



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
October 24, 2018
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. 1104 S. Arlington Heights Rd. - 9/26/18
- B. 608-614 N. Haddow Ave. - 9/26/18
- C. 703-709 & 715-723 W. Algonquin Rd. - 9/26/18

IV. PUBLIC HEARINGS

- A. Taco Bell Redevelopment - 1530 W. Algonquin Rd. - PC#18-018
SUP Amendment, Variation
- B. Napleton Repair Facility - 3650 N. Wilke Rd. - PC#18-019
Rezone from M-1 to B-3, Variation

V. OTHER BUSINESS

VI. ADJOURNMENT

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Item: 1104 S. Arlington Heights Rd. - 9/26/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
1104 S. Arlington Heights Rd. - 9/26/18	Minutes

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSIONCOMMISSION

RE: 1104 SOUTH ARLINGTON HEIGHTS ROAD - PC# 18-017
AMENDMENT TO LAND USE VARIATION ORDINANCE 07-036

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 26th day of September, 2018 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
JAKE SCHMIDT, Development Planner

CHAIRMAN ENNES: This meeting of the Arlington Heights Plan Commission is called to order. Would you please all rise and join us in the pledge of allegiance?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Thank you. Please be seated, good job. Sam, would you take the roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. Lynn, thank you for filling in for me at the last meeting, I appreciate that. We have minutes for two topics from our 8/8 meeting, the Chapter 28 Text Amendment, and the 2019 budget for our Commission. Can I have, I assume everybody received those? Can I have a motion to approve them?

COMMISSIONER WARSKOW: I'll make such a motion.

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: And a second?

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

COMMISSIONER CHERWIN: I abstain.

CHAIRMAN ENNES: I abstain also, I was not there.

COMMISSIONER GREEN: I abstain, I was not there.

CHAIRMAN ENNES: Okay, moving along, we have two public hearings tonight. First, we have 1104 South Arlington Heights Road, PC# 18-017. Is the Petitioner here?

MR. BRANKIN: Yes, Mr. Chairman, good evening. Patrick Brankin on behalf of the Applicant. Also with me is Jill Lindsay of AAEC.

CHAIRMAN ENNES: Okay, Patrick, are you, have you seen the conditions?

MR. BRANKIN: I have.

CHAIRMAN ENNES: Are you agreeable to those?

MR. BRANKIN: Yes, sir.

CHAIRMAN ENNES: Okay, and can I ask you, is the young lady going to speak also?

MR. BRANKIN: Yes.

CHAIRMAN ENNES: Can I ask both of you to come up? I will swear you in; right at the podium is fine.

(Witnesses sworn.)

CHAIRMAN ENNES: Thank you. Can I ask that when you start talking, if you would spell your name for our court reporter?

MR. BRANKIN: Of course, thank you.

CHAIRMAN ENNES: Okay, thank you. Tell us about your project.

MR. BRANKIN: Thank you very much, Mr. Chairman, members of the Commission. Again, my name is Patrick Brankin, B-r-a-n-k-i-n. I'm from the law firm of Schain Banks in Chicago. I have the privilege of representing AAEC Credit Union before you this evening, seeking a land use amendment to the Ordinance 07-036 to allow for the AAEC Credit Union to operate at 1104 South Arlington Heights Road.

Just a bit of site history with regard to the property itself, in 2007, there was an ordinance that was adopted to rezone the property and authorize a land use variation for the establishment of a drive-through banking facility. Unfortunately, that ordinance has a condition in it that limited it to the People's Bank who was the applicant at that time. In 2015, pursuant to a merger between First Midwest Bank and the People's Bank, that ordinance was administratively transferred to First Midwest Bank to allow for the operation of First Midwest Bank. My client is now under contract with First Midwest Bank for the purchase of that property to be able to operate their credit union at the facility.

Before you on the slide in condition one, actually they're all numbered one which is a little unfortunate, but the top condition, the land use variation granted by this ordinance shall only apply to the People's Bank, so that's the condition that we're seeking to eliminate from the existing ordinance and why we're before you this evening.

There is no change to the building. From the exterior, you won't notice a change from the neighborhood. The land use is consistent with the existing bank. There may be some internal shuffling with regard to offices or something of that sort, but nothing that would be visible from the outside.

Again, Mr. Chairman, as you asked me earlier, we have reviewed the Staff report. We do agree with the Staff comments and the conditions related to landscaping. We have reviewed the landscape plan that was approved as part of the original ordinance, investigated the plantings that are out there, and are committed to bringing that up to the approved landscape plan.

So, with that, I will turn it over to Jill just to give you a bit about a local business actually, AAEC, and their desire to relocate.

CHAIRMAN ENNES: Thank you.

MS. LINDSAY: Good evening. I'm Jill Lindsay, and that is L-i-n-d-s-a-y. I'm president of AAEC Credit Union. AAEC was started in Arlington Heights in 1955. We have always been in business in Arlington Heights; originally in someone's home, and then many, many years ago we moved to the Plaza office complex on Wilke Road just south of the intersection with Campbell. We've been there for well over 20 years. We would like to offer a

few more services to our members, and so that's why we've been looking for a facility that would allow us to have our own ATM and a drive-through for the convenience of our members.

We were started by a group of educators who wanted to pool their resources to help their co-workers get loans at reasonable price, and that is basically our foundation and what we've been doing ever since. We have been open to employees of District 214, Harper College, and all the feeder districts. In the last few years, we've expanded to be able to allow students and alumni of any schools, public or private, in that area. We are looking into expanding to be able to offer our services to anybody from the community and look forward to that, because we think that occupying this building would make that something that would be attractive to the community.

The financial services that we offer are very similar to those that a small bank would offer. The big difference is that we are a non-profit. We are not a charitable organization, but we are a non-profit. So, everything that we earn gets returned to our members in the form of either lower loan rates or a higher dividend yield or services that we offer. We do loans for all sorts of reasons; mortgages, home equity loans, student loans, vehicle loans, RVs, personal loans, bill consolidation. We offer savings and checking accounts and debit cards, ATM cards, credit cards, things like that, so a lot of the basic things that a small bank would.

So, that's basically who we are and what we're looking to do. We're really excited that we've been able to find something that would allow us to remain in Arlington Heights because that's our home base. AAEC stands for Arlington Area Education Community, just to give you an idea that, you know, definitely we've always been Arlington Heights, you know, as our base. Any questions or anything?

CHAIRMAN ENNES: We will be asking questions but after the Staff report.

MS. LINDSAY: Okay, all right. Thank you.

CHAIRMAN ENNES: Thank you.

MR. BRANKIN: So, that concludes our presentation. I do have some handouts to kind of supplement what's up on the board, if I may approach and hand those?

CHAIRMAN ENNES: Yes, please. I'll pass these down, thank you.

MR. BRANKIN: Thank you. With that, that concludes our presentation.

We thank you for hearing us and would respectfully request your consideration. Thank you.

CHAIRMAN ENNES: Thank you, Patrick. Can we have the Staff report?

MR. SCHMIDT: Certainly. Good evening, Chairman Ennes and members of the Plan Commission. As the Petitioner stated, he is here tonight representing AAEC Credit Union, a local credit union serving the students, families, and staff of various school districts. They are seeking relief from a condition in the land use variation ordinance pertaining to the subject property at 1104 South Arlington Heights Road so that they may purchase and move into an existing bank building.

The subject property at 1104 South Arlington Heights Road is zoned B-1 Business District Limited Retail and is designated for commercial uses in the Comprehensive Plan. The requested action more specifically put is an amendment to Land Use Variation Ordinance 07-036 in order to remove condition number one from section three of the said ordinance which restricts the land use variation to the People's Bank of Arlington Heights. There are no variations required as part of this petition.

Also, some history on the site, the current bank building and site was developed by a land use variation granted in 2007 to the People's Bank of Arlington Heights by

Ordinance 07-036. The land use variation was specifically to allow a drive-through facility in conjunction with the banking facility on the site. Drive-through facilities are not permitted by right or by a special use permit in the underlying B-1 Zoning District, though bank uses on their own are a permitted use. The use as a banking facility with a drive-through is compliant with the designation in the Comprehensive Plan.

As mentioned, the condition number one in section three of said ordinance restricts the land use variation specifically to the People's Bank of Arlington Heights. At present, the facility is occupied by First Midwest Bank. The ownership of the property was transferred to First Midwest by a merger between the People's Bank of Arlington Heights and First Midwest Bank. Occupation of the facility by First Midwest following this merger was considered to be compliant with this condition in the ordinance as, through the merger, People's Bank of Arlington Heights and First Midwest Bank were considered to be the same entity. As AAEC has no affiliation with the People's Bank or with First Midwest Bank, in order to occupy and operate out of the facility, an amendment to the land use variation is required.

To provide some context, the subject site is located at the southwest corner of Arlington Heights and Magnolia Street. It is just south of Central Road and immediately north of Cypress Park. The site is currently developed with a 4,508 square-foot banking facility served by two drive-through lanes on the north side of the building, and a 17-space parking lot on the south side of the facility. The Petitioner is proposing no modifications to the building or site from approved plans. Operationally, they are planning on hours consistent with the lobby hours of First Midwest Bank currently, though in the future they may expand their hours to offer Saturday services which would be consistent with the hours First Midwest Bank offers.

With respect to parking, per code one space per 300 square feet of floor area is required for this use. Using this ratio, the 4,508 square-foot bank requires 15 total parking spaces. As the site currently has 17 parking stalls, there is a surplus of two parking stalls per code. As part of this petition, no additional bicycle parking spaces are required to be installed. By code, the provision of bicycle parking spaces is required only when a change in use results in the requirement for additional off-street motor vehicle spaces. As there is no change to the use proposed for the facility, hence no change in required vehicular parking, no addition of bicycle parking spaces are required.

With respect to traffic and parking studies, by code no full traffic and parking study by a certified traffic engineer is required. Section 6.12-1 of the Zoning Code states that projects requiring a Plan Commission review do not need to provide a full traffic study if the project comprises less than 5,000 square feet in floor area and is located along a major or secondary arterial street as defined by the Village's thoroughfare plan. As the property is located along Arlington Heights Road which is designated as a major arterial in the Village's thoroughfare plan, and as no changes are proposed to the existing facility from present, it falls underneath the 5,000 square-foot threshold outlined in the Zoning Code, and no full traffic study is required. Section 6.12-1 also states that all developments with a drive-through require a full traffic study. However, since the drive-through is already constructed and the Petitioner is not proposing any expansion or additional lanes to the existing drive-through, there is in essence no new drive-through proposed, and therefore, a full traffic study by a certified traffic engineer is not required.

With respect to landscaping, Staff has reviewed the existing onsite

landscaping and identified areas of deficient or missing landscaping, specifically the required three-foot tall landscape screen along Arlington Heights Road and Magnolia Street were found to be sparse or missing in areas. As part of this petition, the Petitioner has agreed to replace any missing or deficient landscaping as identified on the approved landscape plan that was approved via Ordinance 07-036.

Bearing those information in mind, the Staff Development Committee recommends approval of the amendment to Land Use Variation Ordinance 07-036, eliminating condition one from section three of said ordinance which states the land use variation granted by this ordinance shall only apply to People's Bank. This recommendation shall be subject to one condition, that being that the Petitioner shall replace the required three-foot tall landscape screening along Arlington Heights Road and Magnolia Street in addition to any landscaping missing per the approved landscape plan as approved by Ordinance 07-036. The remaining conditions as set forth in Ordinance 07-036 shall remain in full force and effect.

That concludes my presentation. I'm happy to answer any questions.

CHAIRMAN ENNES: Thank you for that presentation. I have one quick question. When the Petitioner, I think it was their second exhibit, they listed I believe the conditions and they had five items number one.

MR. SCHMIDT: That is from the original ordinance.

CHAIRMAN ENNES: Okay, so those are the, that includes the original provisions that we're not really voting on tonight? Those are staying with it?

MR. SCHMIDT: That's correct. Those are staying previously approved ordinance with those conditions.

CHAIRMAN ENNES: Thank you. Can I have a motion to approve the Staff report?

COMMISSIONER DROST: I'll make that motion.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER CHERWIN: I'll second.

CHAIRMAN ENNES: Okay, all in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: Thank you. Let's see. Commissioner Jensen, would you like to start if you have any questions?

COMMISSIONER JENSEN: Well, I really don't have any. They did a thorough job of going over this in the Conceptual Review Committee, and I think they've addressed all the issues that were brought up at that point. So, I'll just pass.

CHAIRMAN ENNES: Thank you. Commissioner Warskow?

COMMISSIONER WARSKOW: No traffic issues currently with the drive-through on Magnolia? I drive to Arlington Heights Road in that area all the time. I know there is not there but is there thoroughfare issues at all?

MR. SCHMIDT: Police did not mention any issues, no, to that particular intersection or with either driveway.

COMMISSIONER WARSKOW: Okay, that's my only question. Thank you.

CHAIRMAN ENNES: Commissioner Lorenzini?

COMMISSIONER LORENZINI: Yes. Jake, good presentation. Jill, I do have a question. So, savings accounts are insured by the NCUA?

MS. LINDSAY: Yes. I'm sorry, you asked if we were insured by NCUA?

COMMISSIONER LORENZINI: If they are, your brochure says that.

MS. LINDSAY: Yes, we are.

COMMISSIONER LORENZINI: So, that's just as good as the FDIC?

MS. LINDSAY: It is. It's just the credit union side of the federal insurance program. Banks are FDIC, credit unions are NCUA.

COMMISSIONER LORENZINI: Okay, and what are you currently paying on savings accounts?

MS. LINDSAY: Pardon me?

COMMISSIONER LORENZINI: Interest rate that you're currently paying on savings accounts?

MS. LINDSAY: Currently, it's 0.6 percent that we're paying on savings. We always traditionally have also paid a bonus dividend at the end of the year; if there's any remaining funds left over, we disburse it that way with a bonus.

COMMISSIONER LORENZINI: All right. That's all I had, thank you.

CHAIRMAN ENNES: Commissioner Green?

COMMISSIONER GREEN: At the Conceptual Plan, you answered all the questions. I think it's a great fit.

MS. LINDSAY: Thank you.

CHAIRMAN ENNES: Commissioner Cherwin?

COMMISSIONER CHERWIN: So, Joe, are you opening an account? So, I think it's a great project, I told you that before. I spend a lot of time in this area. I would say the traffic is, my in-laws live directly behind it so I'm in there all the time and I don't ever see any problems with traffic cutting through or anything like that. So, I think it's a great use of the site. Good luck!

MS. LINDSAY: Thank you.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes, I was also at the Conceptual Plan Review Committee and I have no further questions. You had a great presentation, Jake, and I think it's a great, you know, continued use for this site.

CHAIRMAN ENNES: Commissioner Drost.

COMMISSIONER DROST: Yes, as Mr. Rogers would say, "Welcome to the neighborhood."

CHAIRMAN ENNES: Except they've already been here.

COMMISSIONER DROST: But if you'd come up, Ms. Lindsay? Could you step up? I have got a couple of questions to ask you about your business.

MS. LINDSAY: Yes, sure.

COMMISSIONER DROST: First of all, I agree with Commissioner Cherwin. It is a great fit and it's really remarkable that you can continue a business in financial services on Arlington Heights Road. What are your footings right now? What size are you as a --

MS. LINDSAY: The space that we've been renting is roughly 2,200.

COMMISSIONER DROST: Yes, I meant as deposits.

MS. LINDSAY: Oh, I'm sorry.

COMMISSIONER DROST: Your deposits, your asset base.

MS. LINDSAY: About \$83 million.

COMMISSIONER DROST: So, yes, not too much different than the old People's Bank.

MS. LINDSAY: That I couldn't say, I don't know the size of People's Bank.

COMMISSIONER DROST: Yes, that I can say. I think you're pretty close. They were a little over \$100,000, but it's a great place to grow. How many members do you have?

MS. LINDSAY: We have just under 4,000 members.

COMMISSIONER DROST: So, it's a good footprint and concentrating in the Arlington Heights area which is important.

MS. LINDSAY: Yes.

COMMISSIONER DROST: It provides a community accommodation or service which is very good.

MS. LINDSAY: Yes.

COMMISSIONER DROST: I would make this comment. As you expand the affinity group of the credit union, add the parents of students or teachers, you know, or are they able --

MS. LINDSAY: Families are already eligible.

COMMISSIONER DROST: I mean all families? Students, parents of students?

MS. LINDSAY: Yes, yes.

COMMISSIONER DROST: So, that does extend as far as --

MS. LINDSAY: Yes. Yes, they are.

COMMISSIONER DROST: Okay, well, I have no further questions. But I wish you a great deal of success.

MS. LINDSAY: Thank you. Thank you very much.

COMMISSIONER DROST: And I hope the deal closes, okay.

CHAIRMAN ENNES: I have no questions. I think we can proceed to a motion. Is there a motion?

COMMISSIONER GREEN: I'd like to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 18-017, an Amendment to Land Use Variation Ordinance 07-036, eliminating the following condition from section three of said ordinance:

- 1. The Land Use Variation granted by this ordinance shall only apply to the People's Bank.**

This recommendation shall be subject to the following condition:

- 1. The Petitioner shall replace the required three-foot tall landscape screening along Arlington Heights Road and Magnolia Street, in addition to any landscaping missing per the landscape plan as approved via Ordinance 07-036.**

CHAIRMAN ENNES: All in favor? Well, we should have a roll call vote.

COMMISSIONER SIGALOS: Second. I'll second it.

CHAIRMAN ENNES: Second, okay.

MR. SCHMIDT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. SCHMIDT: Commissioner Dawson.

(No response.)

MR. SCHMIDT: Commissioner Drost.

COMMISSIONER DROST: Aye, with comment.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. SCHMIDT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. SCHMIDT: Chairman Ennes.

CHAIRMAN ENNES: Yes. So, you have a unanimous approval from the Plan Commission. This is preliminary; you get to go before the Village Board now. But good luck with your business, and we have a comment.

COMMISSIONER DROST: The comment is this, basically for Planning Department. This I think is another good example of where we don't have to have a Plan Commission meeting, but we could do it administratively when you're basically just looking at some procedural aspects of it as opposed to substantive aspects and changes. So, I'd make that recommendation, that the Planning Department continue to look at avenues to make it easier for applicants or petitioners to work through our system.

MR. SCHMIDT: If I may? In the context of this petition, since it does involve the amendment of an ordinance, it does require Plan Commission hearing.

COMMISSIONER DROST: Correct, I'm aware of that. But I think this would be a cascade of items, but this is not one of those, it's not controversial. It's something that could be handled in-house. You guys figure it out. But this I think is an example of making it easier for petitioners to get through the process here.

MR. SCHMIDT: Understood.

CHAIRMAN ENNES: Well, thank you.

MR. BRANKIN: Thank you all very much.

MS. LINDSAY: Thank you.

MR. BRANKIN: We appreciate it.

(Whereupon, at 7:48 p.m., the above-mentioned petition was adjourned.)



Item: 608-614 N. Haddow Ave. - 9/26/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
608-614 N. Haddow Ave. - 9/26/18	Minutes

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSIONCOMMISSION

RE: 608-614 NORTH HADDOW AVE. - PC# 18-016
PRELIMINARY PLAT OF SUBDIVISION, VARIATION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 26th day of September, 2018 at the hour of 7:48 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
JAKE SCHMIDT, Development Planner

CHAIRMAN ENNES: We're going to move on to our next petition, which is 608-614 North Hadow Avenue, PC# 18-016. I see the Petitioner is here. Would you like to come forward and introduce yourselves? Please state your name and spell it for our reporter.

MR. FLUBACKER: By the mic?

CHAIRMAN ENNES: Why don't both of you come up? I suspect you're both going to talk to us.

MR. FLUBACKER: My name is Bob Flubacker of Robert Flubacker Architects, I'm the project architect.

MR. KURZYNSKI: I'm Terry Kurzynski, I'm also here with my wife Tanis, owner of 608 and 614.

CHAIRMAN ENNES: And as I recall, we've seen you before.

MR. KURZYNSKI: Yes.

CHAIRMAN ENNES: Yes. If you'd like to go ahead with your report?

MR. FLUBACKER: On the screen in front of you --

MR. HUBBARD: Excuse me, are we going to swear in the Petitioners?

CHAIRMAN ENNES: Yes, you're right. Would you both raise your hand?
(Witnesses sworn.)

CHAIRMAN ENNES: Okay, thank you.

MR. FLUBACKER: On the screen in front of you is a pair of site plans. On the left is the existing site plan which I'll note a couple of things. There is a significant landscape feature that's in the shape of an ellipse that for years we have been trying to design around to keep. After much angst and design iterations, we have abandoned and decided to add to the house to the south into that area, instead of putting, we had a proposal that came before the Plan Commission several years ago that had multiple detached structures in the backyard. So, we find this a much better solution to the problem.

So, it's consolidating two existing lots. Currently, the front lot line of the two lots is at the center line of the road. So, part of the proposal is dedicating that property to the Village. Part of the proposal includes adding a public sidewalk across the front of the property which I would like to discuss with you a little bit. If we could go to the next slide?

Similar in format, this is the existing first floor plan on the left which shows the existing home and the existing detached garage, and then the new floor plan on the right which has a significant addition again to the south or below the floor plan of the drawing. Second floor, again what's the addition to the south of the existing house. Third floor or 2.5 floor, the attic of the existing house is not changing. This is the existing house on the top showing the existing lot line in the center, and then the proposed house below that.

These are the site statistics for the property which shows that we're not requesting any kind of relief whatsoever from FAR, lot coverage, impervious surface coverage, any of those type of criterion.

There is one variation that's in your packet, and that's kind of an issue that I'd actually like to discuss with you. Again, that interpretation from you, the Plan Commission, on how do we actually figure established front yard setbacks. Currently, the established setback is measured from the front wall of the existing house on 614. I've always used the definition of front yard in the zoning ordinance which says the farthest forward point of

the principal structure as a measuring point to establish the setback across for the whole block.

In this particular case, we went to the front of the front porch. The variation that we're requesting is not necessary. But the way it's calculated currently, it's for the front wall of the house which creates what is a 10-inch or so variation for the garage. So, I just wanted to ask actually for clarification purposes for this point forward how exactly we should measure the front yard of existing houses.

CHAIRMAN ENNES: I think that's more of a question for Staff.

MR. HUBBARD: Chairman, yes, we've been over it with the Petitioner, the way that it's been calculated and required the variance as how it's done. This had been discussed with both of my colleagues and the Deputy Director of Planning. The way it's calculated which requires a variation is how the front yard setback is calculated.

CHAIRMAN ENNES: The minor 10-inch setback, right?

MR. FLUBACKER: Right, right. Even with the variation, we're still dramatically farther than the code required, the 25-foot setback of that area.

COMMISSIONER LORENZINI: Excuse me, just to follow-up on the whole discussion, could you put up the site plan again and kind of point out what you're talking about?

MR. FLUBACKER: If you look on the existing site plan, you'll see there's a small porch on the front of the house. It's a portico. The portico exceeds the eight by 10, or I'm sorry, five by 10 roof edge to roof edge exception that's in the zoning ordinance for porticos in the front of the front lot line. So, technically, you know, at least in my opinion, the front of the porch would be the front line of the principal structure. But the Village has calculated to the front wall of the house rather than the front of the portico.

COMMISSIONER LORENZINI: Thank you.

MR. FLUBACKER: So, the issue with the sidewalk, my client has no objection with putting in a sidewalk as long as it isn't just an extension of the sidewalk that goes to nowhere. There's currently a sidewalk to the house to the south. There is not anymore sidewalks on the rest of Haddow I believe all the way up to Hawthorne.

MR. KURZYNSKI: So, of the four lots left, one, two, three, four lots, there's one that has a sidewalk. The corner one, based on geography, will never have a sidewalk based on the geography. Then the two lots immediately to the north of me also did not have a sidewalk. So, I think the challenge is spending all that money on a sidewalk that just really doesn't go anywhere, it seems to me wasteful.

CHAIRMAN ENNES: Sam, can we go to an aerial to show us what they're talking about?

MR. HUBBARD: I do have an aerial. It's in my communications. We actually did talk to the neighbor on the corner who said she will never, ever, and they've already remodeled their house, there's no variations coming in front of the Plan Commission that will force them to put a sidewalk in. Bear with me here for a moment.

So, the proposed sidewalk would go right across the front of the lot here and would connect with the existing sidewalk to the south. There is no sidewalk currently here, but there is a sidewalk on the property to the north.

MR. KURZYNSKI: Then again it breaks up, there is none on the other side of that property.

MR. HUBBARD: Correct. The sidewalk here is just kind of a floating sidewalk. There is no sidewalk on this side and there is no sidewalk on the side of the property

to the north.

CHAIRMAN ENNES: But Sam, so if that owner in 624, if they sold their house, would it be subject to putting in a sidewalk? Or would they have to be coming in, would a new owner have to come in for some kind of a change or an addition and then they'd be required to put in a sidewalk?

MR. HUBBARD: Correct. The trigger for a sidewalk is a plat of subdivision or consolidation. If this property owner was to consolidate the two lots, let's say they wanted to bring one large home here, depending on whether or not this is considered a zoning lot, one zoning lot, I don't know. But if a plat of subdivision was required to consolidate the lots, then they would be also required to put in a sidewalk as well.

CHAIRMAN ENNES: Okay, and the idea is to get sidewalks through the whole neighborhood eventually?

MR. HUBBARD: Correct.

CHAIRMAN ENNES: And it takes changes to get these done.

MR. HUBBARD: Correct.

MR. KURZYNSKI: But we also note that corner will never, ever change.

CHAIRMAN ENNES: Well, somebody else may buy it but that's, okay.

MR. KURZYNSKI: Yes, well, based on geography, I think you saw the geography, you would see that a sidewalk is virtually impossible on that corner lot.

CHAIRMAN ENNES: Okay.

MR. FLUBACKER: The other, one of the conditions that's listed in the approval is also a fee in lieu of for a detention. I just would like to ask if that can be waived. It seems kind of contrary to typical thinking, that going from two lots to one lot would trip a mechanism that we have to now either put in a detention or pay the fee in lieu of for detention.

MR. KURZYNSKI: Versus subdividing, is that what you mean?

MR. FLUBACKER: Yes, if this was a, you know, large parcel you're subdividing into, you know, five or 10 lots, it makes more sense there. That's kind of what the requirement of the watershed management ordinance is. But when it's two existing lots that's being consolidated into one, it doesn't really seem like an event that would constitute adding more detention.

CHAIRMAN ENNES: Okay, well, let's proceed. We can address that with questions from the Commissioners and after we hear the Staff report.

MR. FLUBACKER: Correct, yes, thank you. So, I'm done.

CHAIRMAN ENNES: Okay, anything else? No, okay. Thank you. Sam, can we have the Staff report?

MR. HUBBARD: Certainly. So, the subject property is located at 608-614 North Haddow. It's composed of two existing lots of record. As you've heard, the Petitioner would like to consolidate both of those lots into one singular lot to allow for the construction of a large addition to the home. The property is within the R-1 Zoning District, that's the One Family Dwelling District. The proposed use and continuing use as a single-family home is compliant with the R-3 designation. Additionally, the Comprehensive Plan states that this property is appropriate for single-family detached uses, and again the single-family home on the site is compliant with the Comprehensive Plan.

The Petitioner is requesting this evening a preliminary plat of subdivision to consolidate the two lots into one. That means that once this, assuming that this is

approved by the Plan Commission and the Village Board, the Petitioner will ultimately have to come back before the Plan Commission for final plat of subdivision approval. Once engineering has been finalized, reviewed and approved by the Village, they would come back before the Plan Commission. Additionally, as you've heard, one variation is required; that is a variation to front yard setback from 34.6 feet to 33.9 feet.

Here's the aerial of the property. The subject property is bounded by a red line. As you can see, the thinner kind of beige colored lines represent the existing lots of record. You can see the original plat of subdivision in the area involved two lots here, and again the Petitioner is proposing to consolidate them into one lot.

This is a requirement that was placed in the code around 2003. What was happening around that time was that there were individuals purchasing two lots in established subdivisions. They were tearing down one or both of the homes on those lots, and then they were constructing one singular large home on the lot, also what's called a McMansion if you've heard of that term. The reason this requirement was placed in the code was because there were some existing single-family neighborhoods with all similar size lots around either 50, 60 or 70 feet wide, and when you have a block that has uniform homes like that and then you tear down two of the homes and you build one larger home, it kind of disrupts the fabric of a neighborhood or can be interpreted to disrupt the fabric of a neighborhood and the harmony of these established neighborhoods. So, for this reason, the Village established a regulation that gave the public, through the Plan Commission and Village Board process, sort of an oversight on when that could be done, so as to preserve kind of the established character of some of these neighborhoods.

The plat of subdivision is shown here. As the Petitioner mentioned, 33 feet of the property actually overlaps into the street and, as part of the subdivision process, must be formally dedicated as public right of way. The plat of subdivision is showing this. The resulting lot consolidation would yield one 17,265 square-foot lot. So, any time Staff evaluates a subdivision or a consolidation, first we make sure that the lot sizes conform to the zoning regulations. In this case, the proposed lot does with the exception of the front yard setback for the addition. But beyond that, we also look to make sure that the proposed lot sizes are consistent with the neighboring lot sizes in the vicinity.

Traditionally, the first place we start is on the frontage, so that would be all of the homes on the block that front the street between two perpendicular streets. In this case, there are four homes that front on the western side of Haddow Avenue. The proposed lot size at 17,000 square feet would not be the largest lot on this frontage, and it's generally consistent with what's already out there. The average lot size on this frontage is about 12,000 square feet, and a 17,000 square-foot lot size is within the range of what's acceptable. Basically, what we're trying to do here is make sure that there is not one extremely large lot surrounded by multiple smaller lots which, you know, could be perceived to disrupt the fabric of an established neighborhood. So, in this case, we don't believe that's what's happening, and we are supportive of the proposed subdivision to consolidate.

As mentioned, there is a required variation to reduce the front yard setback. Relative to the four standards of variation approval, the Petitioner has provided their justification. Staff believes that the necessary criteria for variation approval have been met. Specifically, the proposed use as a single-family home will not alter the essential character of the locality. There are only single-family homes around here. There is no change in the proposed

use on the site, and it is in harmony with the essential character of the locality.

Additionally, we feel like the plight of the owner is between two unique circumstances. In this case, all of the other homes on the frontage which determine what the required setback is are all set back well beyond the required 25-foot setback, the standard 25-foot setback in the R-3 District. So, when you have an established block with homes already developed, an average of all those setbacks are what determines the setback for the entire frontage. In this case, the average is beyond the minimum 25-foot code required standard setback in the R-3 District, so it creates a unique circumstance just in this area to where we feel like the variation is justified.

Additionally, the proposed variation is in harmony with the spirit and intent of the chapter. One of the purposes of the zoning code, and specifically setbacks in general, is to ensure that all properties have adequate light, air, privacy, and convenience of access. A 33, basically 34-foot front yard setback is suitable to provide air, light, privacy and access.

Then finally, visually, the proposed home and building addition will conform to the average setback of the homes on the west side of Haddow Avenue in the vicinity of the subject property. The homes here are set back 38.1 feet, 31.1 feet, and 34.4 feet. The subject property will have a 33.9-foot setback, it's actually right in the range of what's already out there. Visually, you're really not going to notice that this building addition encroaches eight feet beyond the front of the home, so, you know, I don't think --

MR. FLUBACKER: Eight inches.

MR. HUBBARD: Eight inches beyond the front of the home, I don't think anyone would really notice it unless they were looking at it on a plan.

