all proposed internal traffic control signage and paint striping.

30. RESPONSE:

All internal traffic control striping and signage has been detailed on sheets C3.1 & C3.2.

31. COMMENT:

The placement of site parking lot lighting within islands having two landscaping trees may adversely affect site lighting photometric. Consider alternative pole layout away from trees.

31. RESPONSE:

The proposed trees for the parking islands are selected for their anticipated mature canopy shape. An upright tree form limits any effect of the tall pole mounted fixtures. Furthermore trees will be placed towards the outer edges of the island without impediment to the adjacent drive aisles.

32. COMMENT:

Provide site photometric lighting plans and catalogue cuts for all exterior pole and exterior building mounted fixtures. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

32. RESPONSE:

Site photometric are in the process of being executed and shall be provided presently under separate cover when completed.

33. COMMENT:

Please indicate where the mesh fences and vine walls are being placed on the property, as well as any other landscaping features which may block motorists' sight distance.

33. RESPONSE:

Mesh fences with vines growing upon them for screening purposes are located along the parking lot boundaries which directly border Rohlwing Road in Zone D and the internal development access road. The landscape plans and details show the placement and typical construction detail of these fences.

A 12'x12' Vehicular visibility triangle is shown on the landscape plans at parking lot vehicular entry points.

Planting, signs, fencing or any other obstruction will be no greater than 30" in height within this area.

4. FIRE

1. Did Not Receive Comments

5. POLICE

1. Did Not Receive Comments

6. HEALTH SERVICES**1. COMMENT:**

It is recommended to install common sewer lines connected to an outdoor grease trap for the buildings where food service establishments are located.

1. RESPONSE:

A common sewer line is shown connecting to an outdoor grease interceptor located beneath the slab of the exterior refuse area for each building.

7. PLANNING – DISABILITY SERVICES

(Planning review comments 1 & 2 pertain to sheets C3.0-C5.2 and A3, A0.01 of the application document)

1. COMMENT:

Petitioner shall comply with all requirements of Illinois Accessibility Code (IAC). This includes all public buildings and exterior pedestrian routes on the site.

1. RESPONSE:

All designs, pedestrian routes, travel paths, etc. shall comply with the requirements of the IAC.

- The finished floor elevation of the building's interior and the elevation of the adjacent public entry walkway to be no greater than a ¼ inch of vertical rise and ½ inch of 1:2 diagonal rise.
- All transitions between the parking lot and pedestrian sidewalks to have a delineated sloped transition.
- Additional detail to delineate on-site accessible routes to be provided in final engineering.

2. COMMENT:

Pedestrian curb ramps shall be provided at all locations where a sidewalk crosses a curb. See IAC Section 400.310(d)(1).

2. RESPONSE:

A pedestrian curb ramp has been provided at all locations where a sidewalk crosses a curb intended as a public route. All curb ramps will be designed to meet IAC guidelines. Additional detail delineating design slopes to be addressed in final engineering.

(Planning review comment 3 pertains to sheet C4.1 of the application document)

3. COMMENT:

Reserved Accessible Parking Spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions. See IAC Section 400.310(c)(3).

3. RESPONSE:

All accessible parking spaces will be designed to meet IAC guidelines. Additional detail delineating design slopes to be addressed in final engineering.

7. PLANNING & COMMUNITY DEVELOPMENT

1. COMMENT:

A parking variation to Chapter 28, Section 11.4 is required to allow 2,032 parking spaces where 2,453 is required, a variation of 421 spaces. If 11 parking stalls are removed as indicated in comments 2 and 3 below then the variation supply of parking will decrease to 2,021 and the variation increases to 432 spaces. Staff supports the variation based on parking study provided. Please provide a justification based on hardship criteria.

1. RESPONSE:

A variation request for providing fewer parking spaces than would be required based on the parking assessment dated 09.02.15 and amended on, 10.09.15 shall be provided as a separate document based on the Village of Arlington Heights, hardship criteria. **See Attached for;**

- Revised Parking Assessment 10.09.15

2. COMMENT:

Please eliminate 8 parking stalls in Zone D to the southeast of building D3 and provide landscaping consistent with PUD approvals as this is a gateway entrance to the development.

2. RESPONSE:

Buildings D2, D3 & E1 are located 5'-9" further south than initially proposed providing a full 20 foot wide pedestrian walkway on the north side of these buildings. Parking spaces located southeast of building D3 as well as parking spaces between buildings D2 & D3 have been pulled back to align with the south facades of these buildings. Due to the relocation of these buildings 5'-9" to the south, only six (6) parking spaces southeast of D3 and six (6) parking spaces between building D2 & D3 are eliminated to maintain alignment. Area south- east of building D3 and west of the Euclid Avenue access road to be provided with additional landscaping to complement the plantings on the east side of this entry.

3. COMMENT:

Please eliminate 3 parking stalls southeast of building D5 as they are at the intersection of the main access from the ring road into the Zone D parking area.

3. RESPONSE:

Three (3) parking spaces initially planned southeast of building D5 are eliminated and additional landscaping provided.