So, that being said, we are recommending approval of the subdivision and the variation subject to four conditions. One, that the final plat of subdivision is required. Two, a fee in lieu of onsite detention of roughly \$3,800 will be required at the time of building permit issuance. This is a standard requirement for any subdivision. You know, even a consolidation, it's also required. The waiver of this fee or a variation to waive this fee would not be supported by the Planning Department, nor would it be supported by the Engineering Department. Additionally, we're recommending a condition that all AC units be located in the rear yard, or alternatively, in the side yard, and screened by landscaping as determined to be suitable by the Village. Finally, that the Petitioner comply with all federal, state, and Village codes, regulations, and policies. Thank you.

CHAIRMAN ENNES: Thank you, Sam. Can we have a motion to approve the Staff report?

COMMISSIONER JENSEN: So moved.

CHAIRMAN ENNES: And a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: Sam, a couple of quick questions before we move on. This setback question, is this what is triggering the requirement for the sidewalk?

MR. HUBBARD: The setback? No, the subdivision is what triggers the

requirement for the sidewalk.

CHAIRMAN ENNES: So, the consolidation.

MR. HUBBARD: Correct.

CHAIRMAN ENNES: Okay, the fee in lieu of is for floodplains, for detention. We have these other mansion properties that have been built in the area. Have they all paid that?

MR. HUBBARD: Any time a property has been subdivided, they would be required to provide either stormwater detention on the site or through a fee in lieu of that's, you know, a small subdivision, you can pay the fee in lieu of. So, only if those McMansions went through a consolidation process would they be required to provide that fee.

CHAIRMAN ENNES: Okay, thank you. Commissioner Cherwin, would you like to start with questions?

COMMISSIONER CHERWIN: I will, thank you. So, Sam, really quick. Remind me again, if they were to build the, I guess let me, the delta in the impervious surface from house existing to proposed house, remind me of that again. Is that, I think, did you put it in your slide or did the Petitioner put it in their slide?

MR. HUBBARD: That would be 50 percent for the overall lot. That's what the maximum allowable impervious surface --

COMMISSIONER CHERWIN: Regarding the change, I'm saying the change from current state of impervious surface to future state of impervious surface.

MR. HUBBARD: I believe that's in the Petitioner's --

COMMISSIONER CHERWIN: I saw it somewhere, I apologize, I don't have it right in front of me. Mr. Flubacker might have it in his. I saw a grid up there.

MR. HUBBARD: It may have just, let's just double check it.

COMMISSIONER WARSKOW: I think that was compared to code, not pre and post.

COMMISSIONER CHERWIN: Oh, is that what it was, compared to code?

COMMISSIONER WARSKOW: Yes.

MR. FLUBACKER: It's in the round one Staff comments.

COMMISSIONER CHERWIN: Oh, I got you, okay.

MR. FLUBACKER: There is a detention calculation.

COMMISSIONER CHERWIN: Yes, all right.

MR. FLUBACKER: I mean outside, I can't tell you what it's saying. It's 0.087 acre feet of detention is what --

COMMISSIONER CHERWIN: I guess the only reason I ask is, is there a significant increase which, you know, I look at these things and it's always tough to, you know, if the impervious surface is not, you know, increased or there's not a huge increase in the potential runoff and everything, you know, I know what's in the code but I think that's just, you know, always a concern as you don't want to put burden on just for the sake of, you know, the lines are being redrawn if the surface itself is not generating something that would justify increased burden on the system.

MR. HUBBARD: Can I, I think I can answer that question for you.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: In order to allow for the building addition, the lots need to be consolidated.

COMMISSIONER CHERWIN: Yes, right.

MR. HUBBARD: Because without the building addition, without consolidation, the second lot is not buildable.

COMMISSIONER CHERWIN: Right, I get that.

MR. HUBBARD: So, essentially, you cannot put any impervious surfaces on the second lot without consolidating the two lots together.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: So, the consolidation process allows more impervious surface coverage which in turn generates more stormwater runoff.

COMMISSIONER CHERWIN: Yes, okay, all right. So, that's fair. I guess that's just always something that's on my mind when people are administratively going through things. But now I get where you're coming from.

The other thing would be, you know, I had this issue when we were, I think there was the house up on Palatine Road where there was a sidewalk. I think the Petitioner has this sidewalk to nowhere. You know, it's always a concern of mine that we're forcing these expenses on folks when in reality what does it give us? I don't disagree that it's nice to then take on the cost of that infrastructure as we go on, as people are coming to us. I don't know that, you know, another hundred and so feet of sidewalk, you know, to another dead-end really gets us anywhere.

My preference would be to not put that on the Petitioner at this time, but potentially put some kind of restriction on the plat or whatever for maybe a special assessment for when that sidewalk gets completed to the north. Then there's an opportunity for recapture of costs but not to necessarily put that burden at this time because I don't think there's really anything that, any benefit that comes out of it for the Village or for the people around the neighborhood. So, that would be my concern. I am sympathetic to the Petitioner's request to waive the requirement for sidewalk.

I think that was, I think those were my questions. So, I guess I'll just defer to the rest of my colleagues.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes, I really don't have any further questions. I was at the Conceptual Plan Review meeting, heard everything, saw everything. I certainly like this addition much better than what we had, what, a year or two ago with all the accessory structures and so forth. So, I think this is a great improvement, so I really have no further questions at this point.

CHAIRMAN ENNES: Commissioner Drost?

COMMISSIONER DROST: Yes, just a comment on the sidewalk. Never say never, and I think Commissioner Cherwin's solution is a good one, to impose a restriction; in case that 'never' does occur, that there is some protection for the Village.

Looking at the neighborhood on the west side of the street up Haddow, there seem to be sidewalks that connect up all the way through that block. I always like symmetry and it would be nice to have sidewalks on the Petitioner's side of the property.

COMMISSIONER CHERWIN: You mean on the east side of the property?

COMMISSIONER DROST: Yes, right. So, you know, from the standpoint, and I've been in neighborhoods where, you know, there's sort of a patchwork of sidewalks and it's sort of annoying when you're walking and then you get kind of spooked because you're

walking on grass and uneven services. But again, I wouldn't impose that requirement at this time on the Petitioners to have the addition of the sidewalk, but would perhaps include a restriction in the ordinance that if the property to the north does get developed, that there would be a like improvement on the Petitioner's property. Done.

CHAIRMAN ENNES: Let's go to Mr. Green. I think you'll have a lot of light to shed on this. Being the architect.

COMMISSIONER GREEN: I have a question for you, Bob, if you'd just come up?

MR. FLUBACKER: Fire away.

COMMISSIONER GREEN: It's kind of a simple one. Why didn't you just move the wall back 8.5 inches?

MR. FLUBACKER: It has to do the vehicles that are in the garage and the need for storage. We are getting rid of a detached garage that was used as kind of a specialty building for a specialty car, and the bump-out of the front of the garage is used for that. Again, our calculations for the established setback did not require the variations. When we got into this process and started going through it, the requirement for the variation, you know, kind of reared its head.

COMMISSIONER GREEN: Been there before and experienced similar things. I was just wondering why, it would be simpler just to move it back, the whole garage piece. But that was a good enough explanation, Bob, really, it's good.

MR. FLUBACKER: By the way, as best I can determine from the calculations for the detention, it looks like they're using all impervious surface for their calculation fee in lieu of rather than a change in impervious surface from the current situation to the proposed situation. So, I would be penalized for existing, impervious that exists.

COMMISSIONER GREEN: Been there on that one as well, Bob. Thank you.

MR. FLUBACKER: Yes.

COMMISSIONER GREEN: That's it.

COMMISSIONER LORENZINI: Bob, would you mind going back up please? I know Bruce is going to kick me when I ask this question, but what is a working pantry?

MR. FLUBACKER: Again, in general terms, it's a kitchen that you don't want people to see. So, it's where the coffeemaker is, the toaster, the appliances that you keep out on the cabinets all the time. It's meant for all the kind of clutter that's normally on kitchen countertops.

COMMISSIONER LORENZINI: Okay, I was just curious.

MR. FLUBACKER: It's also a prep station for the grill.

COMMISSIONER LORENZINI: Yes, what was in that ellipse area before? Just plantings?

MR. FLUBACKER: There's a couple of trees that are inside the ellipse, and it's basically a small stone ribbon if you will, some stone blocks that are like a foot, foot-and-a-half long that kind of created that ellipse.

COMMISSIONER LORENZINI: All right, thank you. Sam, could you go back to that site statistics slide? So, I'm still confused about the fee in lieu of. I mean they meet the FAR requirements, right?

MR. HUBBARD: They do meet the floor area ratio.

COMMISSIONER LORENZINI: So, what's triggering the cost?

MR. HUBBARD: The fee in lieu of detention? Any time a property is subdivided, they're required to provide for detention to accommodate for that subdivision, small subdivisions, rather than impose a requirement for onsite detention on a property like this.

COMMISSIONER LORENZINI: But you won't need onsite detention if calculations showed you don't need outside detention. Just because you build something doesn't necessarily mean you need onsite detention, right, if you have enough pervious surface, if you're --

MR. HUBBARD: If you're putting impervious surface on the property, you're going to be creating some sort of stormwater runoff and that's going to be either contained in an onsite detention area, or if there's none installed, it would go into the Village's system and would be accommodated in the Village's storm sewer system.

COMMISSIONER LORENZINI: Or is there a third option, that it will just percolate into the ground if there's enough open area?

MR. HUBBARD: That can happen with any rain event, sure. I mean, you know, during a large rain event, that's either going to drain off the property or into an onsite storage facility on the property.

COMMISSIONER LORENZINI: I mean when I put my addition to my house, I don't remember having to justify, it's also -- pardon me?

COMMISSIONER GREEN: You didn't consolidate.

MR. HUBBARD: Right, you didn't consolidate. The consolidation process is allowing this property to accommodate more impervious surface than it would be if it wasn't consolidated.

COMMISSIONER LORENZINI: So, we're doing this because of the consolidation process, not because it's necessarily needed.

MR. HUBBARD: Well, both.

MR. FLUBACKER: If I could interject one other thing? The watershed management ordinance, the state of Illinois ordinance, this project does not apply. It's below the threshold for the state watershed management ordinance. But there's actually unique Arlington Heights requirement that any consolidation or any subdivision, they have detention applicable to them. So, kind of another reason that I think it's not really all that applicable in this particular case.

If the calculation were changed to the change in impervious surface from what's there now to what will be, I think my client would be more amenable to that. For instance, we were doing a commercial structure in town and we were doing an addition to it, a detention we would need to provide would be based on the change in impervious surface rather than all existing impervious surface as well.

MR. HUBBARD: If I may, Commissioner Lorenzini? Without this consolidation, the vacant lot to the south is unbuildable. They can't put impervious surfaces on it. When they consolidate both properties, it's all one property. Now you can put additional impervious surfaces on that southern vacant lot, so the consolidation is increasing their ability to add impervious surfaces to the property. That's why.

COMMISSIONER LORENZINI: Well, I understand that. But it still doesn't prove you're creating runoff off the property.

MR. HUBBARD: When you put impervious surfaces on a property, not as

much rain is going to penetrate into the ground.

COMMISSIONER LORENZINI: Right, but you still have pervious surface left that could be, it could be adequate to take any rainfall.

MR. HUBBARD: Well, those are still going to take any rainfall that they can accommodate, but not as much because you are adding additional impervious surfaces.

COMMISSIONER LORENZINI: Okay, so if he was to put a two by two square-foot building, he'd still have to put or pay for detention because he's putting some impervious surface on there that's not there now? So, it has nothing to do with the size, it's just the fact that he's doing it?

MR. HUBBARD: If he, well, he wouldn't be allowed to put a two by two building on the southern lot.

COMMISSIONER LORENZINI: Well, okay, or maybe four by four or 10 by 10.

MR. HUBBARD: Or 10 by 10. None of that would be allowed on the southern lot because that's not a buildable lot until the property is consolidated.

COMMISSIONER LORENZINI: Okay, but consolidate it and then you put a 10 by 10 building there, no, you can't convince me that that would require --

MR. HUBBARD: Well, if the lots are consolidated, you'd have the right to add more impervious surfaces; therefore, you have to pay a fee in lieu because you have the ability now to add more impervious surfaces. The Village can't tell them no, you can't add impervious surfaces to the site because it would comply with zoning. He can now add more impervious surfaces to the site. He may not be physically doing it if he didn't add anything and just consolidated the lot, but he has the ability to do that now because the lot is consolidated.

COMMISSIONER LORENZINI: Okay, all right. Well, I'm still not totally convinced but let's move on.

CHAIRMAN ENNES: Just a comment on that. Sam, Arlington, we have special ordinances here because we have floodplain issues that the state might not have. We have to deal with that on our own. Whether this neighborhood has flood issues or not, if the amount of ground that is covered is increased with impervious surface, that water in a storm runs off and it's going to slow down the amount of water that can be taken off of other lots in town, is that correct?

MR. HUBBARD: Sure.

CHAIRMAN ENNES: So, it's not just what affects your property but it's what the Village is trying to do within the community as a whole.

MR. HUBBARD: Sure, yes.

COMMISSIONER LORENZINI: Well, that explanation is reasonable, sure. Okay, Sam, go on to page two. I'm just kind of curious, under Project Background, the first paragraph, second to the last sentence. The previous owner applied for a variation in 2001, but was rejected by the Zoning Board of Appeals. Do you know why?

MR. HUBBARD: I do not know why.

COMMISSIONER LORENZINI: Okay, that's fine, just curious. Okay, now the other side of the coin, as far as the sidewalk goes, I've spent several years on the board approving improvements, too, and have dealt with a lot of sidewalks and water lines. If a sidewalk is required, even though it may not go anywhere, I think it needs to go in because the person to the south had to fill his sidewalk in, he could have asked for the same variance but he

had to put the sidewalk in. So, I think a sidewalk should go because that's the, you know, the intent of the Village to eventually get a complete sidewalk through there. That's all I have.

CHAIRMAN ENNES: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes. I just want to ask about the viability of what Commissioner Cherwin is suggesting in terms of delaying the necessity of the sidewalk until the northern property is developed. Is that something that the Village can address legally and relatively easily?

MR. HUBBARD: Sure. The Plan Commission can add a variation to waive the requirement for installation of a sidewalk during the subdivision process, which sidewalk is a code requirement. Additionally, the Plan Commission can add a condition of approval that would require either that sidewalk to be put in at a future time when the sidewalk to the north was constructed; or what I would recommend as an alternative to that if the Plan Commission did not feel that the sidewalk was necessary at this time is, and this is consistent with what we've done in the past, to require the Petitioner to enter into an estoppel agreement that would restrict their ability to object to a future special assessment on the property for the Village to raise funds to complete the sidewalk through the entire neighborhood.

COMMISSIONER WARSKOW: Okay, so there are viable options that the Village can keep track of and implement as the time requires.

MR. HUBBARD: Yes. I think if the Plan Commission wanted to move forward to waive the requirement, the Planning Department would not be as favorable toward a condition that required the sidewalk to be constructed when the sidewalk to the north is added because there is a great chance that that condition is going to be lost in the annals of time.

COMMISSIONER WARSKOW: That's what I'm getting at, like is there a situation where that condition gets lost and it's not actually implemented. So, that's what I want to make sure of is there are triggers to some event and somebody can find this condition and actually require and have it implemented.

MR. HUBBARD: A condition can be added. If that happens 20 years in the future when the property to the north puts in a sidewalk and I'm no longer here, Jake isn't here, then it's very possible that the condition could be lost and nobody would know it exists.

COMMISSIONER WARSKOW: Okay, but your latter option, I'm sorry, I'm not familiar with the terminology that you used but the latter option about the special assessment, is that something that could be better tracked? Or is that equivalent in terms of conditions potentially being lost?

MR. HUBBARD: That could be lost, too, but I think it's more common that the Village has done that and probably easier to track, although certainly possible that it could be lost. I think the Planning Department would support the requirement to add the sidewalk at this time.

COMMISSIONER WARSKOW: Okay, thank you.

COMMISSIONER JENSEN: Well, it looks like the Commission could give you half a loaf of what you want. Basically, you're going to have to pay that fee in lieu of because of your, you know, you're doing the consolidation. But we can probably give you a little relief, and I do like what you have proposed and sort of building on what Commissioner Cherwin originally said. So, I would be in favor of that estoppel so that when the Village wants to develop that part of the infrastructure, that they would be assessed something as well as the other people there. So, I would be in favor of doing that, and we're not going to do anything about the

arcane thing related to the fee in lieu of so I don't think there's an issue there.

CHAIRMAN ENNES: Thank you, Lynn. The Petitioner, you had I think a question a few minutes ago? You stood up. Did you still want to ask that?

MR. KURZYNSKI: Yes, I think there were some questions going back and forth. So, for many of you, a couple of years ago when we came to additional plans, we were removing the two-car garage, putting in a three-car garage on the same lot and adding an addition. It was suggested from the Plan Commission to actually move that to the south.

CHAIRMAN ENNES: To the other lot.

MR. KURZYNSKI: And consolidate the lots.

CHAIRMAN ENNES: Right.

MR. KURZYNSKI: So, we simply did that. We just moved all that building over to the south.

CHAIRMAN ENNES: Right.

MR. KURZYNSKI: We were removing that two-car garage, we're not keeping it. We're putting in a three-car garage and we're adding space between the two, same as we would have added to the back of the house. So, from the owner's perspective, we're just abiding by the suggestions that you had when I was here last time.

CHAIRMAN ENNES: Right. We consider the facts, but --

MR. KURZYNSKI: But now we're here for the consolidation of lots. There's a fee that triggers, and it's not a big fee, you know, I'm not going to cry over it, I'm not going to not do the project over it.

CHAIRMAN ENNES: Right.

MR. KURZYNSKI: But that's the, I just wanted to have that put on the --

CHAIRMAN ENNES: As a homeowner, I understand where you're coming from.

MR. KURZYNSKI: Yes.

CHAIRMAN ENNES: But on the same token, we might make suggestions but they're subject to the Staff going back and seeing if it's possible.

MR. KURZYNSKI: This is not a blame game, I'm just saying instead of removing it from --

CHAIRMAN ENNES: No, I know.

MR. KURZYNSKI: To me, it seems like the same thing, you know.

CHAIRMAN ENNES: Right, right.

MR. KURZYNSKI: But I realize it's triggering special circumstances of sorts.

CHAIRMAN ENNES: I understand. But okay, I think we have kind of an agreement here. Do we have a motion?

COMMISSIONER DROST: Nobody from the audience?

COMMISSIONER WARSKOW: I don't know the terms. Somebody else make this motion.

COMMISSIONER CHERWIN: I'll make a motion.

CHAIRMAN ENNES: Wait, excuse me. George raised a point. Is there anybody from the audience that wanted to make a comment? I didn't think so. So, yes.

COMMISSIONER CHERWIN: It's an important part of this whole kind of hearing.

CHAIRMAN ENNES: Yes, it is. It is.

MRS. KURZYNSKI: I just thought I'd say I'm in agreement with my husband on the contiguous, I'm not good with the terminology either, but a couple of years ago we were here and we wanted this project to move forward.

CHAIRMAN ENNES: I remember.

MRS. KURZYNSKI: And just like now, we've got to move this all over here. Now we've abided by it and we're now moving it over here. You might approve but, oh, here's a fee. So, that's fine.

CHAIRMAN ENNES: It's good to know you're in agreement.

MRS. KURZYNSKI: I'm in agreement.

COMMISSIONER CHERWIN: So we just note for the record, the name of the speaker?

MRS. KURZYNSKI: I'm Tanis Kurzynski, I'm the wife of Terry.

COMMISSIONER CHERWIN: Thank you.

CHAIRMAN ENNES: Did you get that for the record?

MRS. KURZYNSKI: T-a-n-i-s.

COMMISSIONER CHERWIN: Real quick. So, Sam, if I were to propose a relief on that sidewalk, would you want me to put that in the form of an additional number two essentially there? Or will we put it in condition number five?

MR. HUBBARD: I think it should be a condition number five.

COMMISSIONER CHERWIN: Okay, all right. That's fine.

MR. HUBBARD: And I have some language if you want to copy that.

COMMISSIONER CHERWIN: Well, I'll make it general, how's that? Then you can fill in the blanks, does that sound okay?

MR. HUBBARD: Sure.

COMMISSIONER CHERWIN: Okay, a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 18-016, Preliminary Plat of Resubdivision to consolidate two lots into one, and the following variations:

- 1. Chapter 28, Section 5.2-3.2(a), *Required Yards*, to reduce the required front yard setback from 34.6 feet to 33.9 feet.**
- 2. A variation to waive the requirements in the subdivision code for a sidewalk along the front of the property.**

This recommendation shall be subject to the following condition:

- 1. Final Plat of Subdivision shall be required.**
- 2. Prior to building permit issuance, a \$3,805 fee in lieu of onsite detention shall be required.**
- 3. All AC units shall be located in the rear yard. Alternatively, AC units may be located within the side yard provided that they be screened with landscaping as determined suitable by the Village.**
- 4. The Petitioner shall comply with all federal, state, and Village codes,**

regulations, and policies.

- 5. Prior to building permit, the Petitioner shall enter into an estoppel agreement with the Village that would restrict their ability to object to a future special assessment for a sidewalk along the western side of Haddow, south of Hawthorne, north of Euclid.**

COMMISSIONER CHERWIN: An added condition, that this motion would approve a conditional waiver of the requirement to build a sidewalk as part of this approval will be contingent upon the Petitioner entering into an adequate estoppel arrangement with the Village to provide for the future installation of a sidewalk and the Petitioner being estopped from objecting to a special assessment for the cost of the installation of a sidewalk, and for the Village to take whatever steps necessary to either record that estoppel or memorialize that estoppel for future reference.

COMMISSIONER DROST: Yes, and the triggering would be the establishment or the creation of the sidewalk to the north?

COMMISSIONER CHERWIN: Yes, the trigger --

COMMISSIONER WARSKOW: No.

COMMISSIONER DROST: No?

COMMISSIONER CHERWIN: I think I'll leave it at what I've said.

MR. HUBBARD: Just to clarify, your motion is to grant or recommend approval of the preliminary plat of subdivision to consolidate plus the variation to the front yard setback, and you're adding a second variation to waive the requirements in the subdivision code for a sidewalk along the front of the property. So, you're adding a variation.

COMMISSIONER CHERWIN: Okay, yes. So, that was kind of my original question. So, that sidewalk would go into number two as a second variation. Does that adequately --

MR. HUBBARD: Yes, and then you'd be adding the fifth condition to require, prior to building permit, that the Petitioner enter into an estoppel agreement with the Village that would restrict their ability to object to a future special assessment for a sidewalk along the western side of Haddow, south of Hawthorne, north of Euclid. Is that accurate?

COMMISSIONER CHERWIN: Yes.

CHAIRMAN ENNES: That sounds good.

COMMISSIONER JENSEN: Do you need a second?

CHAIRMAN ENNES: Yes.

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: Okay, could we have a roll call vote?

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes, with comment.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes, with comment.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes, with comment.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes, with comment.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

CHAIRMAN ENNES: Could you read them back from whomever was the comment first?

COMMISSIONER DROST: I have no comment on this petition.

MR. HUBBARD: So, Commissioner Drost, Lorenzini, Commissioner Green.

COMMISSIONER GREEN: What kind of car do you put in the garage that you need extra space for? If you don't mind me asking.

MR. KURZYNSKI: Well, we discussed that before. I have a '69 Camaro.

COMMISSIONER GREEN: Beautiful.

MR. KURZYNSKI: That I've had since I was 16, same exact car.

COMMISSIONER GREEN: In that case, the 8.5-inch variation makes more sense to me now. Thank you.

MR. KURZYNSKI: If you see my seven and nine-year-olds with bikes, you would understand.

CHAIRMAN ENNES: Wait until he's 16.

COMMISSIONER GREEN: He can't drive that car, forget that.

CHAIRMAN ENNES: You wait. Joe?

COMMISSIONER LORENZINI: Yes, I think the sidewalk should go on.

The house to the south was made to put a sidewalk in. The intent of the Village is to have continuous sidewalks when possible. I don't think it's fair to the guy who had to put it in to the south and not have to put it in now. As far as the way it looks, I think it's going to look even sillier with the house to the south just having a sidewalk and nobody else. That's all.

CHAIRMAN ENNES: My comment is ditto that. I really think when we pass an ordinance like this, if they're not done piecemeal as they come up, they're never going to get done. But I'm not going to hold up the project for that. There was one more comment?

COMMISSIONER CHERWIN: Yes, I was just, mine was kind of the inverse of Joe where I just, the reason for that is I think it looks, I don't think it's, you know, to have one house without a sidewalk is kind of an inverse to me to kind of complete it knowing that it's not going to be completed to really get the feel or the need of the continuous sidewalk. I'm fine with requiring to complete but I really do think that it should be done somewhat in unison, and there's, you know, repair and maintenance and everything that goes along with that, too.

So, it's not, you know, I don't want to give the idea that we're letting people off the hook here. I just think that there's probably a more appropriate time to do it more comprehensively, and so that's the reason for that.

CHAIRMAN ENNES: You have the unanimous approval of the Plan Commission, and you get to go to the Village Board now and see if they agree with that change.

MR. KURZYNSKI: Thanks very much.

CHAIRMAN ENNES: Good luck with your project though.

MR. KURZYNSKI: Thanks.

CHAIRMAN ENNES: It should be a nice addition to Arlington Heights.

MR. KURZYNSKI: Hopefully we can get to it.

(Whereupon, at 8:43 p.m., the above-mentioned petition was adjourned.)

DRAFT



Item: 703-709 & 715-723 W. Algonquin Rd. - 9/26/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
703-709 & 715-723 W. Algonquin Rd. - 9/26/18	Minutes

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: 703-709 & 715-723 WEST ALGONQUIN ROAD - PC# 17-013
FINAL PLAT OF SUBDIVISION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 26th day of September, 2018 at the hour of 8:43 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
JAKE SCHMIDT, Development Planner

CHAIRMAN ENNES: Okay, we have one more item of business, and that is going to require Mary Jo and me.

COMMISSIONER WARSKOW: Yes.

CHAIRMAN ENNES: So, can we have a motion to adjourn?

COMMISSIONER WARSKOW: Do we have to review the final plat?

COMMISSIONER DROST: What does that mean?

CHAIRMAN ENNES: Yes, we have a plat to sign.

MR. HUBBARD: We have one more --

CHAIRMAN ENNES: For the record you should say that.

MR. HUBBARD: This would be the plat of subdivision?

CHAIRMAN ENNES: Yes, to sign off on the plat. We can do that on the side after the meeting, right?

MR. HUBBARD: Well, you have to vote on it.

COMMISSIONER DROST: Yes, we should.

CHAIRMAN ENNES: Oh, okay. Did you guys all review the plat?

COMMISSIONER GREEN: By that you guys, I'm sure --

CHAIRMAN ENNES: You're going to vote on it. Okay, can I have a motion to approve the plat of subdivision for PC# 17-013, 703-709 & 715-723 West Algonquin Road?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: And I'll second that.

CHAIRMAN ENNES: Any discussion?

COMMISSIONER WARSKOW: Are there any changes between the preliminary plat and the final plat?

MR. HUBBARD: There were no changes. It was in substantial compliance with the preliminary plat.

COMMISSIONER WARSKOW: Okay, thank you.

A motion to recommend to the Village Board of Trustees approval of PC# 17-013, a Final Plat of Subdivision to consolidate the property at 703-709 & 715-723 West Algonquin Road into one lot, subject to the following condition:

- 1. Prior to appearing before the Village Board for Final Plat of Subdivision approval, the Petitioner shall enter into an estoppel agreement with the Village, which agreement shall state that the Petitioner will not object to the establishment of a special assessment for public improvements within the Meijer Drive right-of-way.**

CHAIRMAN ENNES: Is there a second?

COMMISSIONER LORENZINI: Second.

CHAIRMAN ENNES: Can we have a roll call vote?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

COMMISSIONER DROST: Motion to adjourn?

CHAIRMAN ENNES: Okay, we'll sign that and get that to you. So, we need a motion to adjourn.

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: Second. Wait?

MR. HUBBARD: One more thing. I think there was some confusion at maybe the last meeting that, you know, how we go about with the Vice Chair and then how that Chair is decided. I've touched base with Attorney Ward, Counsel Ward for the Village, and there is no requirement to have a Vice Chair. However, the Plan Commission can choose to establish procedures and policies. Over the course of however many decades, it seems like an informal policy of establishing a Vice Chair was decided upon, and that's generally voted on I guess or decided by the Plan Commission.

I believe Commissioner Jensen has been designated the Vice Chair. There is no requirement for it to be appointed by the Village Board. That's just the policy that the Plan Commission can choose to establish. That's how that's established. If there is a different policy you guys would like to go by, I'm all ears, but that's how it's done.

COMMISSIONER GREEN: We did vote Lynn in to be Vice Chair.

COMMISSIONER JENSEN: Yes, a little context, a little context. Sue Dawson didn't have any trouble with my chairing the meeting. But she had trouble with my being called the Vice Chair. She said that only the Mayor could appoint a Vice Chair. So, I asked Sam to find out what the situation was, and he came back after talking with counsel, and there is no Vice Chair written into the chartering documents for this Commission as I understand it.

MR. HUBBARD: Right.

COMMISSIONER JENSEN: So, you know, it doesn't matter to me one way or the other. My feelings won't be hurt. So, if you want to choose another person, I'm glad to have you do it.

COMMISSIONER DROST: Yes, and that was the other confusion. The budget, that we did not double our fees.

COMMISSIONER GREEN: You didn't get paid for that.

COMMISSIONER DROST: That we continue to be underpaid for this high degree of service.

CHAIRMAN ENNES: The recommendation has been made to management and they are looking into it.

COMMISSIONER DROST: Oh, are they? Okay, because they doubled the

political contributions now, so doing a little catch-up there.

CHAIRMAN ENNES: I'm sorry.

COMMISSIONER DROST: That would get us up to \$30 or what.

COMMISSIONER WARSKOW: I thought we had our motion to adjourn.

COMMISSIONER GREEN: We did and I second that. All in favor?

(Chorus of ayes.)

(Whereupon, at 8:46 p.m., the above-mentioned petition was adjourned.)

DRAFT



Item: Taco Bell Redevelopment - 1530 W. Algonquin Rd. - PC#18-018

Department: Planning & Community Development

Requested Action

Amendment to Special Use Permit Ordinances #83-14 and #91-082 to allow for redevelopment of the site.

Variations Required

Variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

Recommendation

The Staff Development Committee reviewed the application and recommends approval of an amendment to Special Use Ordinances #83-14 and #91-082 to allow for redevelopment of the site with a new Taco Bell restaurant including a drive-thru, and approval of the variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

This approval shall be subject to the following conditions:

1. At the request of the Village, upon redevelopment of the gas station property abutting the subject property to the west, the property owner shall cause to be constructed on the subject property a driveway connection to the gas station property immediately to the west. Additionally, the property owner shall grant, and cause to be recorded, an access easement that provides two-way cross access to the property to the west, which shall only be required if and when the gas station property is redeveloped and provides reciprocal access to the subject property.
2. If there are complaints about the speaker volumes, the restaurant operator and the Village shall work together to resolve the volume issue, which may include a requirement for face-to-face ordering between specific hours overnight.
3. The restaurant operator shall make a good faith effort to reduce late night noise and other site issues that could impact neighboring residents.

4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
Conceptual Plan Review Minutes 6-27-18	Minutes
DC Staff Report 9-13-18	Board or Commission Report
DC Minutes 9-13-18	Minutes
Project Narrative	Correspondence
Plat of Survey	Exhibits
Petitioner Parking Study	Correspondence
Traffic Study	Correspondence
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape Plan	Exhibits
Photometric Plan	Exhibits
Stormwater Report	Correspondence
Stormwater System Details	Exhibits
Department Comments - Round 1	Exhibits
Department Comments - Round 1 - Petitioner Response	Exhibits
Department Comments - Round 2	Exhibits
Department Comments - Round 2 - Petitioner Response	Exhibits



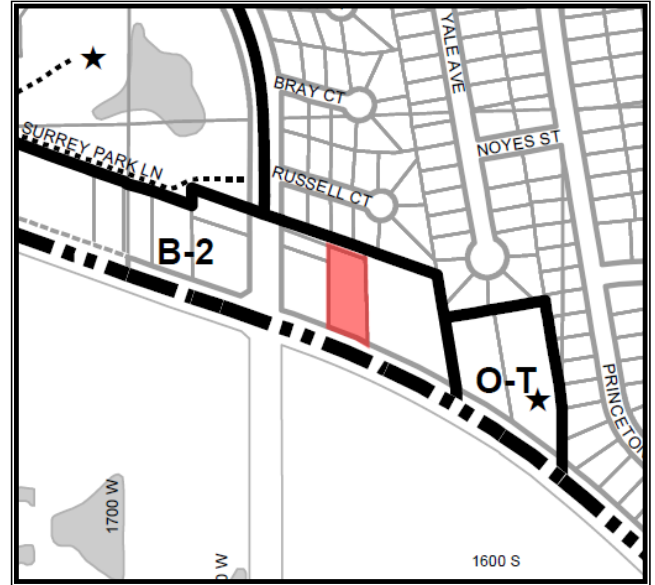
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

File Number: PC 18-018
Project Title: Taco Bell Redevelopment
Address: 1530 W. Algonquin Rd.
PIN: 08-08-401-064

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: October 24, 2018
Date Prepared: October 19, 2018

Petitioner: Mario Valentini
 MRV Architects, Inc.
Address: 5105 Tollview Dr. – Suite 209
 Rolling Meadows, IL 60008

Existing Zoning: B-2: General Business District
Comprehensive Plan: Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2, General Business District	Rear access drive to site and neighboring grocery store	Commercial
South	- City of Rolling Meadows -		
East	B-2, General Business District	Grocery Store (Ruffolo Fresh Market)	Commercial
West	B-2, General Business District	Gas Station (Citgo)	Commercial

Requested Action:

1. Amendment to Special Use Permit Ordinances #83-14 and #91-082 to allow for redevelopment of the site.

Variations Required:

1. Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

Project Background:

The subject property is 29,298 square feet in size (0.67 acres) and is currently occupied by a Taco Bell restaurant with a drive-thru. This restaurant and drive-thru were originally granted approval via a Special Use Permit in 1983, which was amended in 1991 to allow for an expansion of the seating area within the building. The current building is approximately 2,050 square feet and the site contains 26 parking spaces. Access to the site comes from a non-signalized full access driveway along Algonquin Road. The property is also served by a drive aisle at the rear of the site that provides non-signalized full ingress and egress to New Wilke Road. This drive aisle is located on property owned by the grocery store to the east, however, an existing easement over the drive aisle gives the subject property the rights for use of the drive aisle.

The petitioner is proposing the demolition of the current Taco Bell and redevelopment of the site with a new 2,112 square foot Taco Bell restaurant, which would include a drive-thru and 23 parking spaces. The building would contain 40 seats and hours of operation would be between 7:00am – 1:00am Sunday thru Thursday and 7:00am – 2:00am on Friday and Saturday. The dining room will close at 11:00pm daily, but the drive-thru would stay open until final closing of the restaurant for the evening. The building will feature the new prototype design for Taco Bell, which includes an updated interior and exterior that would be an enhancement over the current dated design of the building. Access onto Algonquin Road would be modified from full access to right-in/right-out only, and would remain non-signalized.

Zoning and Comprehensive Plan

The subject property is currently zoned B-2, General Business District and restaurants are classified as special uses within the B-2 District. The proposed use as a restaurant under the 4,000 square foot threshold would normally qualify the project for a Special Use Waiver, however, the inclusion of the drive-thru requires the petitioner to go through the full Special Use Permit approval process via the Plan Commission and Village Board. The Comprehensive Plan designates this property as “Commercial” and the proposed use is therefore compatible with the Comprehensive Plan.

A market study is not required since the proposal is to replace the existing Taco Bell restaurant with an updated restaurant of a similar size, and the existence of the current Taco Bell, along with the desire to redevelop the site with a similar facility, adequately demonstrates a market demand for the use.

Building and Site:

The proposed development conforms to all setback, bulk, and height restrictions as outlined within the B-2 District. The petitioner received Design Commission approval on September 13, 2018, which approval required a modification to the tower feature on the building and a modification to the color of a service door on the side of the building. In order to provide for a future connection to the gas station to the west, the site has been designed to accommodate for cross access at the southwest corner of the site. If and when the gas station is redeveloped, it will be required that cross access from the subject property to the gas station be implemented (at the request of the Village), and reciprocal access will be required from the gas station to the subject property.

The Village of Arlington Heights, in conjunction with IDOT, is planning for an additional lane of travel on westbound Algonquin Road to provide a dedicated right turn lane to northbound New Wilke. As a result, it is likely that an 8-foot wide portion of land will need to be acquired by IDOT along the southern portion of the site abutting Algonquin Road. Given the anticipated construction of this turn lane, and at the request of staff, the petitioner has reduced the width of the southern drive aisle on their site to allow for a minimum of three

feet of landscaping between the future property line abutting Algonquin Road and the edge of the drive aisle. As a result, the following variations is required:

- **Variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.**

Staff believes that the necessary criteria for variation approval have been met and is supportive of the variation for the following reasons:

- The reduction in lane width will allow for a minimum of three feet of greenspace/landscaping in-between the property line and drive aisle, which landscaping is a code requirement.
- A 23-foot wide drive aisle is still suitable for two-way traffic given the volume of traffic expected in this location. Furthermore, the drive aisle will only be used for one-way traffic until such time as the gas station is redeveloped.
- The plight of the owner is due to unique circumstances given the necessary acquisition of land that will be required for the additional lane of travel along Algonquin Road.

The petitioner has made a number of additional modifications to the plans to enhance the development at the request of staff. These modifications are outlined below:

- The material of the dumpster enclosure has been modified from a wooden fence to a masonry wall to compliment the architecture of the building.
- The proposed landscape buffer at the rear of the property adjacent to the single-family residential homes at the north of the site has been increased in size and enhanced with additional landscape plantings.
- This increase in size has allowed for the preservation of the largest existing tree on the subject property.

Staff notes that the location of the drive-through speaker box will be pushed 10 feet to the north relative to its current location, which will be 10 feet closer to the single-family homes across the shared drive aisle. Additionally, the drive-through lane itself will be shifted closer to said single-family homes. In light of these changes, staff is recommending the following conditions of approval:

1. If there are complaints about the speaker volumes, the restaurant operator and the Village shall work together to resolve the volume issue, which may include a requirement for face-to-face ordering between specific hours overnight.
2. The restaurant operator shall make a good faith effort to reduce late night noise and other site issues that could impact neighboring residents.

Landscaping:

A code complaint tree preservation and landscape plan has been provided and reviewed by staff. There are ten existing trees onsite, nine of which will be removed. The largest tree, a 25-inch caliper Austrian Pine that is in good condition, will be preserved. The petitioner has proposed the installation of 34 new trees on the site.

Parking and Traffic:

The petitioner has provided a traffic and parking study by a certified traffic engineer, which study has found that the proposed onsite parking and stacking space within drive-through will be suitable to accommodate

for the expected traffic that will be generated by the development. Taco Bell does not anticipate an appreciable increase in traffic as a result of the new restaurant. Moreover, the modification to the ingress/egress on Algonquin Road (to a right-in/right-out orientation) will eliminate the ability for eastbound egress from the site, which was a difficult maneuver during peak travel times.

Relative to drive-through stacking, the redeveloped site will create space for nine cars to stack within the drive-through lane. Surveys from the traffic consultant during peak dining hours indicate that there were never more than three cars stacked within the drive-through on the subject property. Additionally, surveys at Taco Bell facilities in comparable locations along major arterials showed a maximum stacking peak of five cars.

The site is required to provide 14 parking spaces per parking regulations and will provide a total of 23 spaces, resulting in a nine-space surplus. **Table I** below shows the parking calculations:

Table I: Parking Calculations

Address	Tenant	Use	Square Feet	Seating Area	Parking Ratio	Parking Required
1530 W. Algonquin Rd.	Taco Bell	Restaurant	2,112	648	1 per 45 SF of Seating Area	14
TOTAL SQUARE FOOTAGE			2,112	PARKING REQUIRED		14
PARKING PROVIDED						23
SURPLUS / (DEFICIT)						9

The petitioner surveyed parking lot usage during peak meal hours (11:00am – 1:00pm and 5:00pm to 7:00pm) on six days over a two-week period. Based on this survey, peak parking lot usage occurred between 12:00pm and 1:00pm, when a total of eight cars were observed parked on the site. In addition, during separate surveys the traffic consultant observed peak parking occurring at 12:30pm on a weekday when 11 cars were parked within the parking lot. Given that the size of the proposed restaurant will be substantially similar to what is currently on-site, staff believes that the 23 proposed parking spaces will be adequate.

Per the Village’s recently adopted bicycle parking regulations, two bicycle parking spaces must be provided. The site plan shows that the required number of bicycle parking spaces will be provided.

RECOMMENDATION

The Staff Development Committee reviewed the application and recommends approval of an amendment to Special Use Ordinances #83-14 and #91-082 to allow for redevelopment of the site with a new Taco Bell restaurant including a drive-thru, and approval of the variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24’ to 23’. This approval shall be subject to the following conditions:

1. At the request of the Village, upon redevelopment of the gas station property abutting the subject property to the west, the property owner shall cause to be constructed on the subject property a driveway connection to the gas station property immediately to the west. Additionally, the property owner shall grant, and cause to be recorded, an access easement that provides two-way cross access to the property to the west, which shall only be required if and when the gas station property is redeveloped and provides reciprocal access to the subject property.

2. If there are complaints about the speaker volumes, the restaurant operator and the Village shall work together to resolve the volume issue, which may include a requirement for face-to-face ordering between specific hours overnight.
3. The restaurant operator shall make a good faith effort to reduce late night noise and other site issues that could impact neighboring residents.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

October 19, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON OCTOBER 24, 2018, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 18-018, an amendment to Special Use Ordinances #83-14 and #91-082 to allow for the redevelopment of a restaurant and drive-through on the subject property, said property located at 1530 West Algonquin Road, Arlington Heights, IL, legally described as:
LOT 2 IN THE RESUBDIVISION OF LOT 34 IN CHANTECLAIRE SUBDIVISION IN THE SOUTHEAST ¼ OF SECTION 8, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 1, 1983, AS DOCUMENT NUMBER 26759365 (EXCEPT THAT PART DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF LOT 35 OF CHANTECLAIRE SUBDIVISION, THENCE NORTHERLY 69 DEGREES 36 MINUTES 00 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 35, A DISTANCE OF 155.16 FEET THENCE NORTH 0 DEGREES 0 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF LOT 34 A DISTANCE OF 49.11 FEET THENCE SOUTH 69 DEGREES 36 MINUTES 00 SECONDS EAST AND PARALLEL WITH THE NORTH LINE OF LOT 34 A DISTANCE OF 155.16 FEET THENCE SOUTHERLY 0 DEGREES 00 MINUTES 00 SECONDS A DISTANCE OF 49.11 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS).
As part of said petition, the petitioner is requesting the following variations from Chapter 28 of the Municipal Code:
• Variation to Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island including a shade tree at the ends of certain parking rows.
• Variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.
And other variations as determined necessary by the Plan Commission.
All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.
Terrance Ennes, Chairman
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald October 9, 2018 (4510794)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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County(ies) of Cook, Kane, Lake, McHenry
and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published October 9, 2018 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY *Danula Baltz*
Authorized Agent

Control # 4510794

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OCT 15 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Map created on June 21, 2018.

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**REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE**

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

June 27, 2018

Project Title: Taco Bell Redevelopment
Address: 1530 W. Algonquin Rd.
Petitioner: Mario Valentini
MRV Architects, Inc.
5105 Tollview Dr. – Suite 209
Rolling Meadows, IL 60008

Requested Action:

1. Amendment to Special Use Permit Ordinances #83-14 and #91-082 to allow for redevelopment of the site

Variations Required:

- None identified at this time

Attendees:

Mario Valentini, Petitioner
Jay Cherwin, Plan Commissioner
Bruce Green, Plan Commissioner
John Sigalos, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 28,750 square feet in size (0.66 acres) and is currently occupied by a Taco Bell restaurant with a drive-thru. This restaurant and drive-thru were originally granted approval via a Special Use Permit in 1983, which was amended in 1991 to allow for an expansion of the seating area within the building. The current building is approximately 2,050 square feet and the site contains 26 parking spaces. Access to the site comes from a non-signalized full access driveway along Algonquin Road. The property is also served by a drive aisle at the rear of the site that provides non-signalized full ingress and egress to New Wilke Road. This drive aisle is located on property owned by the grocery store to the east, however, an existing easement over the drive aisle gives the subject property the rights for use of the drive aisle.

The petitioner is proposing the demolition of the current Taco Bell and redevelopment of the site with a new 2,112 square foot Taco Bell restaurant, which would include a drive-thru and 23 parking spaces. The building would contain 40 seats and hours of operation would be between 7:00am – 1:00am Sunday thru Thursday and 7:00am – 2:00am on Friday and Saturday. The dining room will close at 11:00pm daily, but the drive-thru would stay open until final closing of the restaurant for the evening. The building will feature the new proto-type design for Taco Bell, which includes an updated interior and exterior that would be an enhancement over the current dated design of the building.

Meeting Discussion:

Mr. Valentini thanked the Conceptual Plan Review members for the opportunity to appear before them with a redevelopment concept for the Taco Bell at 1530 W. Algonquin Rd. He explained that the franchisee had an obligation to remodel his stores after a certain amount of years. Therefore, the petitioner would like to demolish the existing Taco Bell building and rebuild a new store in the same location. The style of the building was a very old “mission” style prototype from several decades ago and was now obsolete. Therefore, the building could not be remodeled, but instead had to be torn down and rebuilt.

The owner of the site was the same one who owned the gas station next door (Grahams C Store). At one point a redevelopment of that site had been contemplated, which would have moved the Taco Bell to where the gas station is

currently located, but that plan was no longer moving forward.

Commissioner Cherwin clarified that the subject property was leased from Graham's C Stores to the franchisee.

Mr. Valentini confirmed this to be true. He mentioned that the Graham's C Store site would likely be redeveloped in the future, and that the proposed plan would be designed to allow for cross access between the two properties if and when the gas station site was redeveloped. The existing curb cut from Taco Bell onto Algonquin Road would need to be refurbished as part of this redevelopment. The proposed architecture would create a new modern appearance for the building, which would be an enhancement to the site.

Mr. Hubbard explained that the subject property was developed in 1983 and had been approved via a Special Use Permit. That SUP had been amended in 1991 to allow for a small expansion to the seating area. The proposed demo and reconstruction of the building and drive-through would require another amendment to the SUP. The building was currently 2,000 square feet in size (approximately), and the new building would be around 2,100 square feet in size. There were 26 parking spaces on the site currently, and the proposed site would have only 23 spaces. The site was zoned B-2, which allowed for restaurants with drive-through's via the special use permit process. The Comprehensive Plan calls for commercial uses on the site.

Staff was asking for additional information on number of employees, hours of operation, hours for trash collection, and anticipated delivery times. **Mr. Hubbard** noted that directly behind the site across from the shared access drive was single-family homes and the proposed plan was showing that the garbage enclosure was being relocated closer to the rear of the property. A market study would not be required in this instance since the existence of the Taco Bell and their desire to redevelop was adequate to prove a market demand for this use.

A preliminary zoning analysis showed that the site would conform to all parking, setback, bulk, and height restrictions within the B-2 district, however, a comprehensive zoning analysis would be completed once detailed plans were submitted. Application to the Design Commission was required. Due to several existing trees towards the rear of the site, a landscape plan and tree preservation plan would be required with the proposed application. Staff would evaluate the removal of the trees at the rear of the site once a tree preservation plan was submitted. Preliminary engineering and photometric plans would also be required.

There is an existing drive aisle at the rear of the property, which gives the site access to New Wilke Rd. The drive aisle is owned by the property owner to the east, however, there is an easement across the drive aisle that gives the subject property the right to access the drive aisle. The petitioner should provide a copy of the easement document along with their application. He encouraged the petitioner to reach out to the owners of the grocery store to let them know of the Taco Bell redevelopment plans. Staff wanted the petitioner to re-evaluate the location of the proposed dumpster enclosure since it was being pushed further to the rear of the site and closer to the residential homes to the rear. A traffic and parking study would be required as part of the application, which study should analyze how the change of location of the drive through could impact stacking of vehicles. Final parking analysis would be completed once the floor plan size has been determined. Two bicycle parking spaces were required on the site. Staff was generally supportive of the application.

Commissioner Cherwin stated that he lived close to the Taco Bell and agreed that this was a good project and that the update in architecture would be a welcome enhancement for this area. He thought that stacking would be fine given the enlargement to the drive aisles and location of the drive through lane. He said he didn't have any major concerns and he was glad to see this project move forward.

Commissioner Sigalos asked about the drive through lane and if it would be a double lane drive through.

Mr. Valentini responded that the drive through would not be a double lane drive through with two ordering stations, but would include a second "bypass" lane now.

Commissioner Sigalos asked about proposed building versus the existing building.

Mr. Valentini replied that the proposed building would be in the area where the existing building was located (approximately). The existing building would be closed and demolished to accommodate the new building.

Commissioner Cherwin asked about the floorplan

Mr. Valentini explained that nationally, Taco Bell had a new prototype that was more narrow and a little longer than the existing building, so there would be a slight change to the floorplan but nothing that was substantial.

Commissioner Sigalos asked about construction time.

Mr. Valentini replied that he would like to have asphalt complete by November. They are currently studying stormwater management for the site. They have also reached out to IDOT to make sure that IDOT was aware of what they were planning.

Commissioner Cherwin said that he thought that IDOT approval shouldn't be too extensive since they weren't really proposing any changes to the access.

Mr. Valentini stated that they would still need a permit from IDOT for work in the ROW.

Mr. Hubbard mentioned that the Village Engineer thought that IDOT may be planning for an additional lane on Algonquin, and so the petitioner should make sure they discuss this with IDOT so that the site can be designed appropriately if this improvement is being planned for the future.

Mr. Valentini stated that, based on his understanding, the additional lane to Algonquin was being contemplated for the future but that there was no plan for it now. He said he's asked IDOT and they've stated that they don't have any substantial plan for it at this time.

Commissioner Cherwin asked if the site could go down to a single lane along the front if land for IDOT was required along the front of the site.

Mr. Valentini made the point that the only reason the lane is double up now is to accommodate for the future reciprocal access to the gas station site. If IDOT took some ROW in the future, the reciprocal access would have to become one-directional.

Commissioner Jensen asked about the rear access road.

Mr. Hubbard stated that he was asking for documents from the petitioner to understand who was responsible for maintenance of that area.

Commissioner Jensen replied that the access road floods when it rains. He said that if there is an opportunity to improve this rear drive aisle, he would like to see that opportunity taken.

Mr. Valentini said that the maintenance responsibility of that drive aisle rested with the grocery store.

Commissioner Green said that he thought it was a great project and encouraged the petitioner to move forward.

RECOMMENDATION

The Conceptual Plan Review Committee advised that the petitioner move forward.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Taco Bell
Project Address: 1530 W. Algonquin Road
Prepared By: Steve Hautzinger

Date Prepared: September 6, 2018

PETITION INFORMATION:

DC Number: 18-083
Petitioner Name: Mario Valentini
Petitioner Address: MRV Architects Inc.
5105 Tollview Drive, #197
Rolling Meadows, IL 60008
Meeting Date: September 13, 2018

Requested Action(s):

Approval of the proposed architectural design for a new Taco Bell restaurant.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval to amend the existing Special Use Ordinances to allow redevelopment of the site with a new restaurant and drive-through. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

*"For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission **for building and signage only.**"*

Summary:

The petitioner is proposing to demolish an existing, older Taco Bell restaurant building to allow construction of a new Taco Bell restaurant. The proposed restaurant will include indoor dining and a drive through. The scope of the project includes a complete redevelopment of the site including parking areas and landscaping.

Architectural Design:

The proposed design represents the latest national prototype for Taco Bell. The design has a fresh modern aesthetic, and it will be a significant improvement from the existing dated restaurant. The design includes an all brick exterior, which is complemented with 'bronze' color fiber cement accent panels and a faux 'rustwall' tower feature. The exterior materials and colors are very nicely coordinated. Overall, the proposed design is nicely done, and it will fit in well in this location, especially with the other adjacent newer national fast food restaurant buildings.

Rooftop Mechanical Unit Screening:

The proposed building has multiple rooftop mechanical units which are required to be fully screened from public view. The building design includes tall parapet walls to screen the equipment, which is ideal.

Signage:

The proposed design includes three wall signs and one ground sign. Per Chapter 30 sign code, only one wall sign is allowed per street frontage. There are no previous sign variations approved for this property, and the existing building only has one wall sign. The number of wall signs should be reduced to comply with code, and the following recommendations should be considered:

1. It is recommended that the second wall sign on the side of the 'rustwall' tower be omitted.
2. The sign above the entry door on the right side of the building should be omitted to comply with code, but it should be noted that there are numerous other similar fast food restaurant buildings that have obtained sign variations for an additional wall sign above the side entry door.

3. The maximum allowed height for a ground sign is 16'-6". The proposed 20'-0" tall ground sign needs to be reduced in height to comply with code.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed architectural design for Taco Bell located at 1530 W. Algonquin Road. This recommendation is subject to compliance with the plans received 9/5/18, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. The petitioner is required to meet the Sign code, Chapter 30 or obtain a sign variation(s).
2. It is recommended that the second wall sign on the side of the 'rustwall' tower be omitted.
3. It is recommended that the sign above the entry door on the right side of the building be omitted, or pursue a sign variation.
4. It is recommended that the height of the ground sign be reduced to 16'-6" or less, to comply with code.
5. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.

September 6, 2018

Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 18-083

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
SEPTEMBER 13, 2018

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present: John Fitzgerald, Chair
Kirsten Kingsley
Jonathan Kubow

Members Absent: Ted Eckhardt
Scott Seyer

Also Present: Shaun Harris, South Water Signs for *H&R Block*
Mario Valentini, MRV Architects Inc. for *Taco Bell*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM AUGUST 28, 2018

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF AUGUST 28, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEWDC#18-083 – Taco Bell – 1530 W. Algonquin Rd.

Mario Valentini, representing *MRV Architects*, was present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to demolish an existing, older Taco Bell restaurant building to allow construction of a new Taco Bell restaurant. The proposed restaurant will include indoor dining and a drive through. The scope of the project includes a complete redevelopment of the site including parking areas and landscaping.

The proposed design represents the latest national prototype for Taco Bell. The design has a fresh modern aesthetic, and will be a significant improvement from the existing dated restaurant. The design includes an all brick exterior, which is complemented with 'bronze' color fiber cement accent panels and a faux 'rustwall' tower feature. The exterior materials and colors are very nicely coordinated. Overall, the proposed design is nicely done, and will fit in well in this location, especially with the other adjacent newer national fast food restaurant buildings. The proposed building has multiple rooftop mechanical units which are required to be fully screened from public view. The building design includes tall parapet walls to screen the equipment, which is ideal.

The proposed design includes three wall signs and one ground sign. Per Chapter 30 sign code, only one wall sign is allowed per street frontage. There are no previous sign variations approved for this property, and the existing building only has one wall sign. The number of wall signs should be reduced to comply with code, and the following recommendations should be considered:

1. It is recommended that the second wall sign on the side of the 'rustwall' tower be omitted.
2. The sign above the entry door on the right side of the building should be omitted to comply with code, but it should be noted that there are numerous other similar fast food restaurant buildings that have obtained sign variations for an additional wall sign above the side entry door.
3. The maximum allowed height for a ground sign is 16'-6". The proposed 20'-0" tall ground sign needs to be reduced in height to comply with code.

Staff recommends approval of the proposed design for the existing Taco Bell building with the recommendations regarding signage as summarized in the Staff report.

Mr. Valentini had no comments at this time.

Chair Fitzgerald noted that there was no one in the audience at this time.

Commissioner Kubow said it was a great design and he liked it; it is very sharp and very modern, and although he liked the old school Taco Bell look, he understood the change to a contemporary design. He approved of the design as proposed. With regards to signage, he felt the sign on the west elevation was unnecessary because there is no turn-in at that point, and the sign on the south elevation will become visible when passing the building to turn in. He had no other comments other than the design was fantastic, and he approved as proposed, with Staff's recommendations.

Commissioner Kingsley said it was a really nice design. She liked the brick and the colors being proposed, and asked if the rustwall panels were standard to the new prototype design. Mr. Valentini explained that the new design and materials have been a work in progress, with several locations initially having a material that looked galvanized; however, that material ended up rusting and the rust running down the building, so the material was changed to a pre-finished "rust" product that has been used successfully in several locations. Commissioner Kingsley said that she really liked the materials; however, her only hesitation was that the Urbane Bronze color of the Hardie panels and the

Iron Ore color of the canopy did not go together; one needed to be cooler or one needed to be warmer. Mr. Valentini explained that the metal sample presented tonight is very large in comparison to the actual small, thin size of the canopy that will be on the building. He added that the storefront windows would be clear anodized, which helps define the separation between the fiber cement board and the glazing.

Commissioner Kingsley also asked about the gooseneck lights and what they would light up. Mr. Valentini presented a building design that they previously considered, which included two areas of mosaics that were proposed to help break up the monotony of the solid side walls, and gooseneck lighting to illuminate the mosaic areas. The current, more modern design being presented tonight has eliminated the mosaic areas because they were considered signage; however, the gooseneck lighting has remained to help break up and wash the wall, as well as highlight the landscaping. Mr. Valentini said that they were open to discussions about bringing back the mosaic areas as well. Commissioner Kingsley felt the lighting helped to lighten up that area of the facade in the absence of windows. She added a suggestion to paint the service door a darker color, and Mr. Valentini replied that it could be painted to match the color of the surrounding Hardie-board.

Chair Fitzgerald agreed with painting the service door a darker color, and he liked the building design being proposed, which would stand the test of time. He also felt the two-sided tower element on the building appeared unfinished when heading west on Algonquin Road, and he suggested something be done to return it, or at least back it up with the same material on the front. Mr. Valentini was not opposed to using the same material to add a third side to the tower returning over the parapet wall. Chair Fitzgerald also felt the location of the sign on the east elevation above the entrance appeared oddly placed on the wall, and he suggested moving it more towards the front of the building. Commissioner Kingsley felt that moving the sign on the east elevation would help with balance and make it look like the other facades. Commissioner Kubow agreed, although he understood why the sign was currently located above the entry door on that side. He also asked for clarification on the concerns about the tower element, and Chair Fitzgerald explained that he was suggesting the tower element appear more like a 3-sided tower by returning the material onto the other side.

Mr. Hautzinger reiterated that the sign on the east wall is not allowed by code, and would require a variation. Mr. Valentini asked if the client wants a wall sign on the east and west elevations, as opposed to a sign on the front (south) elevation, would it still require a variation. Mr. Hautzinger reiterated that only wall sign is allowed per code, and more than one wall sign would require a sign variation review by this commission. Commissioner Kubow was in favor of allowing two wall signs; either on the east and west elevations, or on the south and east elevations. Chair Fitzgerald agreed.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR *TACO BELL* LOCATED AT 1530 W. ALGONQUIN ROAD. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED 9/5/18, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT TO RETURN THE MATERIAL ON THE TOWER TO MAKE IT THREE-SIDED.
2. A REQUIREMENT TO PAINT THE SERVICE DOOR ON THE EAST ELEVATION A COLOR TO MATCH THE ADJACENT WALL PANEL COLOR.
3. A RECOMMENDATION TO ALLOW TWO WALL SIGNS ON THE BUILDING; ONE ON THE EAST AND ONE ON THE WEST ELEVATION.
4. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS

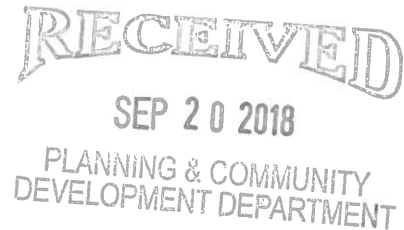
THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

KUBOW, AYE; KINGSLEY, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

MRV ARCHITECTS, INC.

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 – Email: mariov@mrvarch.com



September 20, 2018

Plan Commissioners
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: Proposed scrape and rebuild of existing Taco Bell restaurant, Algonquin Road and New Wilke Road
Plan Commission Review Submittal

Statement of Intent

The applicants, The Twins Group, Inc. / Buddy Bells, intend to scrape and rebuild the existing Taco Bell building with an accessory drive-thru at the above noted location. Looking ahead, the development is estimated to be completed by January 2019. As a part of the redevelopment, we are required to request a review of the Conceptual Plan for the property. We believe that the development and operation of the restaurant with an updated image will enhance the current intersection, while providing the typical Quick Services Restaurant service in a high-quality environment the brands is known to deliver.

The franchise group owns and operates many drive-thru locations throughout the United States. The Twins Group's upper management team consists of many multi-unit managers who have well over 15 years of Quick Service Restaurant experience each.

This location qualifies for the new prototypical style category for Taco Bell. Here, they will be unveiling a new prototypical design for this building which will have a full menu offering; functioning as a typical free-standing building.

We understand the sensitivity to create a building with an architecturally pleasing exterior appearance while also offering a comfortable, while functional, interior environment. The introduction of more modern elements to the exterior works in combination with interior items such as soft seating to create a very wholesome experience. The use of quality construction materials sets these buildings apart from other brands and other buildings within the same brand.

Items such as directional signs and a menu board are also essential to a well-functioning drive-thru facility and have been integrated into the overall site design. A drive-thru would be an added convenience for customers that are not intending on dining in. And, unlike the site's current drive-thru configuration, an additional bypass lane will be added to provide relief with the removal of an otherwise inconvenient choke-point. To help ensure public safety, warning stripes are to be painted wherever pedestrians may come into contact with drive-thru traffic.

MRV ARCHITECTS, INC.

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 – Email: mariov@mrvarch.com

The drive-thru speaker systems typically used are adjustable to comply with any village restrictions and can be accessed by a manager at any time as needed to control the volume. They can also be set for day and night sound levels to prevent any noise from carrying to the surrounding properties at the quieter hours of the night.

While the building would not be pursuing LEED certification, the building would be utilizing a number of sustainable/green features. In Taco Bell's case, this would mainly be in the form of equipment, plumbing, and lighting choices. In the interior and exterior of the building, LEDs are chosen in favor of less sustainable lighting options. This choice also applies to all proposed site lighting. In terms of equipment, rooftop units do have rain sensors as a feature. When rain is detected, the units are given a signal to shut off. Economizers are another feature to these units which work to reduce energy consumption. Furthermore, plumbing fixtures such as water closets, urinals, lavatories, and hand sinks would be considered high-efficiency/green.

In general, the expected number of full-time employees would amount to 30 employees. Hours of operation would begin at 7am and will close at 1am from Sunday-Thursday. On weekends however, the closing time would most likely be extended to 2am. When the dining room closes at 11pm daily, the drive-thru window will operate until closing.

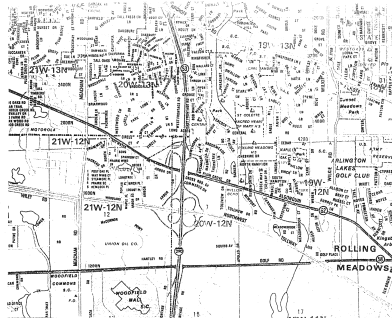
Overall, the addition of this building and drive-thru will prove beneficial to the community by providing a valuable service. Taco Bell will be able to accommodate the customers as needed while having little disruption to the surrounding area. The exterior and interior lighting, signage, materials and proposed plan will maintain the character of the design and surrounding area while creating a more enjoyable experience. We look forward to presenting this project to you and hearing your feedback.