4. COMMENT:

The parking stalls along Rohlwing Road in Zone D will require a variation to the PUD and Chapter 28, Section 5.1-22.1 which requires a setback of 15 feet. Provide a justification for said variation. Staff supports said variation but a justification pursuant to the variation criteria is required.

4. RESPONSE:

Far west side of the proposed parking lot layout in Zone D as designed is located approximately 10 feet from Face of curb to the property line. We are requesting a variation from the required 15 foot set back to 10 feet for a 90 foot length of parking stalls for the following reasons;

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; Moving the proposed curb location to the required 15 foot set back would eliminate three (3) parking spaces, effect the route and turning radius of the longer delivery truck necessary for Building D1 and the length of the loading zone for this delivery truck on the north side of building D1.

2. The plight of the owner is due to unique circumstances; The far west curb in question had been identified on past civil engineering documents as an existing installation and it is assumed constructed as such and therefore is an existing encroachment.

3. The variation, if granted, will not alter the essential character of the locality; there is an existing paved parking lot at this location to be replaced with a new paved parking lot at the same location.

5. COMMENT:

Criteria for variations:

*The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone;

*The plight of the owner is due to unique circumstances; and

*The variation, if granted, will not alter the essential character of the locality.

5. RESPONSE:

See Response to Item 4, above.

6. COMMENT:
Staff will recommend that no more than 15,000 sf of medical office is permitted in Zone D and no more than 21,600 sf of medical office is permitted for all zones.
6. RESPONSE: *(Response provided 10.22.15)*
Understood
7. COMMENT:
Staff will recommend that no more than 20,590 sf of non-sales/food and beverage tax generators shall be allowed in Zones D and E combined.
7. RESPONSE: *(Response provided 10.22.15)*
*As per phone conversation with Bill Enright, 10.20.15, non-sales/food and beverage tax generators are entities such as medical facilities or other non-sales tax entities. Therefore, the restriction of 20,590 sf of non-sales/food and beverage tax generators allowed in Zone D & E combined is understood as not pertaining to typical public restaurants. Response to comment; **Understood.***
8. COMMENT:
An easement along Euclid Avenue may be necessary for portions of the bike path.
8. RESPONSE:
Moving the proposed bike path north to create a wider parkway (a minimum of 8' parkway width for parkway tree planting) combined with the shifting of the originally proposed locations of buildings D2, D3 & E1, 5'-9" south would impact the width of the buffer yard landscape along Euclid Avenue. The buffer yard landscape utilizes low berming, long grass, and grouped shrub plantings to create a balance of screening of vehicular areas with open views to the buildings beyond. Furthermore proposed linear tree planting along the buffer yard creates a parkway-like corridor along this section of Euclid. The petitioner would like to maintain the bike path within the R.O.W.
9. COMMENT:
Staff supports conceptual approval of three restaurants in Zone E, however it should be noted that the parking supply in this zone does not meet code for the proposed building with three restaurants. Each restaurant will require a separate Special Use approval; therefore parking in Zone E will be evaluated at that time once the floor plans and outdoor seating is known, as well as the tenants.
9. RESPONSE:
Understood

The following Comment and Responses are based on email correspondences with Deputy Director Bill Enright and are included here for continuity;

10. COMMENT *(per email received 10.21.15):*
The parking study by V3 has some numbers wrong. On page 4, they list child care in Zone A, but I thought that you were not looking to do that? Also they show a restaurant in Zone A which I didn't think was happening? The previous parking study dated Sept 2, 2015 does not include those uses in Zone A, so which is correct
10. RESPONSE *(email response 10.21.15)*
Prior to the 09.02.15 parking study, we mistakenly directed V3 to consider the existing vacant space on the first floor of the residential tower in Zone A as private building tenant use. During the comment and response period we were made aware by Ownership of our mistake and asked V3 to include public use for day care and restaurant within the residential tower in Zone A.
11. COMMENT *(per email received 10.21.15)*
On page 7 of the parking provided in Zone B is listed in Table 5 as 453 spaces but V3's site plan indicates 414 spaces. I counted to verify and its 414. Table 5 total parking provided they have 2,028 but its 1,989.
11. RESPONSE:
The difference in parking is due to the additional parking spaces being constructed in the existing parking lot east of the water park. As summarized on page 2 of the parking study, Zone B includes the construction of 414 parking spaces. In addition, the east lot is being expanded from 32 spaces to 71 spaces, a difference of 39 spaces. That is the same difference between 414 and 453 for Zone B and 2,028 and 1,989 for the overall site.
12. COMMENT *(email received 10.22.15):*
The traffic study does not indicate any square feet for medical office in Zone C (first floor of the future tower). Previously this had 6,000 sf for medical but V3 parking study says no commercial/office space in this Zone?

12. RESPONSE:

There are currently no plans of providing a medical office in Zone C, future residential tower. However, we do want to maintain the current staff recommended limitations as per, 7. Planning and Community Development, Comment #6, of no more than 15,000 sf of medical office in Zone D and no more than 21,600 sf of medical office is permitted for all zones.

7A. LANDSCAPING**1. COMMENT:**

Must provide screening for service areas/drive aisles along Euclid and Rohlwing Road. The service area must be fully screened and consist of walls and/or landscaping. In Zone 'E' for the building east of the entry drive, provide additional landscaping to buffer the drive through lane.

1. RESPONSE:

In lieu of screen walls, low height topographical, "berming" to be indicated along the "buffer yards" of Euclid Avenue and Rohlwing Road at 18 inch to 30 inch in height as a supplement to landscaping which includes, long grass, shrub groupings, shade tree 'lines' and ornamental trees (orchards).

2. COMMENT:

Per the approved design guidelines, the project entries are to be planted and heavily landscaped. In the northwest corner of the entry off of Euclid it is primarily parking. The parking should be reduced in this area and an abundance of landscaping provided.

2. RESPONSE:

Parking spaces initially shown south and east of building D3 and west of Euclid Avenue access road have been eliminated in order to create additional landscaped area to complement the plantings on the east side of this entry.

3. COMMENT:

Per the approved design guidelines the crosswalks and entries must consist of special paving. The crosswalks installed in Zone 'A' are striped pavement and special paving must be provided. There are no details of the special paving for the crosswalks for Zones D and E. Specialty paving is required at major building entries, pedestrian crosswalks, and to unify the retail uses.

3. RESPONSE:

A typical Crosswalk paving design with either pavers or stamped asphalt has been developed. A detail for this has been prepared. In addition, accent/enhanced paving has been shown to define plaza spaces, complement building architecture and pedestrian walks.

4. COMMENT:

Along Euclid Avenue and Rohlwing Road 'Long Grass' and shade trees are proposed. Incorporate additional landscaping that consists of a mix of trees, shrubs and perennials. Per the Design Guidelines, 'the foundation areas around the buildings will be planted with a mixture of trees, shrubs and perennials to complement the architecture.

4. RESPONSE:

Additional shrub groupings have been added to the 'buffer yards' along Euclid Avenue and Rohlwing Road. Buildings D2, D3 & E1 are located 5'-9" further south than initially proposed providing a full 20 foot wide pedestrian walkway on the north side of these buildings. In-ground planters and planting are added to the north and south side of buildings D-2 & D-3; and the north side of E-1 to enhance the pedestrian experience. These will be planted with low shrubs, ornamental grasses and perennials.

5. COMMENT:

Site furnishings are required on the parking side of all retail buildings. Site furnishing plans are required with manufacturer cut sheets for all proposed site furnishings.

5. RESPONSE:

Benches (both proprietary & custom gabion seat walls), trash/recycling receptacles and bike racks are shown on the site plan including the retail side of the buildings. A manufacturer and model have been selected. Cut sheets to be provided.

6. COMMENT:

Provide shade trees along the widened pedestrian storefront walks.

6. RESPONSE:

In lieu of shade trees (due to visually compromising storefront and merchant signage) and as per response to Item 4 above, in-ground planters and planting along with seating have been added to the widened pedestrian walkway.

7. COMMENT:

The gabion basket features are proposed to be filled with crushed concrete. It is recommended that a stone with a variety of warmer colors to complement the building material palette be used.

7. RESPONSE:

The gabions may have a core of crushed concrete as a means of recycling demolished existing site construction but will have an exposed face of decorative stone to all visible sides meeting aesthetic recommendations.

8. COMMENT:

The proposed ground sign states "Arlington Downs" and "Village of Arlington Heights" should be incorporated into this feature.

8. RESPONSE:

The words, "Village of Arlington Heights" added to the monument sign located on the corner of Euclid Avenue and Rohlwing Road.

9. COMMENT:

The renderings indicate detailed plazas with intricate paving patterns, planters, and fountains. Detailed site plans are required to clarify the design intent for the plazas.

9. RESPONSE:

Detailed Plans for the plazas have been prepared.

10. COMMENT:

Per the approved Design Guidelines, pedestrian poles and bollard lighting is required along the retail building storefronts. Additional pedestrian poles and bollard lights must be added to the proposed plans.

10. RESPONSE:

Additional pedestrian light poles have been added to the retail side of building storefronts. Specification cut sheets shall be provided along with photometric as described in 3. Engineering, Response 32.

11. COMMENT:

Along Euclid, the width of the parkway that includes 'mown grass' is very limited and there is concern with the proximity of the parkway tree from the back of curb.

11. RESPONSE:

The parkway width is very limited due to the 10' wide bike path. 4'-6" south of Buildings 'D3' and 'E1'. Having trees near to the bike path may create a hazard as well as overhanging the adjacent roadway lane. The parkway widens from 8 feet to 11 feet south of Building 'D2'. Parkway trees will be located along this stretch that does get less than 8 feet in width. This wider length is around 250 feet, allowing (7) shade trees to be planted at 40 feet on center.

12. COMMENT:

Detailed landscape plans are required with actual plans materials specified.

12. RESPONSE:

Planting Plans with associated schedules of plant name (common & botanical), sizes, planted spacing and quantities have been prepared.

13. COMMENT:

All mechanical units and service areas must be fully screened.

13. RESPONSE:

As per diagram provided on revised sheet A4.2, the roof-top equipment is fully screened from public view by the height of the surrounding parapet walls.

END of RESPONSES