Please feel free to contact me with any further questions regarding the request for review.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mario Valentini", with a stylized, cursive script.

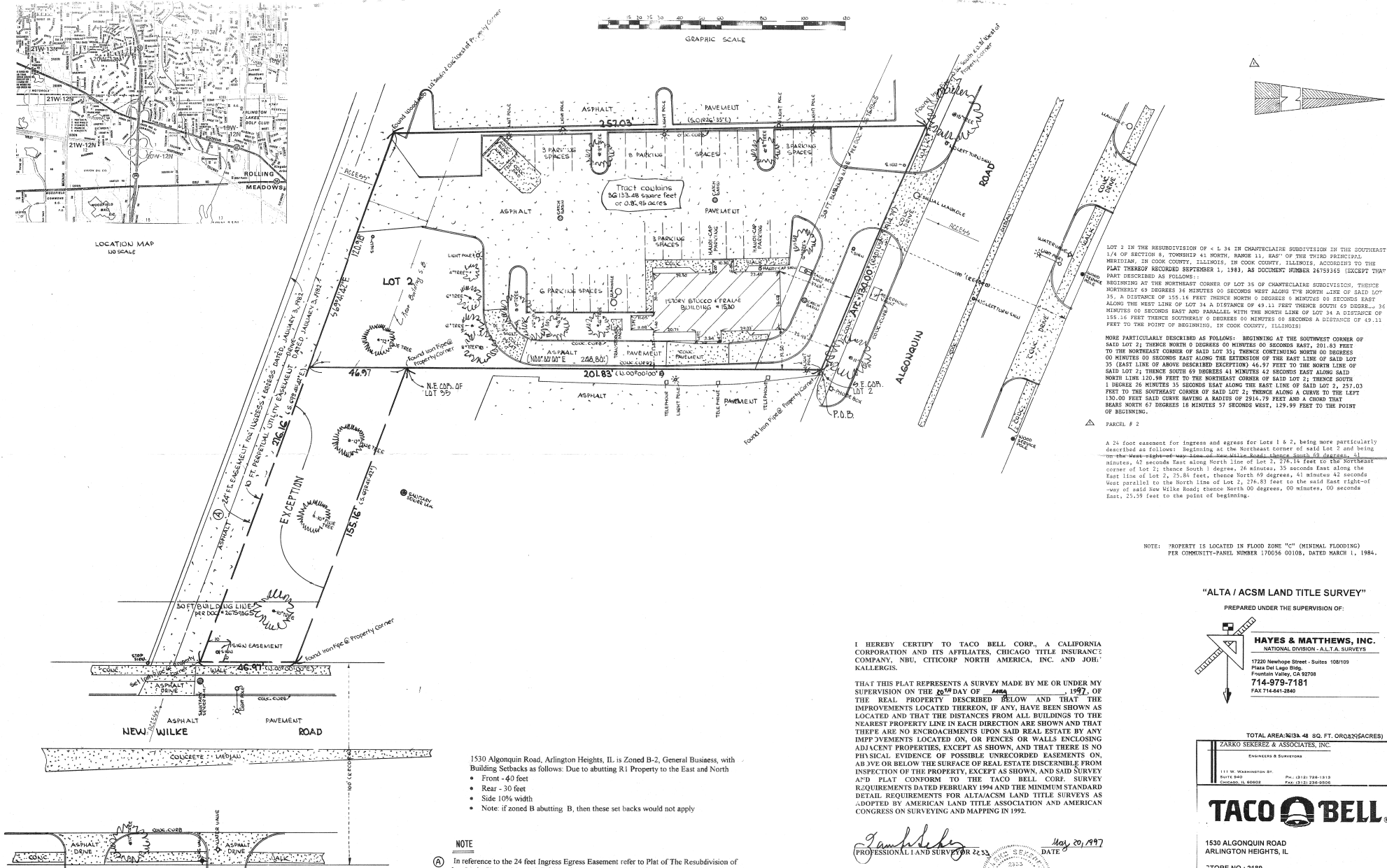
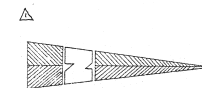
Mario Valentini
Principal,
MRV Architects, Inc.



LOCATION MAP
1/4" = 100'



GRAPHIC SCALE



LOT 2 IN THE RESUBDIVISION OF « 1/4 34 IN CHANTECLAIRE SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 8, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 1, 1983, AS DOCUMENT NUMBER 26759365 (EXCEPT THAT PART DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 35 OF CHANTECLAIRE SUBDIVISION, THENCE NORTHERLY 69 DEGREES 36 MINUTES 00 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 35, A DISTANCE OF 155.16 FEET THENCE NORTH 0 DEGREES 0 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF LOT 34 A DISTANCE OF 49.11 FEET THENCE SOUTH 69 DEGREES 36 MINUTES 00 SECONDS EAST AND PARALLEL WITH THE NORTH LINE OF LOT 34 A DISTANCE OF 155.16 FEET THENCE SOUTHERLY 0 DEGREES 0 MINUTES 00 SECONDS A DISTANCE OF 49.11 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS)

MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST, 201.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 3; THENCE CONTINUING NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE EXTENSION OF THE EAST LINE OF SAID LOT 35 (EAST LINE OF ABOVE DESCRIBED EXCEPTION) 46.97 FEET TO THE NORTH LINE OF SAID LOT 2; THENCE SOUTH 69 DEGREES 41 MINUTES 42 SECONDS EAST ALONG SAID NORTH LINE 120.94 FEET TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE SOUTH 1 DEGREE 26 MINUTES 35 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 2, 257.03 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2; THENCE ALONG A CURVE TO THE LEFT BEARS NORTH 67 DEGREES 18 MINUTES 57 SECONDS WEST, 129.99 FEET TO THE POINT OF BEGINNING.

PARCEL # 2

A 24 foot easement for ingress and egress for Lots 1 & 2, being more particularly described as follows: Beginning at the Northeast corner of said Lot 2 and being to the West-Southwest 1/4 of Section 8, Township 41 North, Range 11 East, of the Third Principal Meridian, Cook County, Illinois, 155.16 feet to the Northeast corner of Lot 2; thence South 1 degree, 26 minutes, 35 seconds East along the East line of Lot 2, 257.03 feet; thence North 67 degrees, 18 minutes, 57 seconds West parallel to the North line of Lot 2, 278.83 feet to the said East right-of-way of said New Wilke Road; thence North 00 degrees, 00 minutes, 00 seconds East, 27.99 feet to the point of beginning.

NOTE: PROPERTY IS LOCATED IN FLOOD ZONE "1" (MINIMAL FLOODING) PER COMMUNITY-PAGE NUMBER 170536 0010, DATED MARCH 1, 1984.

"ALTA / ACSM LAND TITLE SURVEY"

PREPARED UNDER THE SUPERVISION OF:

HAYES & MATTHEWS, INC.
NATIONAL DIVISION - ALTA SURVEYS
17220 Newhope Street - Suites 100/109
P.O. Box 9100
Fountain Valley, CA 92708
714-979-7181
FAX 714-441-2640

I HEREBY CERTIFY TO TACO BELL CORP., A CALIFORNIA CORPORATION AND ITS AFFILIATES, CHICAGO TITLE INSURANCE COMPANY, NBU, CITICORP NORTH AMERICA, INC. AND JOH. KALLERGIS.

THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY SUPERVISION ON THE 20TH DAY OF MAY, 1997, OF THE REAL PROPERTY DESCRIBED BELOW AND THAT THE IMPROVEMENTS LOCATED THEREON, IF ANY, HAVE BEEN SHOWN AS LOCATED AND THAT THE DISTANCES FROM ALL BUILDINGS TO THE NEAREST PROPERTY LINE IN EACH DIRECTION ARE SHOWN AND THAT THERE ARE NO ENCROACHMENTS UPON SAID REAL ESTATE BY ANY IMPROVEMENTS LOCATED ON, OR FENCES OR WALLS ENCLOSING ADJACENT PROPERTIES, EXCEPT AS SHOWN, AND THAT THERE IS NO PHYSICAL EVIDENCE OF POSSIBLE UNRECORDED EASEMENTS ON, ABOVE OR BELOW THE SURFACE OF REAL ESTATE DISCERNIBLE FROM INSPECTION OF THE PROPERTY, EXCEPT AS SHOWN, AND SAID SURVEY AND PLAT CONFORM TO THE TACO BELL CORP. SURVEY REQUIREMENTS DATED FEBRUARY 1994 AND THE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS AS ADOPTED BY AMERICAN LAND TITLE ASSOCIATION AND AMERICAN CONGRESS ON SURVEYING AND MAPPING IN 1992.

James H. Kelly
PROFESSIONAL LAND SURVEYOR #253 DATE May 20, 1997



1530 Algonquin Road, Arlington Heights, IL is Zoned B-2, General Business, with Building Setbacks as follows: Due to abutting R1 Property to the East and North

- Front - 40 feet
- Rear - 30 feet
- Side 10% width
- Note: if zoned B abutting B, then these set backs would not apply

NOTE

- (A) In reference to the 24 feet Ingress Egress Easement refer to Plat of The Resubdivision of Lot 34, in Chanteclaire Subdivision, in the S.E. 1/4 of Sec 8-41-11, in Cook County, Illinois. It was recorded September 1, 1983 per Title Commitment as document #26759365

TOTAL AREA: 5034.48 SQ. FT. (0.1152 ACRES)

TARKO SURVEYING & ASSOCIATES, INC.
ENGINEERS & SURVEYORS
111 W. WASHINGTON ST.
BARRY BROS.
CICAGO, IL 60602
PH: (312) 782-1313
FAX: (312) 226-9306



1530 ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL

STORE NO.: 2189

SCALE: 1" = 20'	DRAWN BY: F.R.	REV. PER TITLE COMPLY	SHEET: 1 of 1
DATE: MAY 20, 1997	CHECKED BY: J.B.		

T.BELL.CRT

N 9388

MRV ARCHITECTS, INC.

5105 Tollview Dr., Suite 209, Rolling Meadows, IL 60008

Ph. (224) 318-2140 – Email: mariov@mrvarch.com

July 31, 2018

Plan Commissioners
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Purpose of Parking Study

As determined by the Arlington Heights Department of Planning and Community Development, a parking study is necessary to determining the overall efficiency (or inefficiency) of the existing parking lot and drive-thru lane. 26 parking spaces have been identified. In order to gather the following usage data, the restaurant conducted surveys taking note of parking space usage and drive thru stacking at 30-minute intervals during peak lunch and dinner times over a two-week period. Surveys were held from Thursdays to Saturdays.

Arlington Heights Taco Bell			
	Time	Drive-thru cars 1/2 hour	Parking space Usage 1/2 hour
21-Jun Thursday	11am-12	7	4
	12am-1	14	8
	5pm-6	8	5
	6pm-7	8	4
22-Jun Friday	11am-12	8	4
	12am-1	14	7
	5pm-6	10	5
	6pm-7	12	6
23-Jun Saturday	11am-12	6	4
	12am-1	7	4
	5pm-6	5	3
	6pm-7	6	4
28-Jun Thursday	11am-12	9	5
	12am-1	15	7
	5pm-6	9	5
	6pm-7	8	5
29-Jun Friday	11am-12	10	5
	12am-1	15	7
	5pm-6	5	3
	6pm-7	6	4
30-Jun Saturday	11am-12	4	4
	12am-1	7	5
	5pm-6	5	4
	6pm-7	5	4

→ Total # of cars observed using drive-thru during ² 1/2-hour period

→ Max. # of cars parked on the site during ² 1/2 hour period.

RECEIVED

AUG 21 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Traffic and Site Plan Evaluation

To: **Mario Valenti**
MRV Architects, Inc.

From: Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Date: August 21, 2018

Subject: ***Taco Bell Restaurant Replacement***
1530 W. Algonquin Road
Arlington Heights, Illinois

Gewalt Hamilton Associates, Inc. (GHA) has conducted a traffic and site plan evaluation of the above captioned subject. As proposed, Taco Bell would replace their restaurant at 1530 W. Algonquin Road in Arlington Heights, Illinois (see *Exhibit 1*) to include the latest design features and improve customer ordering efficiency; both at the counter and in the drive-thru. The following summarizes our findings and provides various recommendations for consideration.

Traffic Evaluation

Existing Traffic

- GHA conducted peak period traffic counts during midday (11:00 AM to 1:00 PM) and evening (4:00 PM to 7:00 PM) on Thursday, July 26, 2018 and Saturday midday from 11:00 AM to 1:00 PM on Saturday, July 28, 2018 at the access drives that serve Taco Bell. These time periods were chosen, because they represent the busiest Taco Bell hours of operation.
- The peak hours occurred on the weekday midday from Noon to 1:00 PM and evening from 4:45 PM to 5:45 PM and on the Saturday midday from Noon to 1:00 PM. *Exhibit 2* illustrates the existing peak hour traffic volumes. The Miovision traffic count printouts are in *Appendix A*.
- As can be seen, the full access drive on New Wilke Road was busiest during all three peak hours. The heavy through traffic volumes on Algonquin Road (IL 62) limited the ability to make a left turn in or out of the restaurant to at most only a few vehicles. In addition, the cross connection to the east at the north end of the site was rarely used by Taco Bell traffic.

Future Traffic

- The new restaurant will have 2,112 square feet of space versus the existing restaurant, which has 1,924 square feet of space, for a slight increase in size of 188 square feet. Taco Bell does not anticipate any appreciable increase in traffic with the new restaurant. But they do anticipate that the new restaurant will encourage increased same-customer sales.
- Coordination by the project civil engineer with IDOT indicates that access at the Taco Bell drive on Algonquin Road will be limited to right turns in and out only. A channeling island will help emphasize the turn prohibitions.

- *Exhibit 3* illustrates the adjusted traffic volumes. As can be seen:
 - Only 2 left turns in will be redistributed to the New Wilke Road during the weekday midday peak hour and zero left turns in will shift during the weekday evening and Saturday midday peak hours.
 - Only 4 left turns out will shift to the north cross connection during the weekday midday, zero during the weekday evening, and only 1 during the Saturday midday peak hours.
- *Exhibit 4* provides the updated traffic volumes. Increase Taco Bell traffic at the north drive will be 6 vehicles during the weekday midday, zero during the weekday evening, and 1 vehicle during the Saturday midday peak hours.

Key Finding. Based on the traffic adjustments when the access drive on Algonquin Road gets restricted to right turns in/out only, there will be virtually a negligible impact on operations at the access drive on New Wilke Road and the cross connection to the east at the north end of Taco Bell.

On-Site Planning Features

Data Collection

- GHA observed drive-thru stacking and parking demands at the Taco Bell restaurant on Wednesday, August 1 and Saturday, August 4, 2018. The time periods were chosen to basically coincide with the traffic count results, to observe peak customer activity. The results are summarized in *Exhibit 5*.
- GHA also observed drive-thru stacking and parking demands at various other Taco Bell restaurants in January 2018. Those results are provided in *Appendix B*. The on-site characteristics are similar among the Taco Bell restaurants observed.

Drive-Thru Stacking

- The site plan prepared by MRV Architects, Inc. dated May 2018 (see *Exhibit 6*) indicates that the drive-thru will have stacking for 9 vehicles plus a bypass lane.
- Our site observations indicate that there were never more than 3 vehicles queued at any one time at this Taco Bell (see *Exhibit 5*) and never more than 5 vehicles queued at the other Taco Bell restaurants (see *Appendix B*).

Key Finding. The drive-thru stacking provided will comfortably accommodate the anticipated demand. In addition, the bypass lane will provide additional customer flexibility should they decide to not use the drive-thru.

Parking

- The MRV site plan indicates that there will be 23 parking spaces, including 2 ADA spaces, provided. This supply exceeds the Village code requirement of 15 parking spaces.
- The GHA observations indicate a peak parking demand of 11 spaces (see *Exhibit 5*).
- Employees should be encouraged to park in the spaces furthest from the front door. This will maximize the prime parking available for customers.

Key Finding. The parking supply provided will comfortably accommodate the peak customer and employee demands.

Site Operations

- It may be beneficial to reduce the drive-thru exit to a single lane after the food pick-up window. This will help “guide” exiting drive-thru traffic onto the north-south circulation aisle. The additional parkway provided (about 10-12 feet) will help accommodate a potential intersection improvement at the Algonquin Road / New Wilke Road intersection that is in its initial design considerations.
- Taco Bell traffic should have Stop control at the northern east-west circulation drive.

Technical Addendum

The following *Exhibits* and *Appendices* were referenced. They provide support documentation for our study findings and recommendations.

Exhibits

1. Location Map
2. Existing Traffic
3. Adjusted Traffic
4. Updated Traffic
5. Parking & Drive-Thru Observations
6. Site Plan

Appendices

- A. Traffic Count Summary Sheets
- B. Taco Bell Survey Data Summary

* * * * *

Please don't hesitate to call me at (847) 478-9700 if you have any questions or need more information. This traffic and parking evaluation was prepared by:



William C. Grieve, P.E., PTOE
Senior Transportation Engineer
bgrieve@gha-engineers.com

EXHIBITS



GHA GEWALT HAMILTON
ASSOCIATES, INC.

Exhibit 1

Location Map



Not to Scale

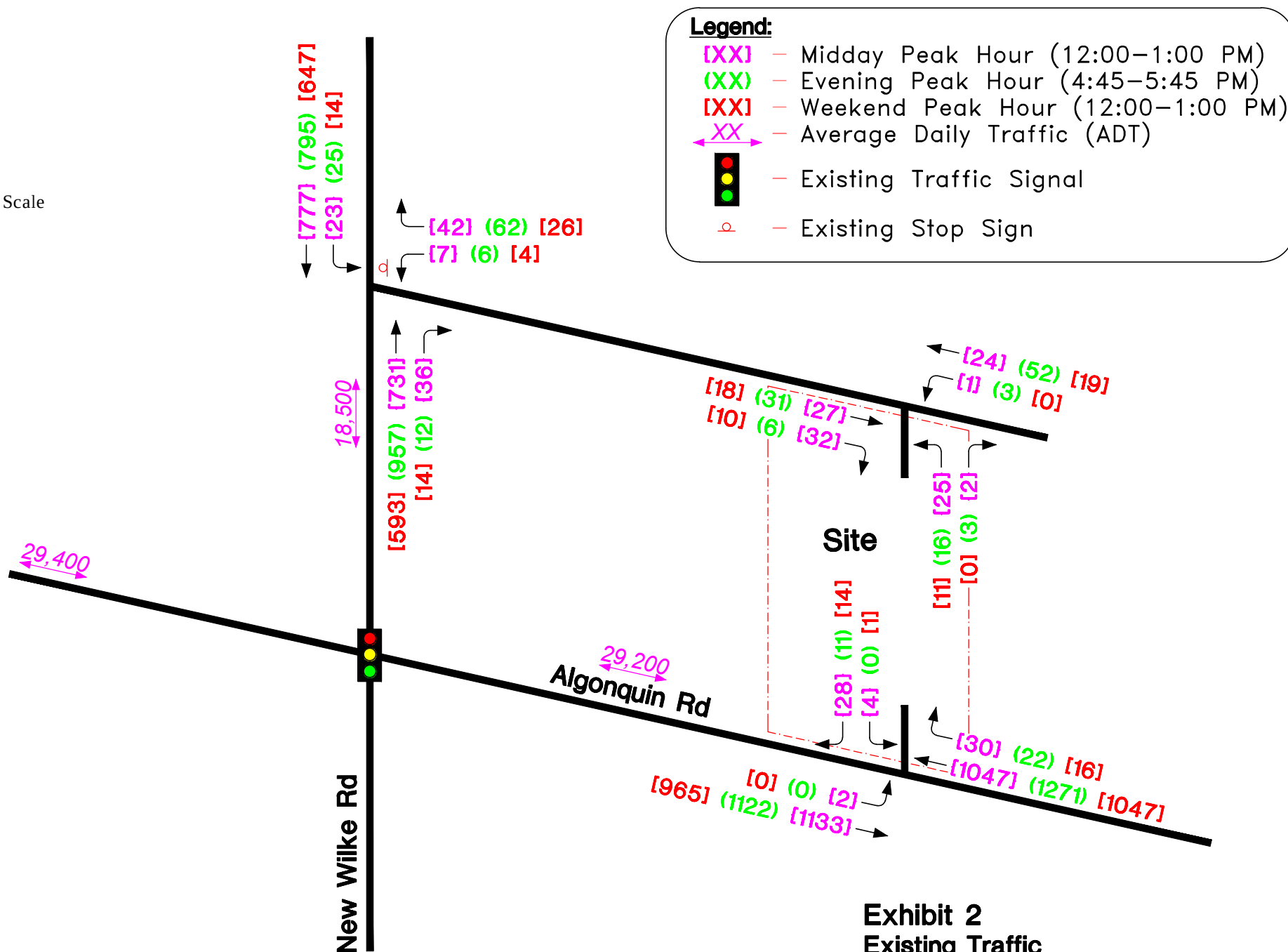


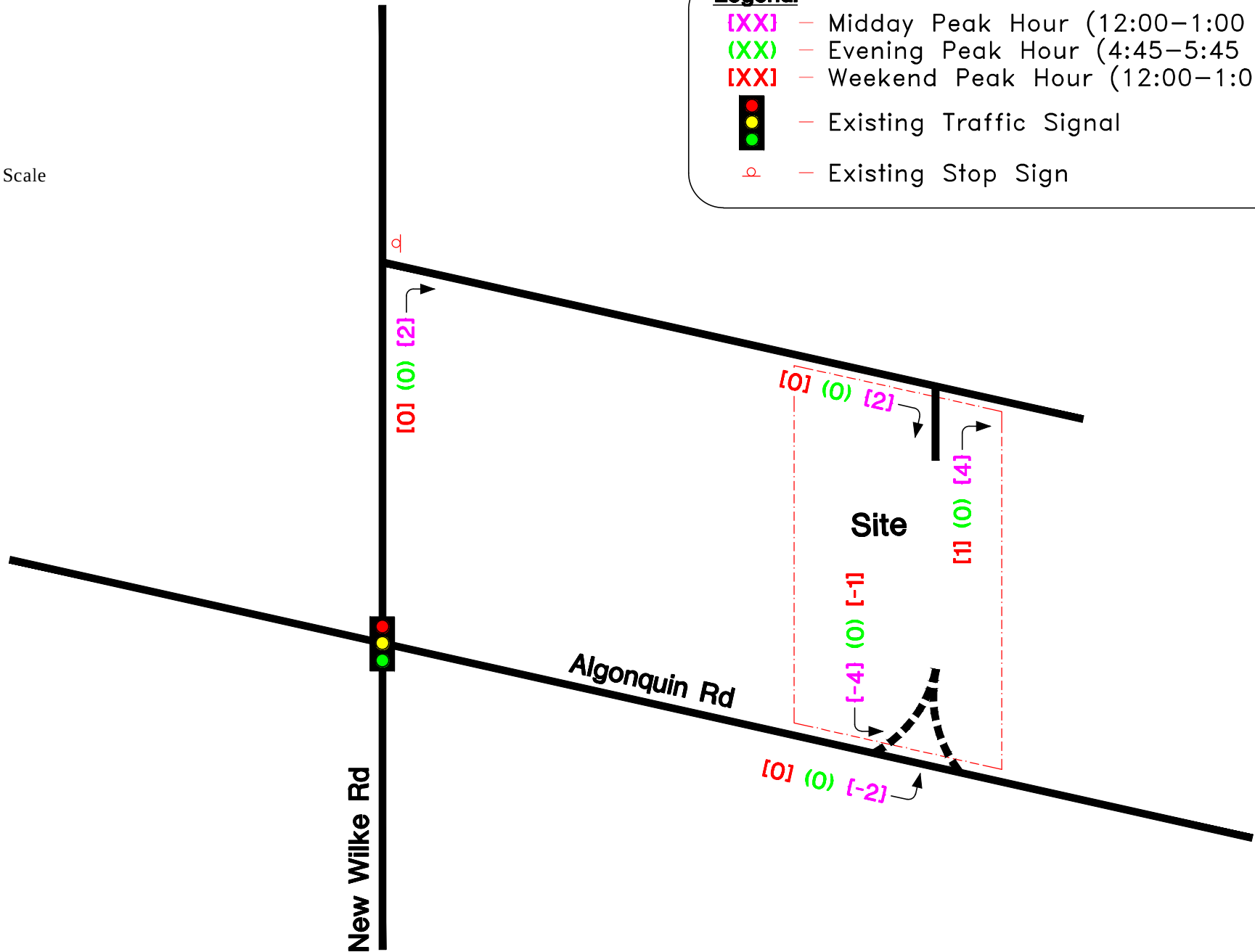
Exhibit 2
Existing Traffic
Sources: 1) GHA July 26 & 28, 2018
2) IDOT 2014/2017 ADT



Not to Scale

Legend:

- [XX] — Midday Peak Hour (12:00–1:00 PM)
- (XX) — Evening Peak Hour (4:45–5:45 PM)
- [XX] — Weekend Peak Hour (12:00–1:00 PM)
-  — Existing Traffic Signal
-  — Existing Stop Sign





Not to Scale

Legend:

- [XX] — Midday Peak Hour (12:00–1:00 PM)
- (XX) — Evening Peak Hour (4:45–5:45 PM)
- [XX] — Weekend Peak Hour (12:00–1:00 PM)



— Existing Traffic Signal



— Existing Stop Sign



— Proposed Stop Sign

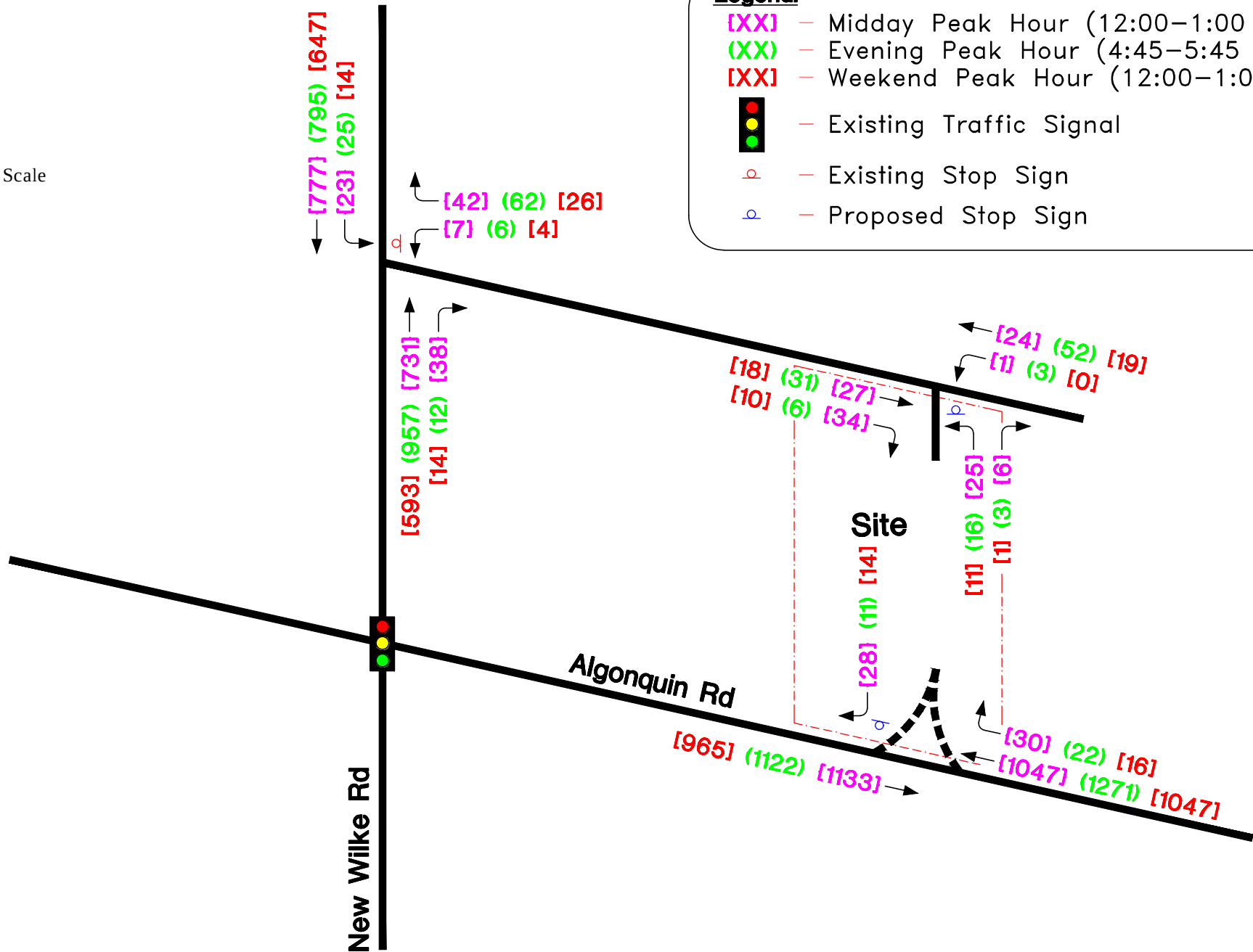


Exhibit 5
Parking & Drive-Thru Observations
Taco Bell - Algonquin Road @ New Wilke Road; Arlington Heights, IL.

Wednesday 8/1 /18	Parked Cars	Wednesday 8/1 /18	Parked Cars	Saturday 8/4/18	Parked Cars
12:00 PM	10	5:00 PM	3	12:00 PM	3
12:10 PM	8	5:10 PM	2	12:10 PM	4
12:20 PM	11	5:20 PM	2	12:20 PM	6
12:30 PM	11	5:30 PM	1	12:30 PM	6
12:40 PM	10	5:00 PM	4	12:40 PM	6
12:50 PM	9	5:10 PM	6	12:50 PM	7
1:00 PM	9	5:20 PM	2	1:00 PM	7

Wednesday 8/1 /18	Drive Thru *	Cut Thru	Wednesday 8/1 /18	Drive Thru *	Cut Thru	Saturday 8/4/18	Drive Thru *	Cut Thru
12:00-12:10 PM	9	1	5:00-5:10 PM	4	2	12:00-12:10 PM	2	2
12:11-12:20 PM	5	2	5:11-5:20 PM	6	0	12:11-12:20 PM	3	2
12:21-12:30 PM	7	3	5:21-5:30 PM	5	1	12:21-12:30 PM	2	3
12:31-12:40 PM	9	2	5:31-5:40 PM	4	3	12:31-12:40 PM	4	2
12:41-12:50 PM	8	3	5:41-5:50 PM	4	3	12:41-12:50 PM	4	2
12:51-1:00 PM	5	2	5:51-6:00 PM	6	2	12:51-1:00 PM	5	2

Notes:

Parking lot has 24 regular spots and 2 handicap spots.

Drive thru is not well makred so 5+ cars passed by the drive-thru entrance and had to turn around to enter it.

Drive Thru* is total for period. There was a maximum of 3 cars in the drive-thru at any one time.

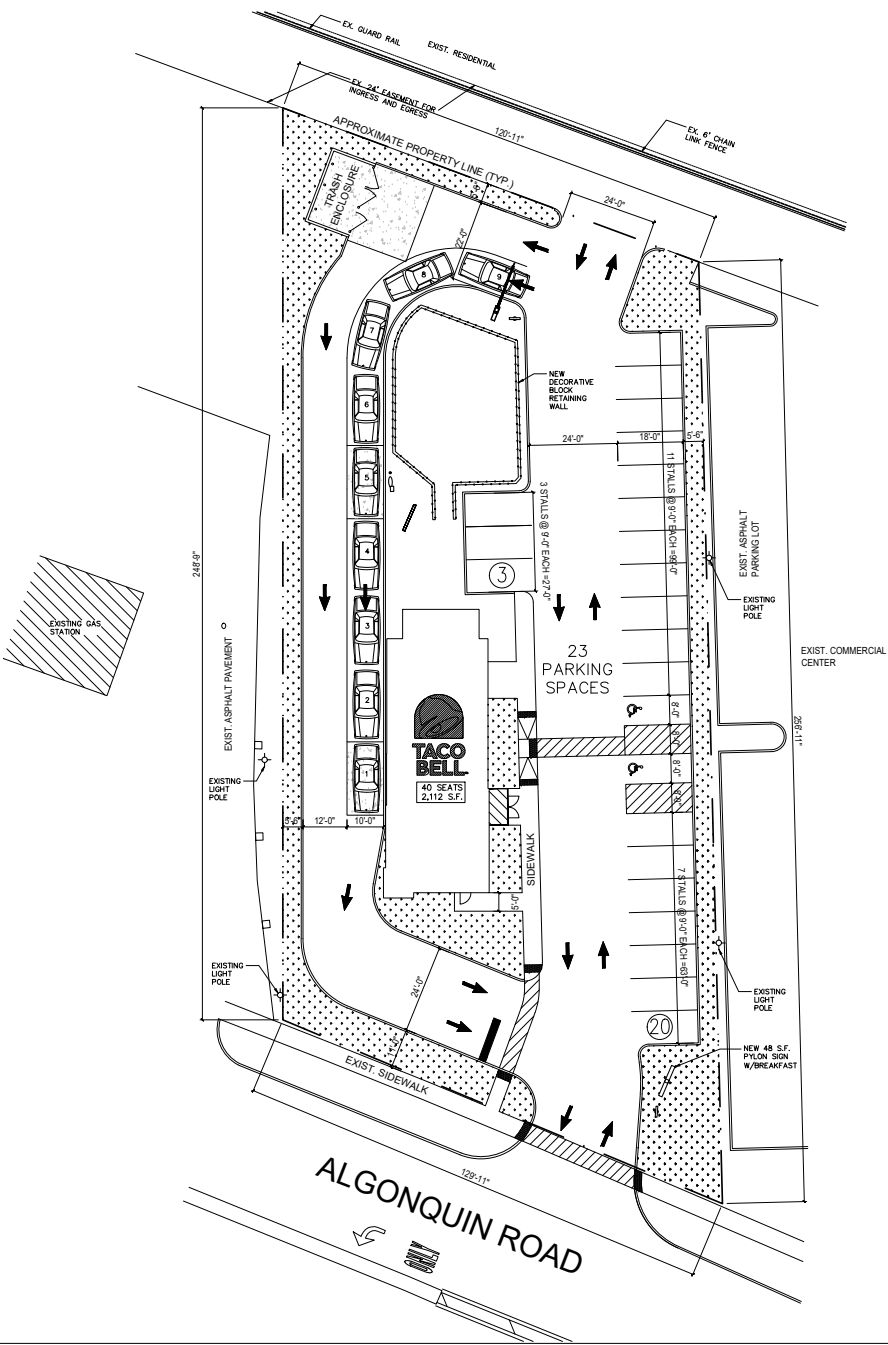
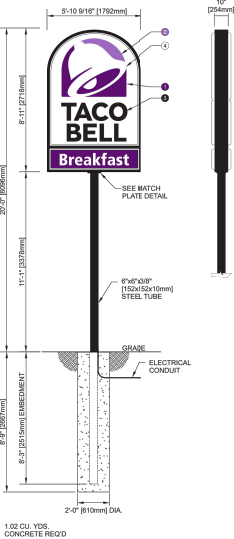
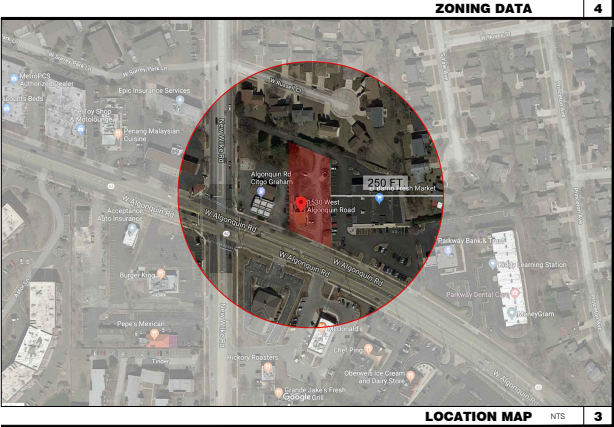
Some WB cars on Algonquin use the Taco Bell lot as a cut thru to avoid the traffic signal at Algonquin / New Wilke, then turn north on New Wilke..

Three pedestrians entered the Taco Bell at 6:07pm on Wednesday.

At 6:20pm on Wednesday an employee arrived by bicycle and parked in the back of the restaurant.

Exhibit 6 - Site Plan

	B-2 District Code Required	Proposed
Setbacks		
North (side)		109'-8"
South (side)		41'-3"
East (rear)		60'-11/16"
West (front)		27'-5 5/16"
F.A.R.	250%	130%
Building Lot Coverage	No Zoning Requirement	2,112 SF
Impervious Surface Coverage	N/A	20,659 SF
Building Height	No Zoning Requirement	24'-0"
Off-street Parking Spaces	15 Spaces	23 Spaces



MRV
ARCHITECTS, INC.
400 N. WILLE ST., MT. PROSPECT, IL 60056
TEL: 815-735-3005 FAX: 219-735-3514
MRV ARCHITECTS, INC. 2017
ALL DRAWINGS, SPECIFICATIONS, PLANS AND CONCEPTS ARE INSTRUMENTS OF SERVICE AND THEREFORE ARE PROPERTY OF MRV ARCHITECTS, INC. THEY MAY NOT BE REPRODUCED, COPIED OR REPRODUCED WITHOUT PERMISSION AND EXPRESS WRITTEN CONSENT FROM MRV ARCHITECTS, INC.

TACO BELL
EXPLORER
MEDIUM - 40

CONTRACT DATE: XX.XX.XXXX
BUILDING TYPE: EXP40
PLAN VERSION: MAY, 2018
SITE NUMBER: XXX-XXX
STORE NUMBER: XX

TACO BELL
1530 W. ALGONQUIN RD.
ARLINGTON HEIGHTS, IL

**PROPOSED
SITE PLAN**

SP1.0

APPENDIX A

Traffic Count Summaries

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: East-West Drive & New Wilke Rd
Site Code:
Start Date: 07/26/2018
Page No: 1

Turning Movement Data

Start Time	New Wilke Rd Southbound					East-West Dr Westbound					New Wilke Rd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	141	2	0	0	143	4	2	0	0	6	1	120	0	0	121	270
11:15 AM	151	7	0	0	158	4	2	0	1	6	4	138	0	0	142	306
11:30 AM	188	4	0	0	192	6	0	0	4	6	4	132	0	0	136	334
11:45 AM	200	3	0	0	203	7	0	0	2	7	4	173	0	0	177	387
Hourly Total	680	16	0	0	696	21	4	0	7	25	13	563	0	0	576	1297
12:00 PM	201	7	0	0	208	12	0	0	0	12	9	199	0	0	208	428
12:15 PM	191	8	0	0	199	12	3	0	2	15	8	170	0	0	178	392
12:30 PM	173	6	0	0	179	12	1	0	0	13	13	178	0	0	191	383
12:45 PM	212	2	0	0	214	5	2	0	2	7	5	184	0	0	189	410
Hourly Total	777	23	0	0	800	41	6	0	4	47	35	731	0	0	766	1613
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	198	4	0	1	202	17	5	0	3	22	5	198	0	0	203	427
4:15 PM	187	0	0	0	187	14	2	0	0	16	4	196	0	0	200	403
4:30 PM	213	3	0	0	216	9	1	0	0	10	0	238	0	0	238	464
4:45 PM	198	4	0	0	202	8	2	0	0	10	6	219	0	0	225	437
Hourly Total	796	11	0	1	807	48	10	0	3	58	15	851	0	0	866	1731
5:00 PM	197	4	0	0	201	12	1	0	0	13	2	239	0	0	241	455
5:15 PM	224	8	0	0	232	19	1	0	2	20	2	265	0	0	267	519
5:30 PM	176	9	0	0	185	20	1	0	1	21	2	234	0	0	236	442
5:45 PM	213	9	0	0	222	26	3	0	1	29	1	221	0	0	222	473
Hourly Total	810	30	0	0	840	77	6	0	4	83	7	959	0	0	966	1889
6:00 PM	178	3	0	0	181	8	1	0	1	9	2	192	0	0	194	384
6:15 PM	192	2	0	0	194	3	2	0	5	5	3	184	0	0	187	386
6:30 PM	168	4	0	0	172	5	2	0	2	7	2	167	0	0	169	348
6:45 PM	165	2	0	0	167	10	0	0	5	10	4	173	0	0	177	354
Hourly Total	703	11	0	0	714	26	5	0	13	31	11	716	0	0	727	1472
Grand Total	3766	91	0	1	3857	213	31	0	31	244	81	3820	0	0	3901	8002
Approach %	97.6	2.4	0.0	-	-	87.3	12.7	0.0	-	-	2.1	97.9	0.0	-	-	-
Total %	47.1	1.1	0.0	-	48.2	2.7	0.4	0.0	-	3.0	1.0	47.7	0.0	-	48.8	-
Lights	3718	91	0	-	3809	210	30	0	-	240	79	3789	0	-	3868	7917
% Lights	98.7	100.0	-	-	98.8	98.6	96.8	-	-	98.4	97.5	99.2	-	-	99.2	98.9
Mediums	38	0	0	-	38	2	0	0	-	2	2	23	0	-	25	65
% Mediums	1.0	0.0	-	-	1.0	0.9	0.0	-	-	0.8	2.5	0.6	-	-	0.6	0.8
Articulated Trucks	10	0	0	-	10	1	1	0	-	2	0	8	0	-	8	20
% Articulated Trucks	0.3	0.0	-	-	0.3	0.5	3.2	-	-	0.8	0.0	0.2	-	-	0.2	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	15	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	48.4	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	16	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	51.6	-	-	-	-	-	-	-

Turning Movement Peak Hour Data (12:00 PM)

Start Time	New Wilke Rd Southbound					East-West Dr Westbound					New Wilke Rd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:00 PM	201	7	0	0	208	12	0	0	0	12	9	199	0	0	208	428
12:15 PM	191	8	0	0	199	12	3	0	2	15	8	170	0	0	178	392
12:30 PM	173	6	0	0	179	12	1	0	0	13	13	178	0	0	191	383
12:45 PM	212	2	0	0	214	5	2	0	2	7	5	184	0	0	189	410
Total	777	23	0	0	800	41	6	0	4	47	35	731	0	0	766	1613
Approach %	97.1	2.9	0.0	-	-	87.2	12.8	0.0	-	-	4.6	95.4	0.0	-	-	-
Total %	48.2	1.4	0.0	-	49.6	2.5	0.4	0.0	-	2.9	2.2	45.3	0.0	-	47.5	-
PHF	0.916	0.719	0.000	-	0.935	0.854	0.500	0.000	-	0.783	0.673	0.918	0.000	-	0.921	0.942
Lights	762	23	0	-	785	41	6	0	-	47	34	722	0	-	756	1588
% Lights	98.1	100.0	-	-	98.1	100.0	100.0	-	-	100.0	97.1	98.8	-	-	98.7	98.5
Mediums	11	0	0	-	11	0	0	0	-	0	1	6	0	-	7	18
% Mediums	1.4	0.0	-	-	1.4	0.0	0.0	-	-	0.0	2.9	0.8	-	-	0.9	1.1
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	0	3	0	-	3	7
% Articulated Trucks	0.5	0.0	-	-	0.5	0.0	0.0	-	-	0.0	0.0	0.4	-	-	0.4	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: East-West Drive & New Wilke Rd
Site Code:
Start Date: 07/26/2018
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	New Wilke Rd Southbound					East-West Dr Westbound					New Wilke Rd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
4:45 PM	198	4	0	0	202	8	2	0	0	10	6	219	0	0	225	437
5:00 PM	197	4	0	0	201	12	1	0	0	13	2	239	0	0	241	455
5:15 PM	224	8	0	0	232	19	1	0	2	20	2	265	0	0	267	519
5:30 PM	176	9	0	0	185	20	1	0	1	21	2	234	0	0	236	442
Total	795	25	0	0	820	59	5	0	3	64	12	957	0	0	969	1853
Approach %	97.0	3.0	0.0	-	-	92.2	7.8	0.0	-	-	1.2	98.8	0.0	-	-	-
Total %	42.9	1.3	0.0	-	44.3	3.2	0.3	0.0	-	3.5	0.6	51.6	0.0	-	52.3	-
PHF	0.887	0.694	0.000	-	0.884	0.738	0.625	0.000	-	0.762	0.500	0.903	0.000	-	0.907	0.893
Lights	783	25	0	-	808	58	5	0	-	63	11	956	0	-	967	1838
% Lights	98.5	100.0	-	-	98.5	98.3	100.0	-	-	98.4	91.7	99.9	-	-	99.8	99.2
Mediums	12	0	0	-	12	1	0	0	-	1	1	1	0	-	2	15
% Mediums	1.5	0.0	-	-	1.5	1.7	0.0	-	-	1.6	8.3	0.1	-	-	0.2	0.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-

Turning Movement Data

Start Time	Taco Bell Southbound						IL-62 Westbound						Northbound Approach Northbound						IL-62 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	1	0	0	0	1	1	3	222	9	0	0	234	7	0	2	0	3	9	10	231	2	0	0	243	487
11:15 AM	3	0	0	0	1	3	2	194	8	0	1	204	11	0	2	0	6	13	13	223	0	0	0	236	456
11:30 AM	3	0	0	0	0	3	3	222	11	0	1	236	9	0	1	0	6	10	25	254	0	0	0	279	528
11:45 AM	7	0	3	0	2	10	8	202	15	0	0	225	15	0	3	0	4	18	14	269	0	0	0	283	536
Hourly Total	14	0	3	0	4	17	16	840	43	0	2	899	42	0	8	0	19	50	62	977	2	0	0	1041	2007
12:00 PM	8	0	1	0	1	9	10	246	17	0	2	273	21	0	1	0	0	22	22	261	1	0	0	284	588
12:15 PM	7	1	0	0	3	8	8	251	15	0	0	274	16	0	1	0	4	17	19	266	0	1	0	286	585
12:30 PM	6	0	0	0	0	6	1	281	12	0	0	294	21	0	0	0	5	21	25	301	0	0	0	326	647
12:45 PM	7	0	3	0	0	10	11	269	8	0	0	288	11	0	0	0	1	11	14	305	1	0	1	320	629
Hourly Total	28	1	4	0	4	33	30	1047	52	0	2	1129	69	0	2	0	10	71	80	1133	2	1	1	1216	2449
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	2	0	0	0	2	2	8	319	3	0	0	330	9	0	0	0	3	9	5	252	0	0	0	257	598
4:15 PM	0	0	0	0	1	0	2	323	3	0	1	328	3	0	0	0	3	3	8	252	0	0	0	260	591
4:30 PM	2	0	0	0	0	2	4	312	6	0	0	322	8	0	0	0	4	8	10	247	0	0	0	257	589
4:45 PM	2	0	0	0	1	2	4	335	2	0	0	341	4	0	0	0	3	4	8	277	0	0	0	285	632
Hourly Total	6	0	0	0	4	6	18	1289	14	0	1	1321	24	0	0	0	13	24	31	1028	0	0	0	1059	2410
5:00 PM	2	0	0	0	2	2	4	289	2	0	1	295	8	0	0	0	0	8	6	298	0	0	1	304	609
5:15 PM	1	0	0	0	2	1	5	310	6	0	1	321	4	0	0	0	2	4	6	281	0	0	0	287	613
5:30 PM	6	0	0	0	4	6	9	337	3	0	0	349	6	0	0	0	1	6	5	266	0	0	0	271	632
5:45 PM	5	0	0	0	0	5	4	333	3	0	0	340	4	0	1	0	1	5	7	264	0	0	0	271	621
Hourly Total	14	0	0	0	8	14	22	1269	14	0	2	1305	22	0	1	0	4	23	24	1109	0	0	1	1133	2475
6:00 PM	1	0	1	0	1	2	4	306	11	1	0	322	9	0	0	0	0	9	6	257	0	0	1	263	596
6:15 PM	4	0	0	0	2	4	1	255	6	0	0	262	6	0	1	0	8	7	5	303	0	0	1	308	581
6:30 PM	3	0	0	0	1	3	1	292	5	0	2	298	7	0	0	0	2	7	10	269	0	0	0	279	587
6:45 PM	4	0	0	0	3	4	6	253	2	1	0	262	4	0	0	0	3	4	5	232	0	0	0	237	507
Hourly Total	12	0	1	0	7	13	12	1106	24	2	2	1144	26	0	1	0	13	27	26	1061	0	0	2	1087	2271
Grand Total	74	1	8	0	27	83	98	5551	147	2	9	5798	183	0	12	0	59	195	223	5308	4	1	4	5536	11612
Approach %	89.2	1.2	9.6	0.0	-	-	1.7	95.7	2.5	0.0	-	-	93.8	0.0	6.2	0.0	-	-	4.0	95.9	0.1	0.0	-	-	-
Total %	0.6	0.0	0.1	0.0	-	0.7	0.8	47.8	1.3	0.0	-	49.9	1.6	0.0	0.1	0.0	-	1.7	1.9	45.7	0.0	0.0	-	47.7	-
Lights	73	1	7	0	-	81	97	5438	145	2	-	5682	180	0	12	0	-	192	220	5171	4	1	-	5396	11351
% Lights	98.6	100.0	87.5	-	-	97.6	99.0	98.0	98.6	100.0	-	98.0	98.4	-	100.0	-	-	98.5	98.7	97.4	100.0	100.0	-	97.5	97.8
Mediums	1	0	1	0	-	2	1	66	2	0	-	69	3	0	0	0	-	3	3	70	0	0	-	73	147
% Mediums	1.4	0.0	12.5	-	-	2.4	1.0	1.2	1.4	0.0	-	1.2	1.6	-	0.0	-	-	1.5	1.3	1.3	0.0	0.0	-	1.3	1.3
Articulated Trucks	0	0	0	0	-	0	0	47	0	0	-	47	0	0	0	0	-	0	0	67	0	0	-	67	114
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	0.0	-	0.8	0.0	-	0.0	-	-	0.0	0.0	1.3	0.0	0.0	-	1.2	1.0
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	15	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	18.5	-	-	-	-	-	0.0	-	-	-	-	-	25.4	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	22	-	-	-	-	-	9	-	-	-	-	-	44	-	-	-	-	-	4	-	-

% Pedestrians	-	-	-	-	81.5	-	-	-	-	-	100.0	-	-	-	-	74.6	-	-	-	-	-	100.0	-	-
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Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: Taco Bell & Algonquin Rd (IL-62)
Site Code:
Start Date: 07/26/2018
Page No: 4

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Taco Bell Southbound						IL-62 Westbound						Northbound Approach Northbound						IL-62 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	8	0	1	0	1	9	10	246	17	0	2	273	21	0	1	0	0	22	22	261	1	0	0	284	588
12:15 PM	7	1	0	0	3	8	8	251	15	0	0	274	16	0	1	0	4	17	19	266	0	1	0	286	585
12:30 PM	6	0	0	0	0	6	1	281	12	0	0	294	21	0	0	0	5	21	25	301	0	0	0	326	647
12:45 PM	7	0	3	0	0	10	11	269	8	0	0	288	11	0	0	0	1	11	14	305	1	0	1	320	629
Total	28	1	4	0	4	33	30	1047	52	0	2	1129	69	0	2	0	10	71	80	1133	2	1	1	1216	2449
Approach %	84.8	3.0	12.1	0.0	-	-	2.7	92.7	4.6	0.0	-	-	97.2	0.0	2.8	0.0	-	-	6.6	93.2	0.2	0.1	-	-	-
Total %	1.1	0.0	0.2	0.0	-	1.3	1.2	42.8	2.1	0.0	-	46.1	2.8	0.0	0.1	0.0	-	2.9	3.3	46.3	0.1	0.0	-	49.7	-
PHF	0.875	0.250	0.333	0.000	-	0.825	0.682	0.931	0.765	0.000	-	0.960	0.821	0.000	0.500	0.000	-	0.807	0.800	0.929	0.500	0.250	-	0.933	0.946
Lights	28	1	3	0	-	32	29	1016	51	0	-	1096	69	0	2	0	-	71	79	1089	2	1	-	1171	2370
% Lights	100.0	100.0	75.0	-	-	97.0	96.7	97.0	98.1	-	-	97.1	100.0	-	100.0	-	-	100.0	98.8	96.1	100.0	100.0	-	96.3	96.8
Mediums	0	0	1	0	-	1	1	19	1	0	-	21	0	0	0	0	-	0	1	21	0	0	-	22	44
% Mediums	0.0	0.0	25.0	-	-	3.0	3.3	1.8	1.9	-	-	1.9	0.0	-	0.0	-	-	0.0	1.3	1.9	0.0	0.0	-	1.8	1.8
Articulated Trucks	0	0	0	0	-	0	0	12	0	0	-	12	0	0	0	0	-	0	0	23	0	0	-	23	35
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	-	-	1.1	0.0	-	0.0	-	-	0.0	0.0	2.0	0.0	0.0	-	1.9	1.4
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	0.0	-	-	-	-	-	30.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	100.0	-	-	-	-	-	70.0	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
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Count Name: Taco Bell & Algonquin Rd (IL-62)
Site Code:
Start Date: 07/26/2018
Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Taco Bell Southbound						IL-62 Westbound						Northbound Approach Northbound						IL-62 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	2	0	0	0	1	2	4	335	2	0	0	341	4	0	0	0	3	4	8	277	0	0	0	285	632
5:00 PM	2	0	0	0	2	2	4	289	2	0	1	295	8	0	0	0	0	8	6	298	0	0	1	304	609
5:15 PM	1	0	0	0	2	1	5	310	6	0	1	321	4	0	0	0	2	4	6	281	0	0	0	287	613
5:30 PM	6	0	0	0	4	6	9	337	3	0	0	349	6	0	0	0	1	6	5	266	0	0	0	271	632
Total	11	0	0	0	9	11	22	1271	13	0	2	1306	22	0	0	0	6	22	25	1122	0	0	1	1147	2486
Approach %	100.0	0.0	0.0	0.0	-	-	1.7	97.3	1.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	2.2	97.8	0.0	0.0	-	-	-
Total %	0.4	0.0	0.0	0.0	-	0.4	0.9	51.1	0.5	0.0	-	52.5	0.9	0.0	0.0	0.0	-	0.9	1.0	45.1	0.0	0.0	-	46.1	-
PHF	0.458	0.000	0.000	0.000	-	0.458	0.611	0.943	0.542	0.000	-	0.936	0.688	0.000	0.000	0.000	-	0.688	0.781	0.941	0.000	0.000	-	0.943	0.983
Lights	11	0	0	0	-	11	22	1251	13	0	-	1286	22	0	0	0	-	22	25	1100	0	0	-	1125	2444
% Lights	100.0	-	-	-	-	100.0	100.0	98.4	100.0	-	-	98.5	100.0	-	-	-	-	100.0	100.0	98.0	-	-	-	98.1	98.3
Mediums	0	0	0	0	-	0	0	8	0	0	-	8	0	0	0	0	-	0	0	15	0	0	-	15	23
% Mediums	0.0	-	-	-	-	0.0	0.0	0.6	0.0	-	-	0.6	0.0	-	-	-	-	0.0	0.0	1.3	-	-	-	1.3	0.9
Articulated Trucks	0	0	0	0	-	0	0	12	0	0	-	12	0	0	0	0	-	0	0	7	0	0	-	7	19
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	0.9	0.0	-	-	0.9	0.0	-	-	-	-	0.0	0.0	0.6	-	-	-	0.6	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
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Count Name: Taco Bell & East-West Drive
(North Driveway)
Site Code:
Start Date: 07/26/2018
Page No: 1

Turning Movement Data

Start Time	East-West Dr Westbound					Taco Bell Northbound					East-West Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	5	1	0	0	6	0	1	0	0	1	1	2	0	0	3	10
11:15 AM	4	0	0	0	4	1	3	0	0	4	2	8	0	0	10	18
11:30 AM	4	0	0	0	4	0	1	0	0	1	4	4	0	0	8	13
11:45 AM	6	2	0	0	8	0	2	0	0	2	4	3	0	0	7	17
Hourly Total	19	3	0	0	22	1	7	0	0	8	11	17	0	0	28	58
12:00 PM	4	0	0	0	4	1	8	0	0	9	9	8	0	0	17	30
12:15 PM	8	0	0	0	8	1	8	1	0	10	8	7	0	0	15	33
12:30 PM	8	1	0	0	9	0	4	0	0	4	11	9	0	0	20	33
12:45 PM	4	0	0	0	4	0	5	0	0	5	4	3	0	0	7	16
Hourly Total	24	1	0	0	25	2	25	1	0	28	32	27	0	0	59	112
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	14	0	0	0	14	1	8	0	0	9	4	5	0	0	9	32
4:15 PM	12	0	0	0	12	0	2	0	0	2	1	3	0	0	4	18
4:30 PM	6	0	0	0	6	0	4	0	0	4	1	2	0	0	3	13
4:45 PM	8	0	0	0	8	1	3	0	0	4	3	7	0	0	10	22
Hourly Total	40	0	0	0	40	2	17	0	0	19	9	17	0	0	26	85
5:00 PM	10	2	0	0	12	1	2	0	0	3	1	5	0	0	6	21
5:15 PM	14	1	0	0	15	1	7	0	0	8	1	8	0	0	9	32
5:30 PM	20	0	0	0	20	0	4	0	0	4	1	11	0	0	12	36
5:45 PM	20	1	0	0	21	0	5	0	0	5	2	9	0	0	11	37
Hourly Total	64	4	0	0	68	2	18	0	0	20	5	33	0	0	38	126
6:00 PM	6	0	0	0	6	0	2	0	0	2	2	3	0	0	5	13
6:15 PM	4	0	0	0	4	0	1	0	4	1	2	3	0	0	5	10
6:30 PM	7	0	0	0	7	0	0	0	0	0	1	5	0	0	6	13
6:45 PM	8	0	0	0	8	0	2	0	0	2	1	5	0	0	6	16
Hourly Total	25	0	0	0	25	0	5	0	4	5	6	16	0	0	22	52
Grand Total	172	8	0	0	180	7	72	1	4	80	63	110	0	0	173	433
Approach %	95.6	4.4	0.0	-	-	8.8	90.0	1.3	-	-	36.4	63.6	0.0	-	-	-
Total %	39.7	1.8	0.0	-	41.6	1.6	16.6	0.2	-	18.5	14.5	25.4	0.0	-	40.0	-
Lights	168	7	0	-	175	7	72	1	-	80	62	109	0	-	171	426
% Lights	97.7	87.5	-	-	97.2	100.0	100.0	100.0	-	100.0	98.4	99.1	-	-	98.8	98.4
Mediums	2	1	0	-	3	0	0	0	-	0	1	1	0	-	2	5
% Mediums	1.2	12.5	-	-	1.7	0.0	0.0	0.0	-	0.0	1.6	0.9	-	-	1.2	1.2
Articulated Trucks	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Articulated Trucks	1.2	0.0	-	-	1.1	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: Taco Bell & East-West Drive
(North Driveway)
Site Code:
Start Date: 07/26/2018
Page No: 3

Turning Movement Peak Hour Data (12:00 PM)

Start Time	East-West Dr Westbound					Taco Bell Northbound					East-West Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:00 PM	4	0	0	0	4	1	8	0	0	9	9	8	0	0	17	30
12:15 PM	8	0	0	0	8	1	8	1	0	10	8	7	0	0	15	33
12:30 PM	8	1	0	0	9	0	4	0	0	4	11	9	0	0	20	33
12:45 PM	4	0	0	0	4	0	5	0	0	5	4	3	0	0	7	16
Total	24	1	0	0	25	2	25	1	0	28	32	27	0	0	59	112
Approach %	96.0	4.0	0.0	-	-	7.1	89.3	3.6	-	-	54.2	45.8	0.0	-	-	-
Total %	21.4	0.9	0.0	-	22.3	1.8	22.3	0.9	-	25.0	28.6	24.1	0.0	-	52.7	-
PHF	0.750	0.250	0.000	-	0.694	0.500	0.781	0.250	-	0.700	0.727	0.750	0.000	-	0.738	0.848
Lights	24	1	0	-	25	2	25	1	-	28	31	27	0	-	58	111
% Lights	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	96.9	100.0	-	-	98.3	99.1
Mediums	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Mediums	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	3.1	0.0	-	-	1.7	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Count Name: Taco Bell & East-West Drive
(North Driveway)
Site Code:
Start Date: 07/26/2018
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

[illegible]

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: Taco Bell & Algonquin Rd (IL-62)
Site Code:
Start Date: 07/28/2018
Page No: 1

Turning Movement Data

Start Time	Taco Bell Southbound						IL-62 Westbound						Northbound Approach Northbound						IL-62 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	1	0	0	0	0	1	3	226	3	0	1	232	5	0	0	0	4	5	3	226	0	0	0	229	467
11:15 AM	2	0	1	0	3	3	1	228	5	0	0	234	9	0	0	0	0	9	13	241	0	0	0	254	500
11:30 AM	1	0	0	0	5	1	1	215	6	0	3	222	8	0	0	0	2	8	12	253	0	0	0	265	496
11:45 AM	1	0	0	0	0	1	1	226	6	0	0	233	6	0	1	0	0	7	17	235	0	1	0	253	494
Hourly Total	5	0	1	0	8	6	6	895	20	0	4	921	28	0	1	0	6	29	45	955	0	1	0	1001	1957
12:00 PM	5	0	0	0	1	5	5	257	9	0	1	271	8	0	0	0	6	8	6	235	0	0	0	241	525
12:15 PM	4	0	1	0	3	5	5	251	11	0	0	267	7	0	1	0	3	8	11	233	0	0	0	244	524
12:30 PM	1	0	0	0	1	1	3	265	9	0	1	277	16	0	1	0	2	17	18	243	0	1	0	262	557
12:45 PM	4	0	0	0	0	4	3	274	1	0	0	278	7	0	0	0	2	7	11	254	0	0	0	265	554
Hourly Total	14	0	1	0	5	15	16	1047	30	0	2	1093	38	0	2	0	13	40	46	965	0	1	0	1012	2160
Grand Total	19	0	2	0	13	21	22	1942	50	0	6	2014	66	0	3	0	19	69	91	1920	0	2	0	2013	4117
Approach %	90.5	0.0	9.5	0.0	-	-	1.1	96.4	2.5	0.0	-	-	95.7	0.0	4.3	0.0	-	-	4.5	95.4	0.0	0.1	-	-	-
Total %	0.5	0.0	0.0	0.0	-	0.5	0.5	47.2	1.2	0.0	-	48.9	1.6	0.0	0.1	0.0	-	1.7	2.2	46.6	0.0	0.0	-	48.9	-
Lights	19	0	2	0	-	21	22	1910	49	0	-	1981	64	0	3	0	-	67	90	1887	0	2	-	1979	4048
% Lights	100.0	-	100.0	-	-	100.0	100.0	98.4	98.0	-	-	98.4	97.0	-	100.0	-	-	97.1	98.9	98.3	-	100.0	-	98.3	98.3
Mediums	0	0	0	0	-	0	0	17	1	0	-	18	2	0	0	0	-	2	1	18	0	0	-	19	39
% Mediums	0.0	-	0.0	-	-	0.0	0.0	0.9	2.0	-	-	0.9	3.0	-	0.0	-	-	2.9	1.1	0.9	-	0.0	-	0.9	0.9
Articulated Trucks	0	0	0	0	-	0	0	15	0	0	-	15	0	0	0	0	-	0	0	15	0	0	-	15	30
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.7	0.0	-	0.0	-	-	0.0	0.0	0.8	-	0.0	-	0.7	0.7
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	53.8	-	-	-	-	-	16.7	-	-	-	-	-	26.3	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	46.2	-	-	-	-	-	83.3	-	-	-	-	-	73.7	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: Taco Bell & Algonquin Rd (IL-62)
Site Code:
Start Date: 07/28/2018
Page No: 3

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Taco Bell Southbound						IL-62 Westbound						Northbound Approach Northbound						IL-62 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	5	0	0	0	1	5	5	257	9	0	1	271	8	0	0	0	6	8	6	235	0	0	0	241	525
12:15 PM	4	0	1	0	3	5	5	251	11	0	0	267	7	0	1	0	3	8	11	233	0	0	0	244	524
12:30 PM	1	0	0	0	1	1	3	265	9	0	1	277	16	0	1	0	2	17	18	243	0	1	0	262	557
12:45 PM	4	0	0	0	0	4	3	274	1	0	0	278	7	0	0	0	2	7	11	254	0	0	0	265	554
Total	14	0	1	0	5	15	16	1047	30	0	2	1093	38	0	2	0	13	40	46	965	0	1	0	1012	2160
Approach %	93.3	0.0	6.7	0.0	-	-	1.5	95.8	2.7	0.0	-	-	95.0	0.0	5.0	0.0	-	-	4.5	95.4	0.0	0.1	-	-	-
Total %	0.6	0.0	0.0	0.0	-	0.7	0.7	48.5	1.4	0.0	-	50.6	1.8	0.0	0.1	0.0	-	1.9	2.1	44.7	0.0	0.0	-	46.9	-
PHF	0.700	0.000	0.250	0.000	-	0.750	0.800	0.955	0.682	0.000	-	0.983	0.594	0.000	0.500	0.000	-	0.588	0.639	0.950	0.000	0.250	-	0.955	0.969
Lights	14	0	1	0	-	15	16	1023	30	0	-	1069	37	0	2	0	-	39	46	953	0	1	-	1000	2123
% Lights	100.0	-	100.0	-	-	100.0	100.0	97.7	100.0	-	-	97.8	97.4	-	100.0	-	-	97.5	100.0	98.8	-	100.0	-	98.8	98.3
Mediums	0	0	0	0	-	0	0	12	0	0	-	12	1	0	0	0	-	1	0	6	0	0	-	6	19
% Mediums	0.0	-	0.0	-	-	0.0	0.0	1.1	0.0	-	-	1.1	2.6	-	0.0	-	-	2.5	0.0	0.6	-	0.0	-	0.6	0.9
Articulated Trucks	0	0	0	0	-	0	0	12	0	0	-	12	0	0	0	0	-	0	0	6	0	0	-	6	18
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	1.1	0.0	-	-	1.1	0.0	-	0.0	-	-	0.0	0.0	0.6	-	0.0	-	0.6	0.8
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	60.0	-	-	-	-	-	50.0	-	-	-	-	-	38.5	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	40.0	-	-	-	-	-	50.0	-	-	-	-	-	61.5	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: East-West Drive & New Wilke Rd
Site Code:
Start Date: 07/28/2018
Page No: 1

Turning Movement Data

Start Time	New Wilke Rd Southbound					East-West Dr Westbound					New Wilke Rd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	159	6	0	0	165	3	0	0	8	3	1	116	0	0	117	285
11:15 AM	161	5	0	0	166	4	0	0	0	4	2	134	0	0	136	306
11:30 AM	158	3	0	0	161	7	1	0	6	8	1	131	0	0	132	301
11:45 AM	173	8	0	0	181	4	0	0	0	4	2	137	1	0	140	325
Hourly Total	651	22	0	0	673	18	1	0	14	19	6	518	1	0	525	1217
12:00 PM	162	5	0	0	167	7	0	0	3	7	7	152	0	0	159	333
12:15 PM	146	4	0	0	150	4	1	0	0	5	2	164	0	0	166	321
12:30 PM	188	3	0	0	191	5	1	0	7	6	4	127	0	0	131	328
12:45 PM	151	2	0	0	153	8	1	0	3	9	1	150	0	0	151	313
Hourly Total	647	14	0	0	661	24	3	0	13	27	14	593	0	0	607	1295
Grand Total	1298	36	0	0	1334	42	4	0	27	46	20	1111	1	0	1132	2512
Approach %	97.3	2.7	0.0	-	-	91.3	8.7	0.0	-	-	1.8	98.1	0.1	-	-	-
Total %	51.7	1.4	0.0	-	53.1	1.7	0.2	0.0	-	1.8	0.8	44.2	0.0	-	45.1	-
Lights	1279	36	0	-	1315	42	4	0	-	46	20	1094	1	-	1115	2476
% Lights	98.5	100.0	-	-	98.6	100.0	100.0	-	-	100.0	100.0	98.5	100.0	-	98.5	98.6
Mediums	19	0	0	-	19	0	0	0	-	0	0	8	0	-	8	27
% Mediums	1.5	0.0	-	-	1.4	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	0.7	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	9	0	-	9	9
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	0.8	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	22	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	81.5	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	18.5	-	-	-	-	-	-	-

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Count Name: East-West Drive & New Wilke Rd
Site Code:
Start Date: 07/28/2018
Page No: 3

Turning Movement Peak Hour Data (12:00 PM)

Start Time	New Wilke Rd Southbound					East-West Dr Westbound					New Wilke Rd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:00 PM	162	5	0	0	167	7	0	0	3	7	7	152	0	0	159	333
12:15 PM	146	4	0	0	150	4	1	0	0	5	2	164	0	0	166	321
12:30 PM	188	3	0	0	191	5	1	0	7	6	4	127	0	0	131	328
12:45 PM	151	2	0	0	153	8	1	0	3	9	1	150	0	0	151	313
Total	647	14	0	0	661	24	3	0	13	27	14	593	0	0	607	1295
Approach %	97.9	2.1	0.0	-	-	88.9	11.1	0.0	-	-	2.3	97.7	0.0	-	-	-
Total %	50.0	1.1	0.0	-	51.0	1.9	0.2	0.0	-	2.1	1.1	45.8	0.0	-	46.9	-
PHF	0.860	0.700	0.000	-	0.865	0.750	0.750	0.000	-	0.750	0.500	0.904	0.000	-	0.914	0.972
Lights	641	14	0	-	655	24	3	0	-	27	14	583	0	-	597	1279
% Lights	99.1	100.0	-	-	99.1	100.0	100.0	-	-	100.0	100.0	98.3	-	-	98.4	98.8
Mediums	6	0	0	-	6	0	0	0	-	0	0	4	0	-	4	10
% Mediums	0.9	0.0	-	-	0.9	0.0	0.0	-	-	0.0	0.0	0.7	-	-	0.7	0.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	6	0	-	6	6
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	1.0	-	-	1.0	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	9	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	69.2	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	30.8	-	-	-	-	-	-	-

Count Name: Taco Bell & East-West Drive
(North Driveway)
Site Code:
Start Date: 07/28/2018
Page No: 1

[illegible]

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: Taco Bell & East-West Drive
(North Driveway)
Site Code:
Start Date: 07/28/2018
Page No: 3

Turning Movement Peak Hour Data (12:00 PM)

[illegible]

APPENDIX B

Taco Bell Survey Data

Appendix B
Taco Bell Survey Data Summary - January 2018

Group 1 - Weekday Midday Peak Period (11 AM to 1 PM)

Location	Parking Demand Maximum	Drive-Thru Queue		Annual Average Daily Traffic (Year)	Notes
		Maximum	Average		
Mundelein, IL 2015 South Lake (US 45)	10	4	2	27,800 (2015)	Also contains a Long John Silvers.
Libertyville, IL 1308 North Milwaukee (IL 21)	16	3	2	23,100 (2015)	Also contains a Pizza Hut.
Glenview, IL 1757 Waukegan Road (IL 43)	6	4	2	21,800 (2015)	
Niles, IL 7535 North Harlem Avenue (IL 43)	8	3	1	22,800 (2013)	

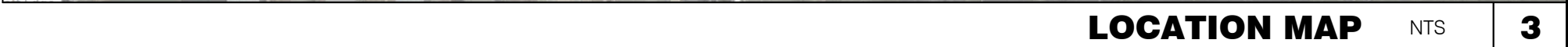
Group 2 - Weekday Evening Peak Period (4 to 6 PM)

Location	Parking Demand Maximum	Drive-Thru Queue		Annual Average Daily Traffic (Year)
		Maximum	Average	
Mundelein, IL 900 Route 83	4	2	1	16,100 (2015)
Lake Zurich, IL 801 West Main Street (IL 22)	6	3	1	19,800 (2015)

Group 3 - Saturday Midday Peak Period (11 AM to 1 PM)

Location	Parking Demand Maximum	Drive-Thru Queue		Annual Average Daily Traffic (Year)
		Maximum	Average	
Mundelein, IL 900 Route 83	6	2	1	16,100 (2015)
Chicago, IL 3511 West Devon Ave	8	5	3	24,800 (2014)

ZONING DATA	4
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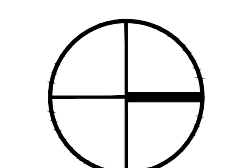
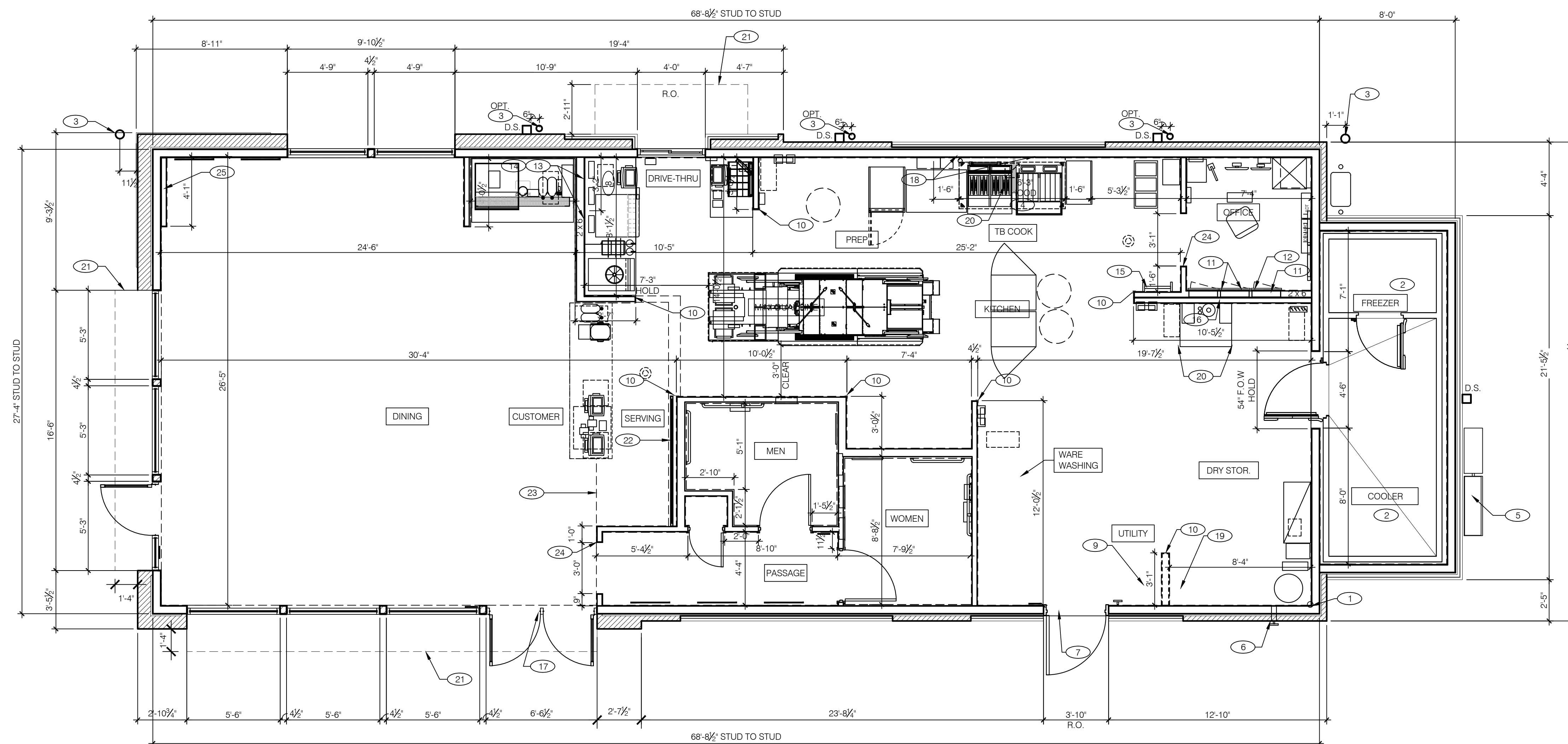


09-14-18 ROUND 1 REVISION

STORE NUMBER:

TACO BELL

1530 W. ALGONQUIN RD.
ARLINGTON HEIGHTS, IL



FLOOR PLAN 1/4"=1'-0"

DIMENSIONS:

- A. ALL DIMENSIONS ARE TO FACE OF STUD U.O.N. REFER TO FOUNDATION PLAN FOR FACE OF CONC. DIMENSIONS.
- B. DIMENSIONS NOTED AS "CLEAR" OR "HOLD" ARE MIN. REQ'D. NET CLEARANCE FROM THE FACE OF WALL / WAINSCOT FINISH. VERIFY FINAL EQUIPMENT SIZES W/ VENDOR PRIOR TO INT. WALL FRAMING.

WINDOWS / DOORS:

- A. SEE SHT. A1.1 FOR WINDOW TYPES AND DOOR SCHEDULE.
- B. ALL DOOR AND WINDOW OPENING DIMENSIONS ARE TO ROUGH OPENING.

FINISH SUBSTRATES:

- A. PROVIDE 1/2" THICK CEMENTITIOUS BD. FROM FLOOR SLAB TO 12' A.F.F. MIN. IN LIEU OF GYP. BD. AT ALL WALLS EXCEPT SHEARWALL SURFACES, U.O.N.
- B. ALL JOINTS, GAPS OR SPACES LEADING TO ALL HOLLOW OR INACCESSIBLE SPACES SHALL BE SEALED WITH NSF INTERNATIONAL APPROVED SEALANTS.
- C. ALL BACK OF HOUSE AND OFFICE WALLS SHALL HAVE 1/2" CDX PLYWOOD SUBSTRATE, U.O.N.

DECOR:

- A. SEE A2.0 FOR SEATING PLAN AND DETAILS.
- B. SEE A7.0 FOR FLOOR FINISHES.
- C. SEE A8.0 - A8.3 FOR WALL FINISHES.
- D. SEE A7.1 FOR CEILING FINISHES.

GENERAL:

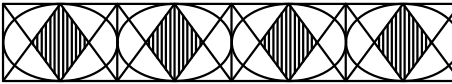
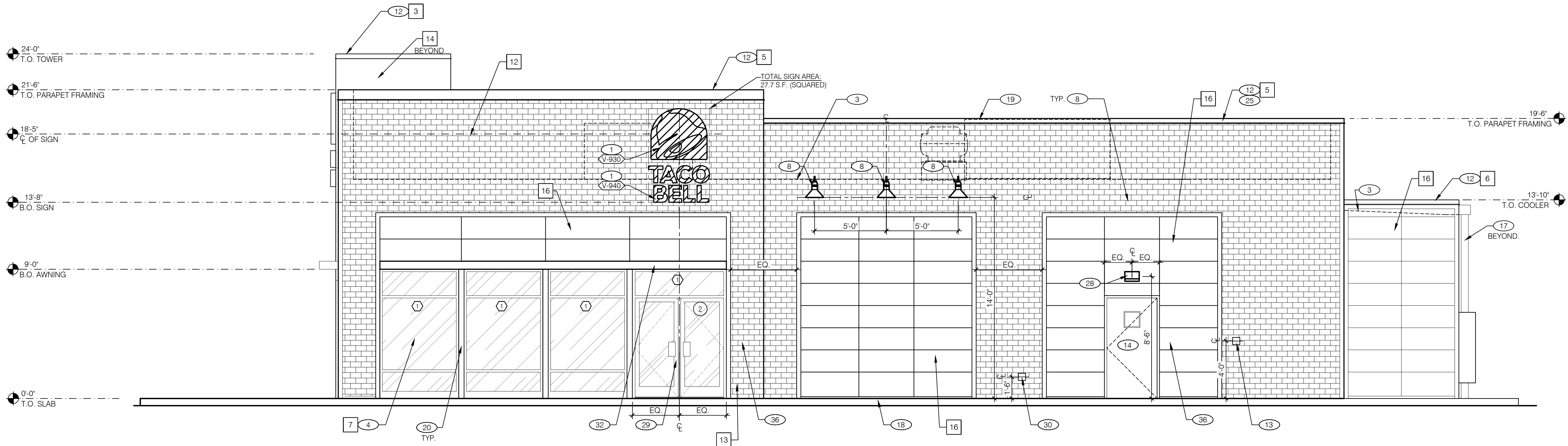
- A. PROVIDE THREE FIRE EXTINGUISHERS - (2) 10 lb. BC and (1) 10 lb. ABC - TO COMPLY WITH LOCAL FIRE CODE. LOCATE PER DIRECTION OF FIRE MARSHALL OR LOCAL AUTHORIZING AGENCY.
- B. DRAWINGS ARE BASED UPON WOOD FRAMING. UTILIZATION OF METAL STUDS ON NON-BEARING INTERIOR PARTITIONS, BULKHEADS AND SOFFITS IS ACCEPTABLE.
- C. ALL MATERIALS TO BE USED THROUGH E.I.F.S. SHALL BE BUSHED TO PREVENT DAMAGE TO THE FINISH, PER 9/A6.2.
- D. ALL PENETRATIONS THROUGH E.I.F.S. SHALL BE SEALED USING MFPS. APPROVED

1	STARTING POINT. ALL SUB-TRADES SHALL USE THIS POINT AS A BEGINNING LAYOUT (INSIDE FACE OF EXT. WALL STUDS).	15	ROOF LADDER SEE 4/A6.0
2	NO FRP BEHIND <u>W-059</u> WALK-IN COOLER/FREEZER.	16	ADD SECOND 2X4 WALL ON KITCHEN SIDE.
3	PIPE BOLLARD. SEE DETAIL <u>B/C1.0</u>	17	REMOVABLE ASTRAGAL FROM INSIDE ONLY.
4	HOOD WALL. SEE WALL LEGEND.	18	METAL STUDS REQUIRED PER LOCAL CODES.
5	ELECTRICAL MAIN SWITCH BOARD. REFER TO ELECT. DWGS.	19	INDICATES WATER HEATER LOCATION.
6	CO2 FILL BOX LOCATION.	20	SPLASH GUARD. SEE DETAIL 9/A6.3.
7	TILE TO METAL THRESHOLD.	21	LINE OF CANOPY ABOVE.
8	KEEP CLEAR FOR UTILITIES & SYRUP LINES. SEE DETAIL 14 & 19/A6.4 FOR STUD LAYOUT REQUIREMENTS.	22	LIGHTED WALL. REFER TO DETAIL 5/A8.0
9	MOP SINK. REFER TO SHEET A2.0 & A2.1.	23	OUTLINE OF SEATING AREA (AREA = 648 SF).
10	S.S. CORNER GUARD / WALL CAP [TM-2], TYP. ALL CORNERS IN BACK-OF-HOUSE FROM REAR WALL TO THE KITCHEN SIDE OF THE SERVICE COUNTER. SEE DETAIL 19/A6.3.	24	CASED OPENING. REFER TO DETAIL 7/A6.4.
11	ELECT. PANELS RECESSED IN 2x6 WALL.	25	FUR OUT WALL AS INDICATED WITH 2X4 WOOD STUDS AT 16" O.C.
12	LIGHTING CONTROL PANEL RECESSED. REFER TO ELECT. DWGS.		
13	SYRUP LINE CHASE (ABOVE). SEE DETAIL 19/A6.4.		
14	14"x14" HORIZONTAL OPENING FOR SYRUP TUBES. COORDINATE WALL PENETRATION WITH COUNTER INSTALLER. SEAL CHASE TO COUNTER. SEE 11/A6.4.		

NOT USED	E
-----------------	----------

FLOOR PLAN NOTES	D
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KEY NOTES	I
------------------	----------

EXPLORER
MEDIUM - 40

RIGHT SIDE ELEVATION 1/4"=1'-0"

A

MISCELLANEOUS

A. SEE SHT A1.1 "WINDOW TYPES" FOR WINDOW ELEVATIONS.

SEALERS (REFER TO SPECS):

- A. SEALANT AT ALL WALL AND ROOF PENETRATIONS.
B. SEALANT AT ALL WINDOW AND DOOR FRAMES AT HEAD AND JAMB. DO NOT SEAL SILL @ WINDOWS.
C. APPLY NEOPRENE GASKET (CONT.) BETWEEN BUILDING & CANOPY.

"CRITICAL" DIMENSIONS:

- A. REQUIRED CLEAR OPENING WIDTH TO ENSURE COORDINATION WITH STANDARD SIGNAGE/ BUILDING ELEMENTS DIMENSIONS.

NOTE: NO EXTERIOR SIGNS ARE WITHIN THE SCOPE OF WORK COVERED BY THE BUILDING PERMIT APPLICATION. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE INSTALLATION OF ALL EXTERIOR SIGNS AND INSTALLATION OF REQUIRED BLOCKING AND ELECTRICAL CONNECTIONS FOR FINAL APPROVED SIGNS.

GENERAL NOTES

F

NOT USED

N.T.S.

E

SIGN SCHEDULE

N.T.S.

C

NOTE: SIGNAGE UNDER SEPARATE PERMIT

QTY	ITEM DESCRIPTION	ELEC
3	TB 3'-6" x 4'-0" LOGO BELL - FACE LIT	X
3	TB 14" CHANNEL LETTER WHITE	X
1	9'-0" TALL MONUMENT SIGN	X

NOT USED

N.T.S.

B

EXTERIOR FINISH SCHEDULE

H

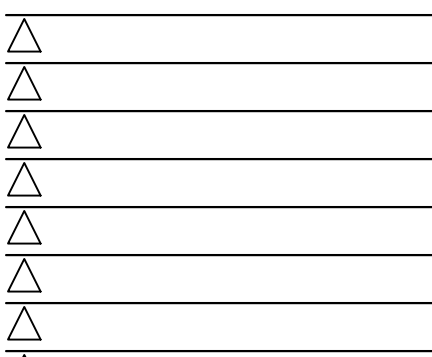
KEY NOTES

D

EXTERIOR
ELEVATIONS

A4.0

TACO BELL

1530 W. ALGONQUIN RD.
ARLINGTON HEIGHTS, IL

10-02-18 ROUND 2 REVISIONS

09-14-18 ROUND 1 REVISIONS

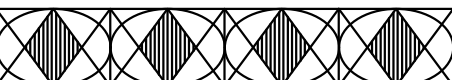
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BUILDING TYPE: EXP40

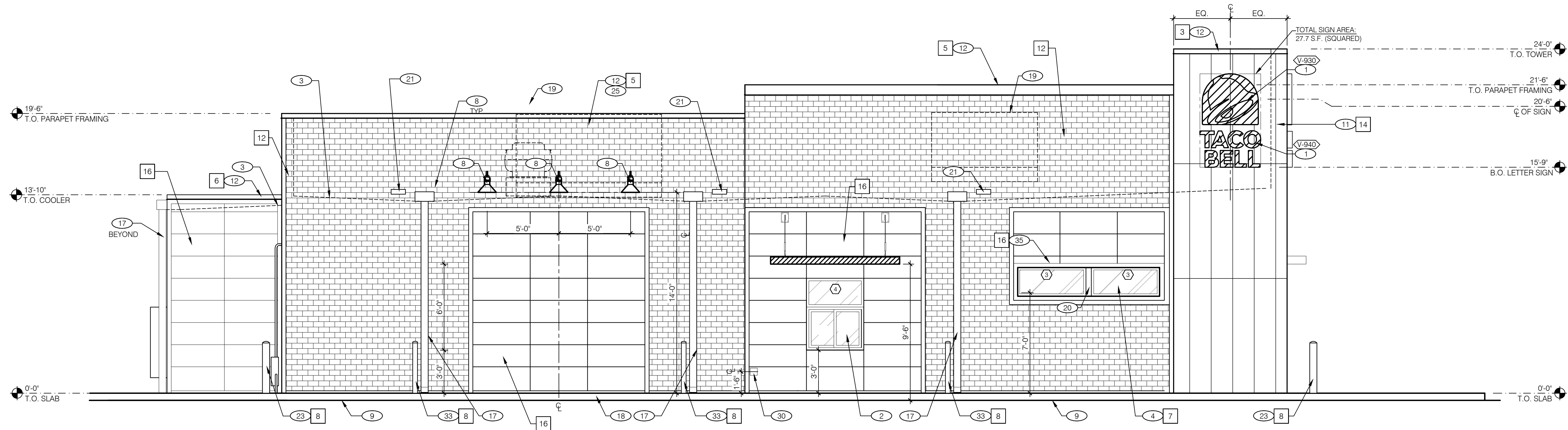
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SITE NUMBER: XXX-XXX

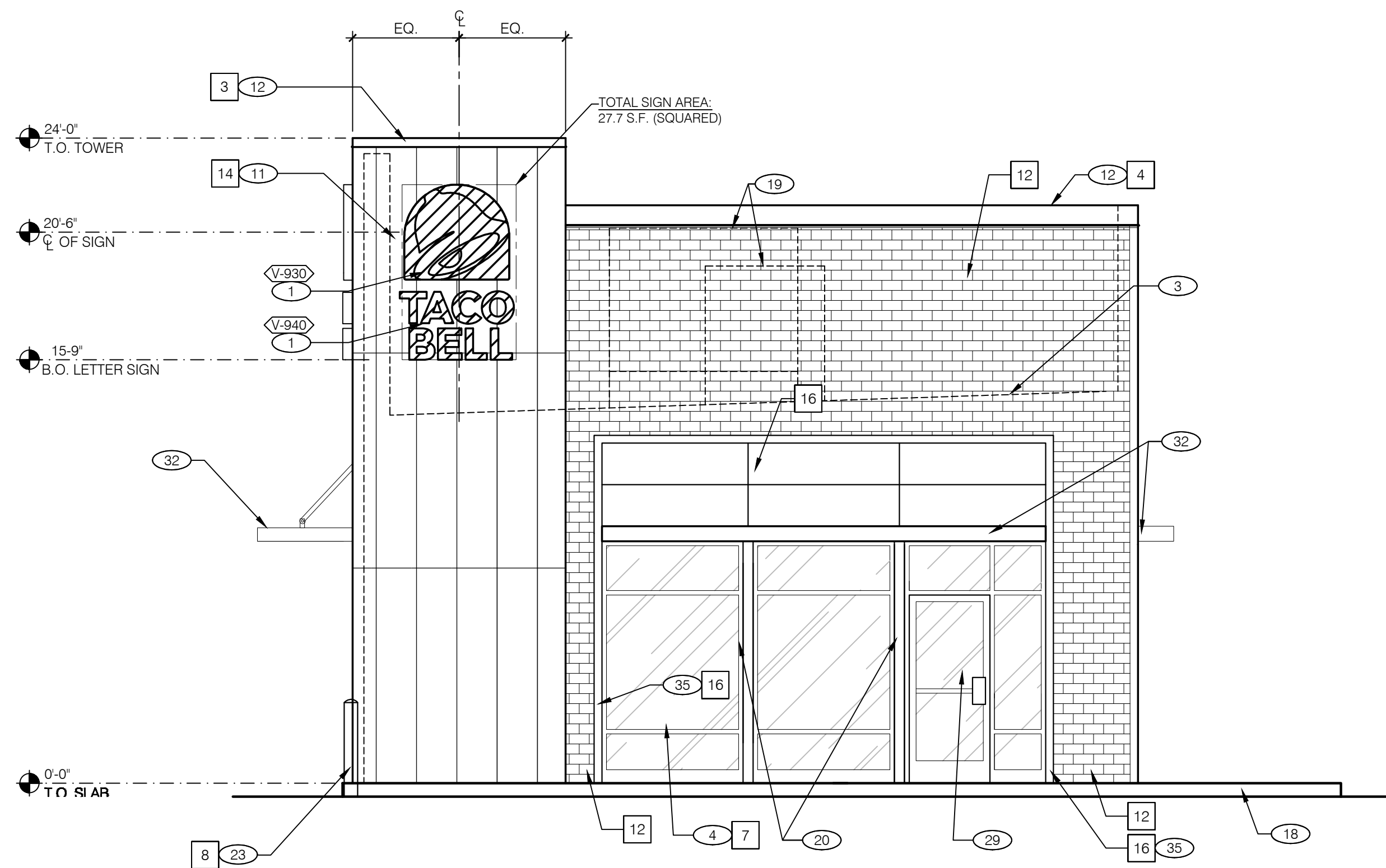
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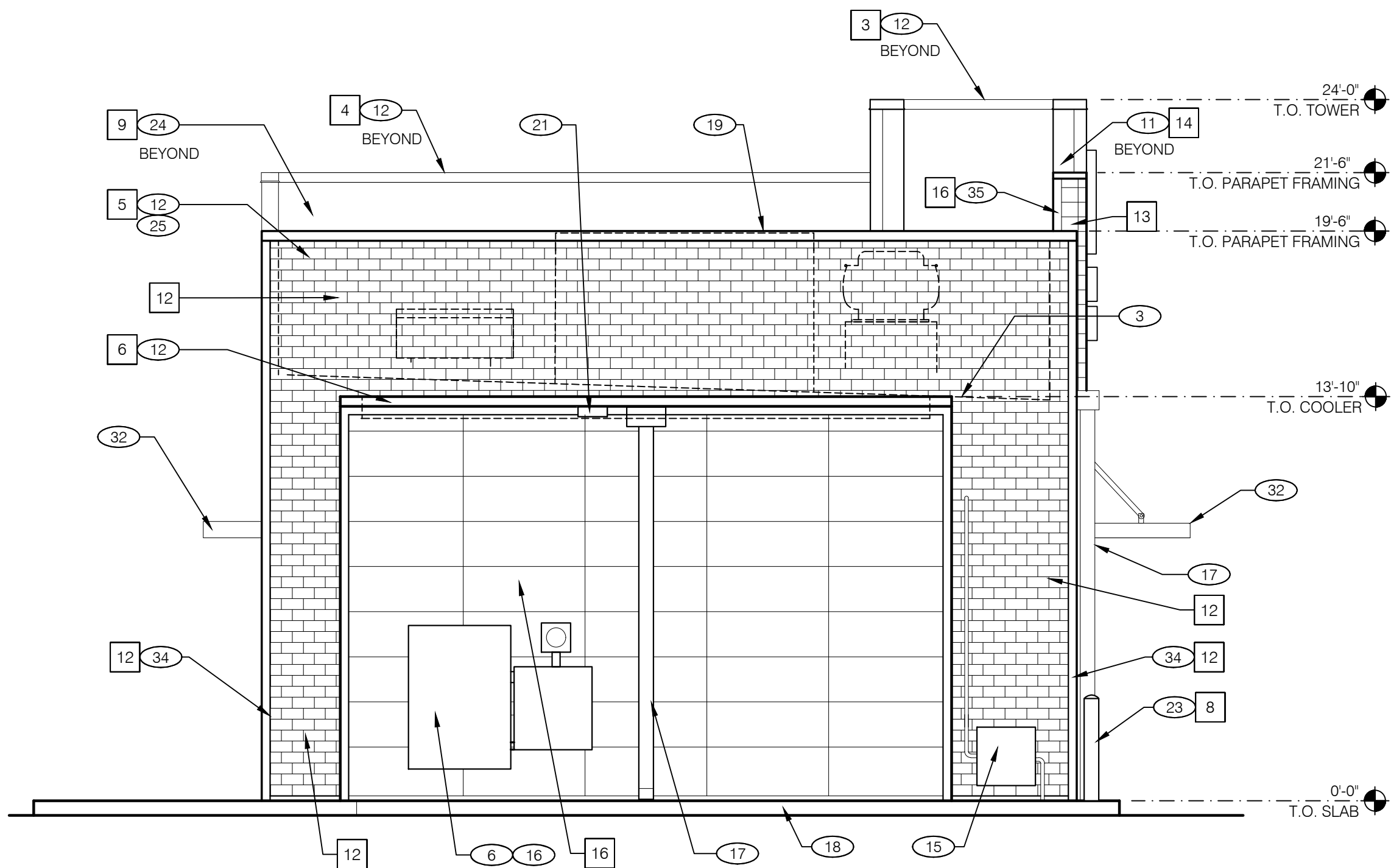
EXPLORER
MEDIUM - 40



LEFT SIDE ELEVATION 1/4" = 1'-0" A



FRONT ELEVATION 1/4" = 1'-0" C



REAR ELEVATION 1/4" = 1'-0" B

△	
△	
△	
△	
△	
△	
△	
△	

△	10-02-18	ROUND 2 REVISIONS
△	09-14-18	ROUND 1 REVISIONS

CONTRACT DATE:	XX.XX.XXXX
BUILDING TYPE:	EXP40
PLAN VERSION:	SEPTEMBER, 2018
SITE NUMBER:	XXX-XXX
STORE NUMBER:	XX

TACO BELL

1530 W. ALGONQUIN RD.
ARLINGTON HEIGHTS, IL

EXTERIOR
ELEVATIONS

A4.1



MRV

ARCHITECTS, INC.

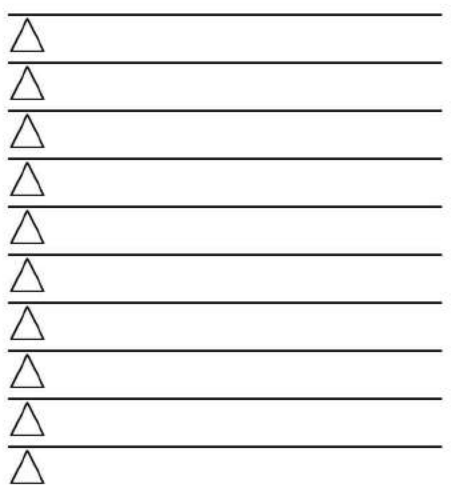


409 N. WILLEST, MT. PROSPECT, IL 60056
TEL: 847-373-5005 FAX: 224-735-3514

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EXPLORER
MEDIUM - 40



CONTRACT DATE: XXXX.XXXX
BUILDING TYPE: EXP40
PLAN VERSION: MAY, 2018
SITE NUMBER: XXX-XXX
STORE NUMBER: XX

TACO BELL

1530 W. ALGONQUIN RD.
ARLINGTON HEIGHTS, IL

RENDERED
EXTERIOR
ELEVATIONS

A4.2

TACO BELL RESTAURANT

REMOVE AND REBUILD 1530 WEST ALGONQUIN ROAD ARLINGTON HEIGHTS, ILLINOIS

GENERAL NOTES AND SPECIFICATIONS

- All roadway and pavement construction shall comply with the requirements of the Illinois Department of Transportation "Standard Specifications for Road and Bridge Construction", latest edition, except as may be modified by the project plans and specifications.
- All underground construction shall comply with the requirements of the "Standard Specifications for Water and Sewer Main Construction in Illinois", Illinois Municipal League, latest edition, except as may be modified by project plans and specifications.
- Water mains shall be protected in accordance with the requirements of the Illinois EPA. Where a sewer crosses a water main, a minimum vertical separation of 18" shall be provided between the top of the sewer pipe and the bottom of the water main pipe. Where this 18" vertical separation is not provided or when the water main crosses below the sewer, the sewer shall be constructed to water main standards for a minimum of 10 feet on each side of the water main unless otherwise noted on the drawings. If the water main crosses beneath the sewer, 18" vertical separation shall be provided in all cases. Minimum water main cover is 5.5 feet. Minimum horizontal separation of 10' between sewer and water main is required.
- All sewer and water main trenches under or within 2 feet of existing or proposed curbs or roadway pavement shall be backfilled with compacted porous granular backfill (DOT gradation CA-6).
- Commonwealth Edison, A.T. & T. Telephone, NICOR Gas and other utility company facilities are not necessarily shown on the drawings and must be located in the field prior to construction. Call J.U.L.I.E. (1-800-892-0123) at least 48 hours prior to the start of construction.
- Any pavement or other improvements disturbed by contractor's operations shall be replaced in kind at no additional cost.
- Valve vault, catch basin, and manhole covers and rings shall be set in workmanlike manner in mastic bed.
- All elevations shown are NAVD 88 datum.
- The Village of Arlington Heights Building, Engineering, and Public Works Departments shall be notified at least two working days prior to the start of construction.
- All structures shall be clean at time of final acceptance by the Village at no additional cost.
- All work to meet all State and local codes and requirements.
- Water and sewer locations are shown on the drawing from the best available information and must be located in the field by the contractor prior to construction. Any discrepancy that the contractor may find with the plan shall be immediately reported to the engineer and the Village for resolution prior to proceeding with construction.
- Valve vault lids shall be stamped "Water", storm manhole covers shall be stamped "Storm", and sanitary manhole covers shall be stamped "Sanitary".
- PVC sanitary sewer pipe to be PVC SDR 26 pipe meeting the requirements of ASTM D 3034 with flexible elastomeric joints per ASTM D3212 unless otherwise noted on the drawings.
- D.I. sewer pipe to be cement-lined ductile iron, Class 52 conforming to ANSI specification A21.51 with push-on rubber gasket joints, ANSI A21.11.
- All sanitary sewer construction (and storm sewer construction in combined sewer areas), requires stone bedding with stone 1/4 inch to 1 inch in size, with minimum bedding thickness equal 1/4 the outside diameter of the sewer pipe, but not less than four (4) inches nor more than eight (8) inches. Material shall be DOT gradation CA-11 or CA-13 and shall be extended at least 12 inches above the top of the pipe when PVC pipe is used. Ductile iron does require stone bedding. If a concrete cradle or encasement is provided, bedding can be eliminated.
- All floor drains shall be connected to the sanitary sewer system. All downspouts and footing drains shall discharge into the storm sewer system.
- A non-shear mission coupling shall be used for the connection of sewer pipe of dissimilar materials.
- Concrete thrust blocks to prevent movement of water main under pressure shall be placed at all tees, valves, and bends of 11 1/4" and greater. Meg-a-lugs are an acceptable alternative to concrete thrust blocks.
- PVC Storm sewer pipe shall be PVC SDR 26 pipe meeting the requirements of ASTM D 3034 with flexible elastomeric joints per ASTM D 3212, except as noted.
- Concrete and reinforced concrete storm sewer to be type and class noted on the drawing with rubber gasket joints conforming to ASTM C-443.
- Water service lines (2 1/2" and smaller) shall be copper water tube, type K, soft temper, for underground service conforming to ASTM B-88 and B251 and also conforming to all Village of Arlington Heights requirements. Water mains and service lines larger than 2 1/2" shall be cement-lined ductile iron, Class 52, conforming to ANSI specification A21.51 with push-on rubber gasket joints. All fittings to be cement lined. Sterilization and pressure testing in accordance with the local governing authority's requirements is included.
- The contractor(s) shall indemnify the owner, Northwestern Engineering Consultants, P.C., and the municipality, their agents, etc. from all liability involved with the construction, installation and testing of the work on this project. The contractor(s) is (are) solely responsible for jobsite safety.
- All concrete used shall be I.D.O.T. Class SL, except for concrete pavement which shall be Class PV.
- When connecting to an existing sewer main by other than an existing wye, tee, or an existing manhole, one of the following methods shall be used:
 - Using a circular coring machine, core drill an opening into the existing pipe and install a saddle or prefabricated tee.
 - Remove an entire section of pipe (breaking only the top of one bell) and replace with a wye or tee branch section.
 - With pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper fitting, using a non-shear mission coupling to hold it firmly in place.
- All existing field drainage tile encountered or damaged during construction are to be restored to their original condition, properly rerouted, and/or connected to the storm sewer system. The contractor shall keep a record of all locations of field drainage tile encountered, and shall notify the Village Engineer whenever encountering a drainage tile.
- The contractor is responsible for maintaining a clean construction area and shall remove debris resulting from his operations. Open trenches or other construction hazards shall be protected with barricades at the end of each day's operations.
- The contractor shall be responsible for compliance with all of the requirements of the Occupational Safety and Health Act including those requirements for open cut trenches and sheeting and bracing as required. At no time will the engineer or any of his employees be held liable, either directly or as third party participants to any litigation concerned with the construction project.
- All existing buildings, foundations, utilities, landscaping, fences, and other improvements on adjacent properties shall be protected at all times during construction. The contractor is responsible to provide and install any materials, equipment, and/or manpower necessary to accomplish this.
- In order to prevent damage due to settlement, structural support shall be provided for the upper pipe at all water main/sewer crossings in accordance with standard drawings 15-19, 21, 22, and/or 23 (whichever is applicable to the particular situation) as shown in the "Standard Specifications for Water and Sewer Main Construction in Illinois", 2014 edition.
- The sanitary sewer shall be tested in accordance with the specifications in the "Standard Specifications for Water and Sewer Main Construction in Illinois", and all Village of Arlington Heights and MWRD requirements including deflection testing and air testing. All sanitary manholes shall be tested for leakage in accordance with ASTM C1244-02 (vacuum test).
- All construction and traffic control within the highway rights-of-way shall comply with all Illinois Department of Transportation and Village requirements. Pavement, curb, concrete walk or any other improvements disturbed by contractor's operations shall be replaced in kind. All signage, traffic control devices, etc. shall comply with the Manual of Uniform Traffic Control Devices (MUTCD), latest adopted edition.
- All excess excavated material shall become the property of the contractor and shall be removed from the site and legally disposed of by him. The contractor shall have a meeting with the developer prior to the start of earthwork operations to discuss his schedule and plan for the earthwork operations. The contractor shall comply with all the current requirements of the State of Illinois EPA Clean Construction and Demolition Debris (CCDD) Requirements.
- The contractor and its employees are responsible to comply with all the requirements of the IDOT "Confined Space Entry Policy" as published by IDOT, latest edition, insofar as it relates to entry into manholes, sewers, pipes, lift stations, vaults, wet wells, tanks, and other confined spaces that may be involved with this project.
- Any damage to perimeter street curbs and/or pavement caused by the contractor's activity shall be repaired by the contractor.
- The MWRD Local Sewer Section Field Office (708) 588-4055 must be notified at least two working days prior to the start of construction.
- Subgrade preparation for all pavements and other improvements shown on the drawings shall include topsoil stripping and removal of any underlying unstable/deteriorous material. Fill placement under all paved areas shall be compacted to 95% Modified Proctor density and shall comply with all the recommendations of the soils engineer.
- All work shall comply with the IEPA "Standard Specifications for Soil Erosion and Sediment Control" current edition. The contractor shall take whatever steps are necessary to control erosion on the site. Erosion control features shall be constructed concurrently with other work on the site. The contractor shall take sufficient precaution to prevent pollution of streams, lakes and reservoirs with fuels, oils, bitumens, calcium chloride or other harmful materials. He shall conduct and schedule his operations so as to avoid or minimize siltation of streams, lakes and reservoirs. Hauling will not be allowed when the work site is too wet to maintain acceptable conditions on adjacent streets. Adjacent streets and driveways shall be manually or mechanically swept periodically as may be required to maintain clean conditions.
- All streetlighting material and construction shall comply with the State of Illinois "Standard Specifications for Road and Bridge Construction" latest edition, "American Standard Practice for Roadway Lighting" current edition, the National Electric Code, current edition, and the current Village of Arlington Heights standards.
- All sanitary manholes, (and storm manholes in combined sewer areas), shall have a minimum inside diameter of 48 inches, and shall be cast in place or precast reinforced concrete. Flexible connections conforming to ASTM C-923 are required at all manhole pipe connections. See manhole details, sheet C-6.
- Drainage from upstream properties shall not be blocked at any time in any manner by any of the proposed construction work shown on these drawings.
- The design engineer shall not be responsible for the means, methods, procedures, techniques, or sequences of construction not specified herein, nor for the safety on the job site, nor shall the design engineer be responsible for the contractor's failure to carry out the work in accordance with the contract documents.
- All abandoned sewers/force mains shall be plugged at both ends with a minimum of two (2) feet long non-shrink concrete/mortar plugs.
- Except for foundation/footing drains provided to protect buildings, and for underdrains serving green infrastructure, drain tiles/field tiles/underdrains/perforated pipes are not allowed to be connected to or tributary to combined sewers, sanitary sewers, or storm sewers tributary to combined sewers in combined sewer areas. Construction of new facilities of this type is prohibited, and all existing drain tiles and perforated pipes other than those serving green infrastructure, encountered within the project area shall be plugged or removed, and shall not be connected to combined sewers, sanitary sewers, or storm sewers tributary to combined sewers.
- All work shall conform to NRCS Standards as described in the current edition of the Illinois Urban Manual.
- The contractor shall advise the site contains areas of trees and brush. He shall make his own investigation and shall include the cost of tree and brush removal in his total price bid. Any trees whose trunk is located on both sides of any Taco Bell property line shall remain and be protected, unless written permission is obtained from the adjoining property owner to remove said trees.

VILLAGE OF ARLINGTON HEIGHTS NOTES

- EXISTING SEWER AND WATER CONNECTIONS THAT SERVE THE PROPERTY SHALL BE ABANDONED AT THEIR RESPECTIVE MAINS IN ACCORDANCE WITH ALL ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT REQUIREMENTS.
- ANY REQUIRED ADA DETECTABLE WARNING SURFACES SHALL BE EAST JORDAN IRON WORKS 24" X 24" PANELS, OR EQUAL, INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
- ALL R.O.W. IMPROVEMENTS (INCLUDING ASPHALT PAVEMENT AND CONCRETE CURB AND GUTTER) SHALL BE INSPECTED BY THE VILLAGE PUBLIC WORKS DEPARTMENT BOTH BEFORE AND AFTER CONSTRUCTION TO VERIFY CONDITION. ANY DAMAGE CAUSED DURING CONSTRUCTION SHALL BE REPAIRED PRIOR TO INSTALLATION OF NEW SIDEWALK.

SPECIAL NOTE:

THE CONTRACTOR SHALL AT ALL TIMES CONDUCT HIS WORK IN A MANNER AS TO MINIMIZE HAZARDS TO VEHICULAR AND PEDESTRIAN TRAFFIC. TRAFFIC CONTROLS AND WORK SITE PROTECTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF CHAPTER 6 (TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS) OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. ALL SIGNS, BARRICADES, FLAGGERS, ETC. REQUIRED FOR TRAFFIC CONTROL SHALL BE FURNISHED BY THE CONTRACTOR. ALL WORK IN THE ROADWAY RIGHTS OF WAY SHALL COMPLY WITH ALL IDOT AND VILLAGE OF ARLINGTON HEIGHTS STANDARDS AND REQUIREMENTS.

ARCHITECT
MR. MARIO VALENTINI
MRV ARCHITECTS, INC.
5105 TOLLVIEW DRIVE, SUITE 209
ROLLING MEADOWS, IL 60008
224-318-2140

DEVELOPER
MR. NICHOLAS KALLERGIS
BUDDY BELLS, INC.
185 THIRD AVENUE, #379
FONTANA, WI 53125-1196
630-750-6998

OPERATES
24 HOURS
365 DAYS

CALL J.U.L.I.E. 1-800-892-0123
WITH THE FOLLOWING:
COUNTY COOK
CITY-TOWNSHIP ARLINGTON HEIGHTS
SEC. & 1/4 SEC. NO. # 35 1/4 8-41-11
48 HOURS BEFORE YOU DIG
EXCLUDING SAT., SUN. & HOLIDAYS

INDEX OF DRAWINGS

C-1	TITLE SHEET
C-2	SITE PLAN
C-3	GRADING AND DRAINAGE PLAN
C-4	UTILITY PLAN
C-5	STORM WATER POLLUTION PREVENTION PLAN
C-6	DETAILS
C-7	DEMOLITION PLAN
C-8	MWRD NOTES
C-9	IDOT STANDARDS
C-10	IDOT STANDARDS
C-11	IDOT STANDARDS
C-12	IDOT STANDARDS
P-1	36" CONTECH UNDERGROUND DETENTION SYSTEM
P-2	36" CONTECH UNDERGROUND DETENTION SYSTEM
P-3	36" CONTECH UNDERGROUND DETENTION SYSTEM
P-4	36" CONTECH UNDERGROUND DETENTION SYSTEM

BENCHMARKS:

B.M. NO.1 = 707.00 (NAVD 88)=VILLAGE OF ARLINGTON HEIGHTS MONUMENT NO. 84 = 3 1/2" DIA. BRASS DISC FLUSH IN CONCRETE LOCATED 44'± SOUTHEASTERLY OF THE CENTERLINE OF KENNICOTT AVENUE AND 42'± NORTHEASTERLY OF THE CENTERLINE OF ALGONQUIN ROAD AT THE NE CORNER OF THE INTERSECTION.

B.M. NO.2 = 697.76 (NAVD 88)=PAINTED SQUARE ON TOP OF CONCRETE LIGHT POLE FOUNDATION LOCATED APPROXIMATELY 71' NORTH AND EAST OF THE SOUTHEAST CORNER OF THE SUBJECT TACO BELL PARCEL.

REVISIONS

NO.	DATE	DESCRIPTION
1	7-30-18	REVISED PER IDOT REVIEW
2	9-20-18	REVISED PER VILLAGE REVIEW
3	10-9-18	REVISED PER VILLAGE REVIEW

PREPARED BY

**NORTHWESTERN ENGINEERING
CONSULTANTS, P.C.**

ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-002695

LICENSE EXPIRES APRIL 30, 2019

675 N. NORTH COURT

PALATINE, ILLINOIS 60067

(847) 520-8410

MAY 11, 2018



Daniel M. Havlik
10-9-18
LIC. EXP. 11-30-19

LEGEND

EXISTING		PROPOSED
620.12	WALK GRADE	W=631.75
624.21	CURB GRADE	C=630.62
619.94	GUTTER GRADE	G=630.39
618.82	PAVEMENT GRADE	P=631.25
619.75	GRADE	632.51
639	CONTOUR	639
=====	CONC. CURB TO BE REMOVED	
=====	RETAINING WALL	
=====	SANITARY SEWER	
=====	COMBINED SEWER	
=====	STORM SEWER	
W 12"	WATERMAIN	W 12"
-X-X-X-X-X-	METAL FENCE	-XX-XX-XX-XX-
-+--+--+--	GUARD RAIL	
-+--+--+--	DITCH FLOWLINE	
⊙	MANHOLE	⊙
⊙	CATCH BASIN	⊙
⊙	INLET BASIN	⊙
⊙	VALVE VAULT	⊙
⊙	VALVE BOX	⊙
⊙	LIGHT POLE	⊙
⊙	WOOD POLE	⊙
⊙	FIRE HYDRANT	⊙
→	DIRECTION OF DRAINAGE	→
=====	CONCRETE WALK/PAVEMENT	
=====	ASPHALT PAVEMENT (FIRE LANE)	
=====	SILT FENCE	S
⊙	TREE	
---	PROPERTY LINE	---
E	UNDERGROUND ELECTRIC	E
G	GAS MAIN	G
T	UNDERGROUND TELEPHONE	T
OH	OVERHEAD WIRES	
→	OVERLAND FLOW ROUTE	→
=====	WOOD FENCE	

GENERAL DEVELOPMENT NOTES

- All work shall be performed in a manner so as not to unreasonably impair or interfere with the use, occupancy or enjoyment of, or with any business conducted on, any adjacent property.
- At all times during the performance of any Work all areas other than the construction site proper and the staging area shall be kept free from any loose dirt, debris, equipment or construction materials relating to the work.
- Upon completion of the Work, Constructing Party shall promptly restore the area to as good or better condition than existed before the use of the area commenced. Restoration shall include, without limitation, clearing the areas of all loose dirt, debris, equipment and construction materials, the repair or replacement of paving, striping and landscaping, and the repair or replacement of any and all damaged areas or improvements.

[illegible]

OPERATES
24 HOURS
365 DAYS



CALL JULIE 1-800-892-0123

WITH THE FOLLOWING: _____

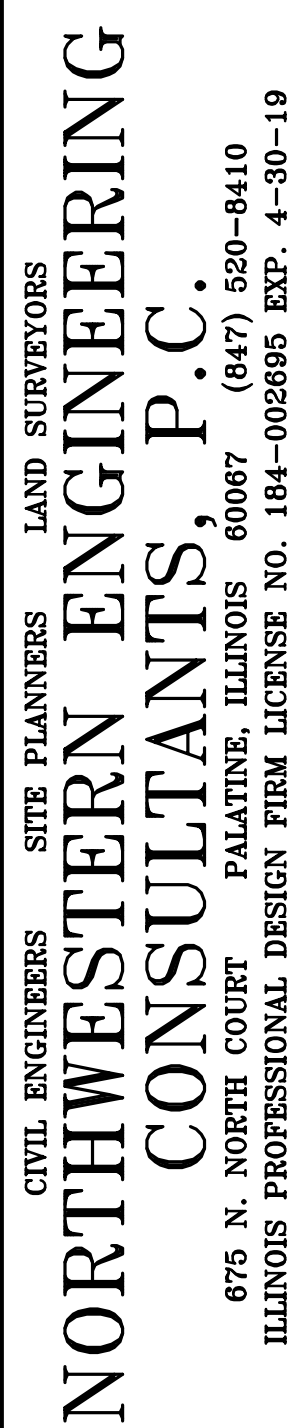
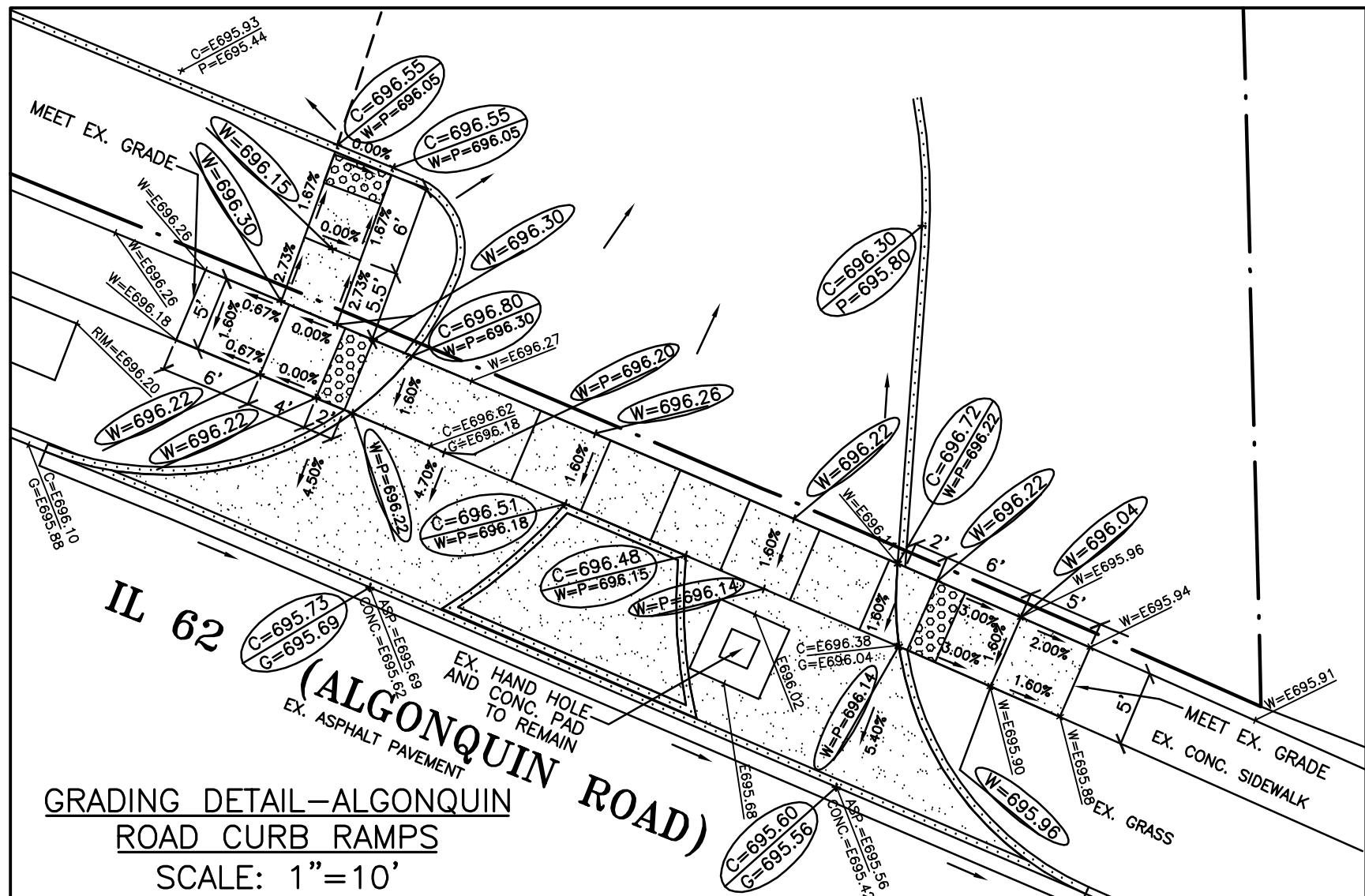
COUNTY _____ **COOK**

CITY-TOWNSHIP ARLINGTON HEIGHTS

SEC. & 1/4 SEC. NO.# SE1/4 8-41-11

48 HOURS BEFORE YOU DIG

EXCLUDING SAT., SUN. & HOLIDAYS



DRAWN BY:		KRL																		
CHECKED BY:		DWH																		
DATE:		5-11-18																		
SCALE:		1"=20'																		
C-3																				
JOB NO. 18-19																				
<table border="1"> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td>10-9-18</td> <td>REVISED PER VILLAGE REVIEW</td> </tr> <tr> <td>2</td> <td>9-20-18</td> <td>REVISED PER VILLAGE REVIEW</td> </tr> <tr> <td>1</td> <td>7-30-18</td> <td>REVISED PER IDOT REVIEW</td> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </table>			REVISIONS						3	10-9-18	REVISED PER VILLAGE REVIEW	2	9-20-18	REVISED PER VILLAGE REVIEW	1	7-30-18	REVISED PER IDOT REVIEW	NO.	DATE	DESCRIPTION
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NO.	DATE	DESCRIPTION																		

UTILITY NOTES

1 MAKE WATER SERVICE PRESSURE CONNECTION TO EXISTING 12" WATER MAIN IN ACCORDANCE WITH ALL VILLAGE OF ARLINGTON HEIGHTS REQUIREMENTS.

2 135 LF 6" CP DUCTILE IRON C552 WATER SERVICE.

3 81 LF 6" PVC SAN. SEWER SDR 26 S=1.00X.

4 61 LF 6" PVC SAN. SEWER SDR 26 S=1.35X.

5 5 LF 6" PVC SAN. SEWER SDR 26 S=5.00X.

6 PROPOSED 1000 GALLON GRAPE TRAP. SEE DETAIL, SHEET C-6.
RIM(S)=696.50; RIM(N)=696.40; INV=690.98.

7 8 LF 6" PVC SAN. SEWER SDR 26 S=3.12X.

8 15 LF 6" PVC SAN. SEWER SDR 26 S=4.00X.

9 EXTERIOR CLEAN OUT. SEE DETAIL, SHEET C-6.

10 16 LF 12" DUCT. ION CL 52 STORM SEWER S=1.06X.

11 91 LF 6" PVC STORM SEWER SDR 26 S=1.100X CONNECTED TO ROOF DRAIN.

12 15 LF 6" PVC STORM SEWER SDR 26 S=1.00X CONNECTED TO ROOF DRAIN.

13 5 LF 6" PVC STORM SEWER SDR 26 S=1.00X CONNECTED TO ROOF DRAIN.

14 72 LF 12" RCP C76 CLV STORM SEWER S=0.42X.

15 104 LF 12" RCP C76 CLV STORM SEWER SDR 26 S=0.50X.

16 10 LF 12" RCP C76 CLV STORM SEWER S=1.00X.

17 5 LF 12" RCP C76 CLV STORM SEWER S=3.00X.

18 2" DIAMETER HOLE IN PLATE RESTRICTOR. SEE DETAIL, SHEET C-6.

19 14 LF 12" RCP C76 CLV STORM SEWER S=0.93X.

20 CONTRACTOR TO VERIFY EXISTING INVERT ELEVATION AT THIS LOCATION PRIOR TO THE START OF CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

21 PORTION OF EXISTING 8" STORM SEWER DOWNSTREAM OF CBTA #6 TO REMAIN. CONTRACTOR SHALL INSPECT AND CLEAN AS NECESSARY TO VERIFY STORM SEWER IS IN GOOD AND OPERATING CONDITION.

22 PVC EXTERIOR CLEAN OUT (OBSERVATION WELL). SEE DETAIL, SHEET C-6.

23 31 LF 4" PERFORATED PVC SDR 26 STORM SEWER (FOR VOLUME CONTROL) S=0.00X.

24 ELECTRIC SERVICE SIZED AND ROUTED BY COMED.

25 GAS SERVICE SIZED AND ROUTED BY NICOR.

26 INSTALL NEENAN R-1916-C BOLT DOWN WATERTIGHT FRAME AND LID (OR EQUAL) ON SAN MH #2.

27 INSTALL NEENAN R-1647-A FRAME AND LID (OR EQUAL) ACCESS CASTING ON ACCESS RISER.

28 CONTRACTOR SHALL INSPECT EXISTING SANITARY MANHOLE IN THE PRESENCE OF THE VILLAGE AND MWPD INSPECTORS, AND MAKE ANY REPAIRS TO THE MANHOLE AS REQUIRED TO BRING THE MANHOLE INTO GOOD AND OPERATING CONDITION.

29 CONTRACTOR SHALL INSPECT EXISTING CATCH BASIN IN THE PRESENCE OF THE VILLAGE AND MWPD INSPECTORS, AND MAKE ANY REPAIRS TO THE CATCH BASIN AS REQUIRED TO BRING THE CATCH BASIN INTO GOOD AND OPERATING CONDITION.

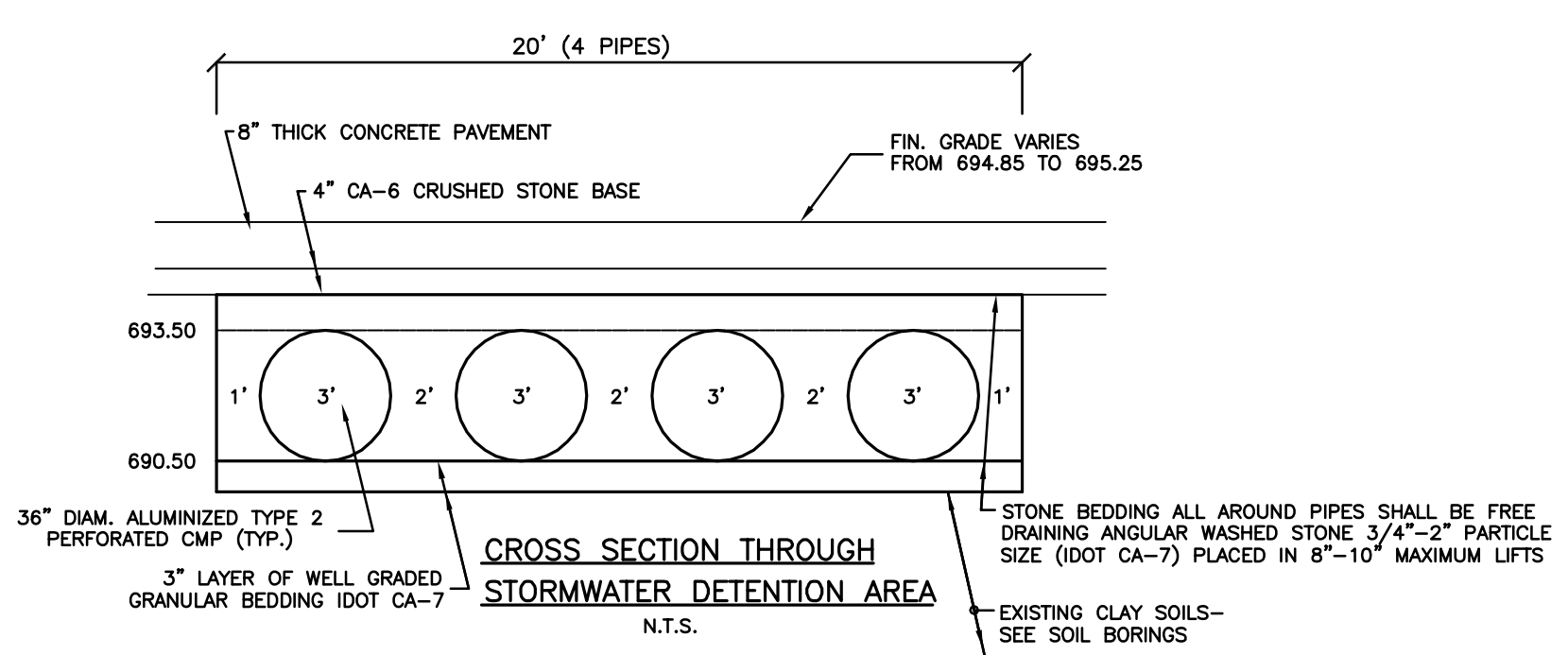
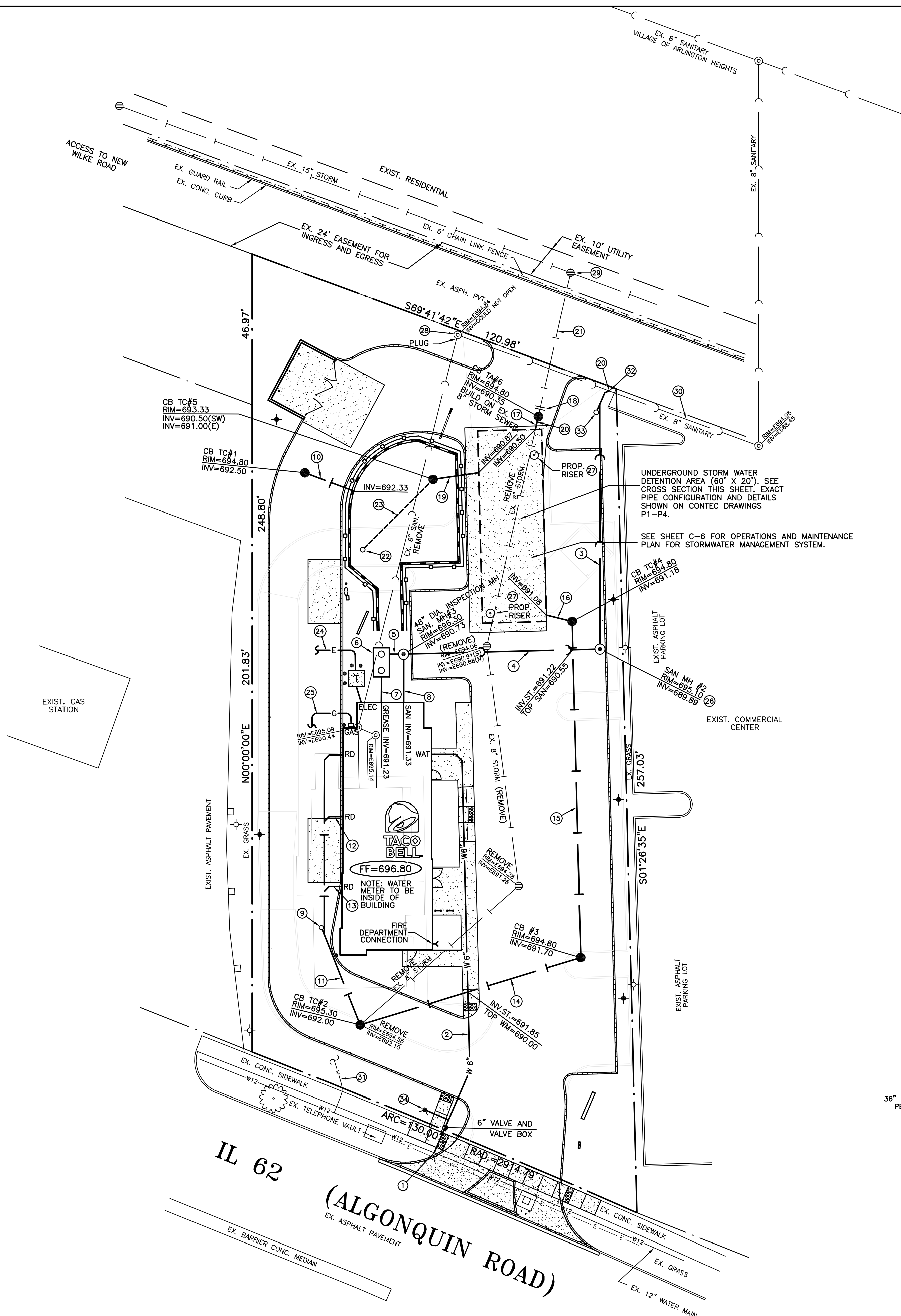
30 EXISTING 8" SANITARY SEWER TO REMAIN. CONTRACTOR SHALL INSPECT AND CLEAN AS NECESSARY TO VERIFY SANITARY SEWER IS IN GOOD AND OPERATING CONDITION.

31 EXISTING WATER SERVICE FOR TACO BELL (EXACT LOCATION AND SIZE UNKNOWN) SHALL BE LOCATED BY THE CONTRACTOR AND ABANDONED AT THE EXISTING 12" WATER MAIN IN ACCORDANCE WITH ALL VILLAGE OF ARLINGTON HEIGHTS REQUIREMENTS.

32 MAKE WATERTIGHT DIRECT CONNECTION TO EXISTING 8" SANITARY SEWER. EXIST. 8" INV.=689.00(VERIFY). PROP. 6" INV.=689.08.

33 EXTERIOR CLEAN OUT. SEE DETAIL, SHEET C-6.

34 PROPOSED FIRE HYDRANT #1. GRADE RIM=696.50.



NOTE:

Prior to the start of construction, the contractor shall expose any utilities or other obstructions to be crossed by the proposed sewer, and shall notify the engineer immediately if there are any conflicts with the proposed sewer grade.

GENERAL NOTES

THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EACH BUILDING UTILITY SERVICE LINE FROM THE PLUMBING AND/OR MECHANICAL DRAWINGS AND SHALL COORDINATE UTILITY SERVICE LINE LOCATION WITH SAME. THE CONTRACTOR SHALL COORDINATE WORK WITH UTILITY COMPANIES (SEWER, WATER, ELECTRIC, GAS, TELEPHONE, ETC.), ANY EXISTING SEWER, WATER OR OTHER UTILITY LINES OR STRUCTURES (MANHOLES, ETC.) UNDER OR WITHIN 10' OF THE PROPOSED BUILDING OR TRASH ENCLOSURE SHALL BE REMOVED. PLUG ENDS OF REMAINING UTILITY LINES, BACKFILL TRENCHES WITH SELECTED GRANULAR BACKFILL, COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY IN 8" LIFTS.

SPECIAL NOTE

The locations of existing underground utilities, such as water mains, sewers, gas lines, electric lines, telephone lines, etc., as shown on the plans have been determined from the best available information and is given for the convenience of the contractor. However, the engineer and owner do not assume responsibility for the accuracy of the locations shown. It shall be the contractor's responsibility to contact all utility companies and their facilities shall be located prior to any work.

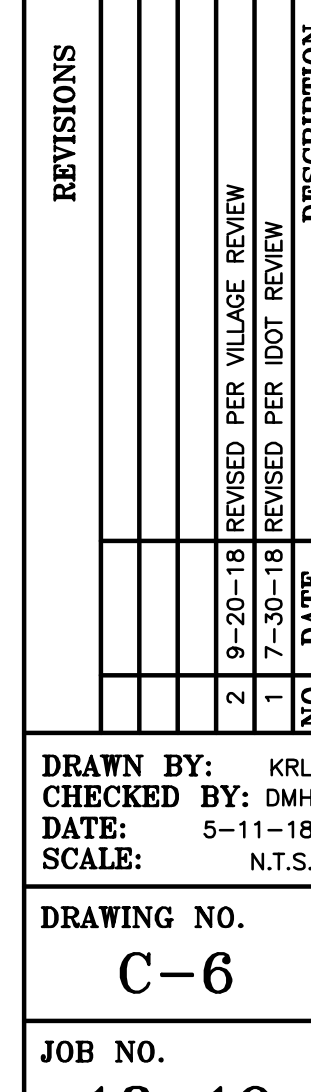
MWRD NOTES
1. ALL ABANDONED SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
2. THE MWRD SHALL HAVE 24 HOURS-A-DAY UNRESTRICTED ACCESS TO ALL MWRD STRUCTURES/SEWERS/FACILITIES.

SPECIAL NOTE FOR WORK IN ALGONQUIN ROAD
The contractor shall at all times conduct his work in a manner to minimize hazards to vehicular and pedestrian traffic. Traffic signs and work site protection shall be in accordance with the applicable requirements of Chapter 6 (Traffic Controls for Highway Construction and Maintenance Operations) of the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways. All signs, barricades, flaggers, etc. required for traffic control shall be furnished by the contractor, and comply with all I-DOT Standards and Requirements. See IDOT Details, sheet C-9.

SPECIAL NOTE:
Existing grades and improvements are shown from the best information available and must be verified in the field by the contractor prior to the start of construction. Any discrepancy with the plan shall be immediately reported to the engineer.

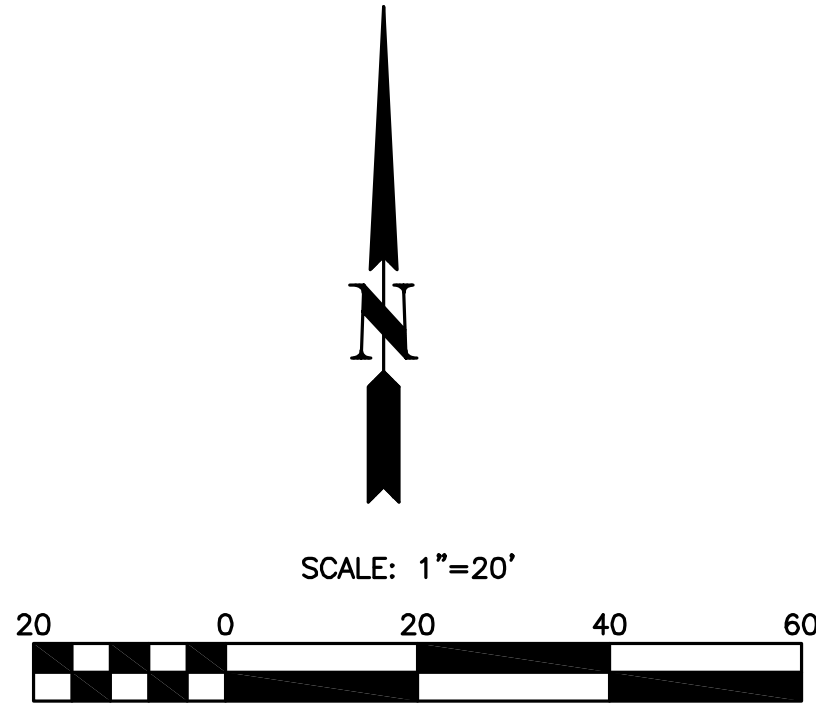
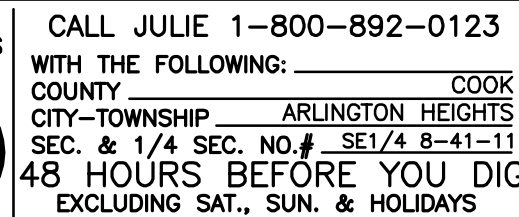
OPERATES 24 HOURS 365 DAYS 	CALL JULIE 1-800-892-0123
	WITH THE FOLLOWING: _____
	COUNTY _____ COOK
	CITY-TOWNSHIP _____ ARLINGTON HEIGHTS
	SEC. & 1/4 SEC. NO. # _____ SE1/4 8-41-11
48 HOURS BEFORE YOU DIG EXCLUDING SAT., SUN. & HOLIDAYS	

UTILITY PLAN TACO BELL RESTAURANT 1530 W. ALGONQUIN ROAD ARLINGTON HEIGHTS, ILLINOIS		CIVIL ENGINEERS SITE PLANNERS LAND SURVEYORS NORTHWESTERN ENGINEERING CONSULTANTS, P.C. 675 N. NORTH COURT PALMATE, ILLINOIS 60067 (847) 520-8410 ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-002895 EXP. 4-30-19
REVISIONS		
3	10-9-18	REVISED PER VILLAGE REVIEW
2	9-20-18	REVISED PER VILLAGE REVIEW
1	9-20-18	REVISED PER DOT REVIEW
NO.	DATE	DESCRIPTION
DRAWN BY: KRL CHECKED BY: DMH DATE: 5-11-18 SCALE: 1"=20'		
DRAWING NO. C-4		
JOB NO. 18-19		



1. All utility companies are to be contacted to permit marking their facilities before any work is done on the site.
2. The contractor shall be fully responsible for the demolition of existing on site facilities above and underground. All existing structures, foundations, utilities, landscaping and other improvements on site are to be removed and disposed of off-site by the contractor, excepting that which is specifically noted to remain on site for re-use. The contractor is responsible for the removal from the site of all demolished materials, the filling of all depressions caused by demolition, and the grading of these areas so as not to be objectionable to view. The contractor shall observe all required safety measures in the demolition of existing structures and shall coordinate with all recommendations in the Safety Report for the site for the removal of existing facilities.
3. Contractor is to verify that all existing utility service lines have been shut off or disconnected at their respective main lines before any demolition or structural removal is initiated on site.
4. All existing buildings, foundations, utilities, landscaping and other improvements on adjacent properties shall be protected at all times. The contractor shall be responsible for the removal of any materials, equipment, and/or manpower necessary to accomplish this.
5. The owner shall be provided with copies of all demolition permits and utility information prior to the commencement of demolition.
6. Any excavations caused by the removal of existing underground improvements shall be backfilled with compacted structural fill material in accordance with the soils engineer's requirements.
7. Any material to be removed shall be stockpiled on site in accordance with the course material on the site. Stockpiled material approved by the soils engineer may be reused as part of the structural fill material required on the site.
8. The entrance of the main water line shall be removed from the site and legally disposed of by the contractor.
9. Existing trees on the site shall be protected and maintained in accordance with the City of San Diego Village requirements. Any existing sewer or water service under or within 10 feet of the proposed building shall be removed. Each end of the proposed building section shall be protected with a trench shoring system.
10. The contractor shall meet with utility company representatives prior to commencing demolition work to review if there are any utility lines on the site serving other properties. If there are utility lines serving other properties, these lines shall be protected and maintained in accordance with the City of San Diego Village requirements.
11. The contractor is advised that the site contains some trees and landscaping. The contractor shall make his own investigation and shall include the cost of the tree, tree stump, and landscaping removal in his demolition work as well as the cost of any trees and landscaping that are to remain on site and be protected, unless otherwise written. Written permission is obtained from the adjoining property owner to remove said trees.

Existing grades and improvements are shown from the best information available and must be verified in the field by the contractor prior to the start of construction. Any discrepancy with the plan shall be immediately reported to the engineer.

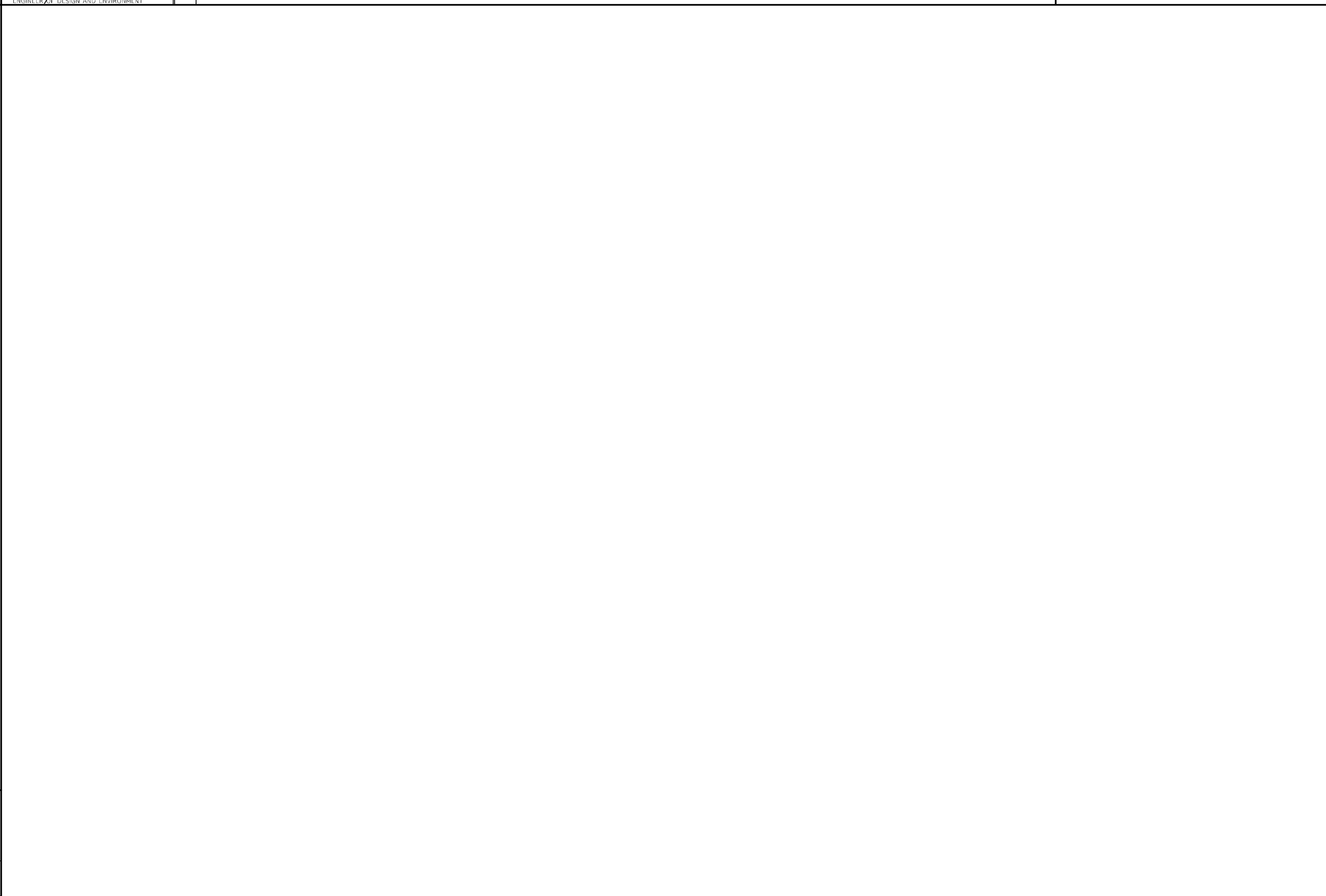
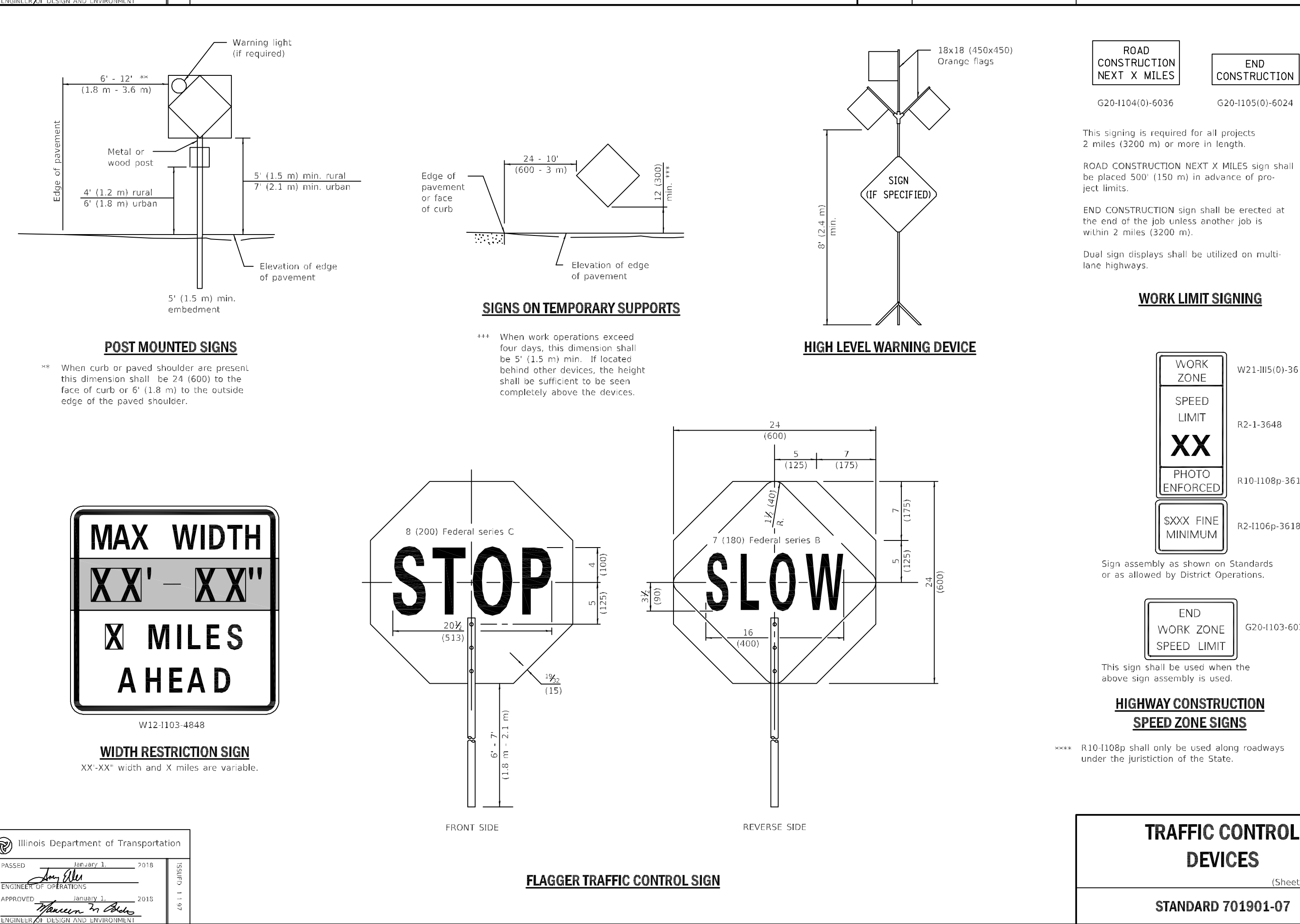


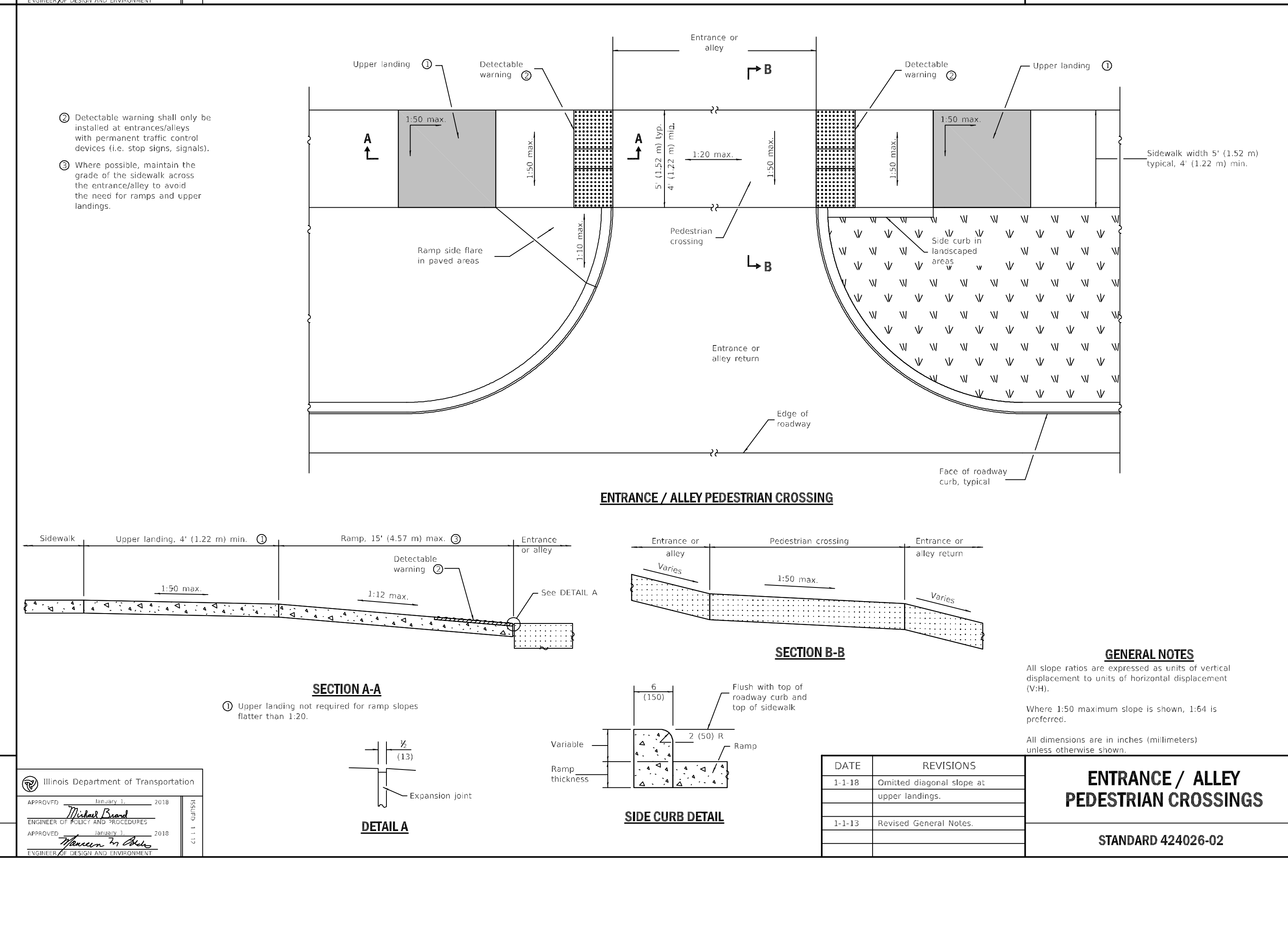
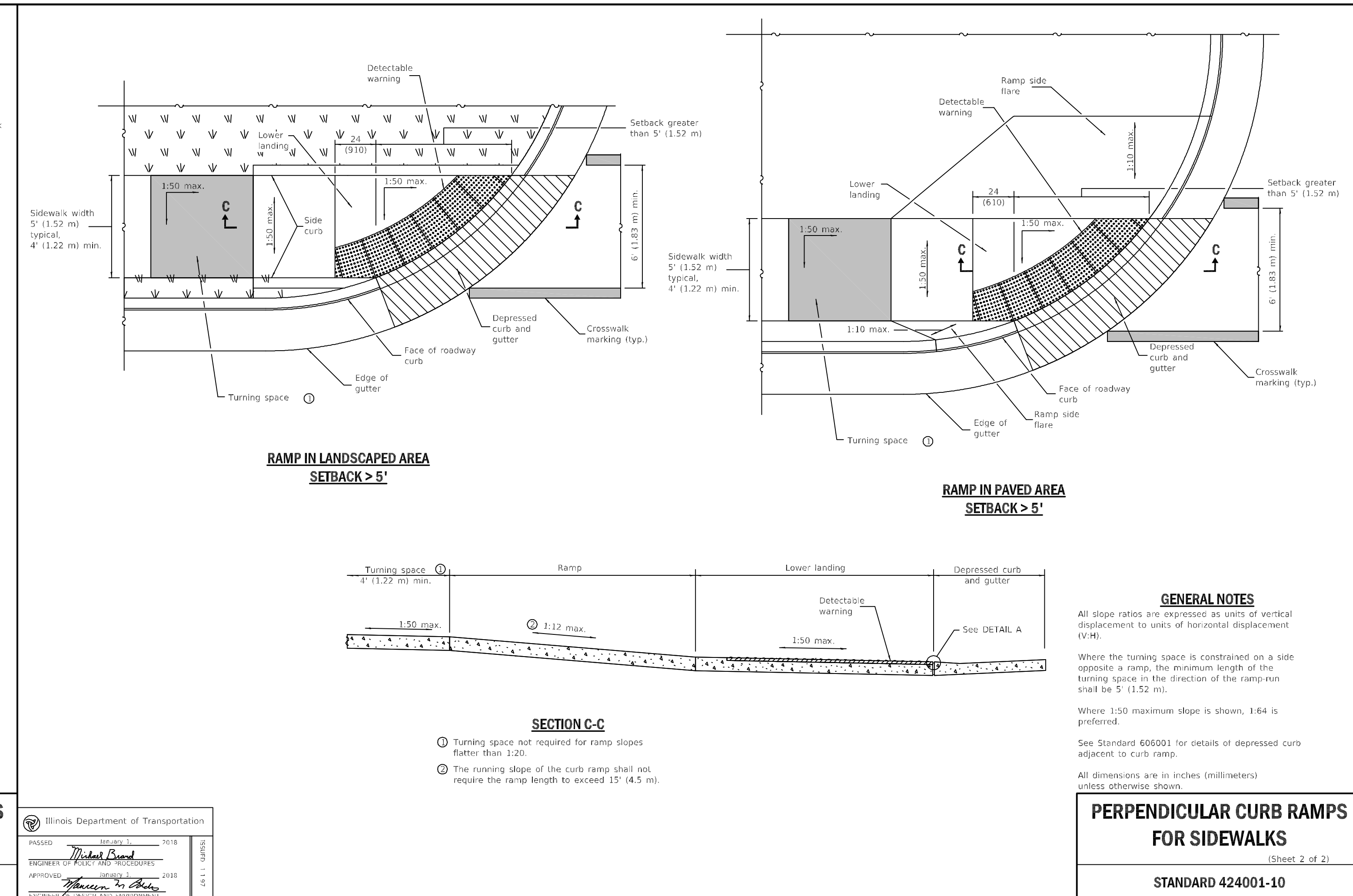
DEMOLITION PLAN
TACO BELL RESTAURANT
1530 W. ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

REVISIONS					
2	9-20-18	REVISED PER VILLAGE REVIEW	KRL		
1	7-30-18	REVISED PER IDOT REVIEW	DHJ		
NO	DATE				
1	5-11-18	CHECKED BY:			
1	7-20-18	DRAWN BY:			

DRAWING NO.
C-7

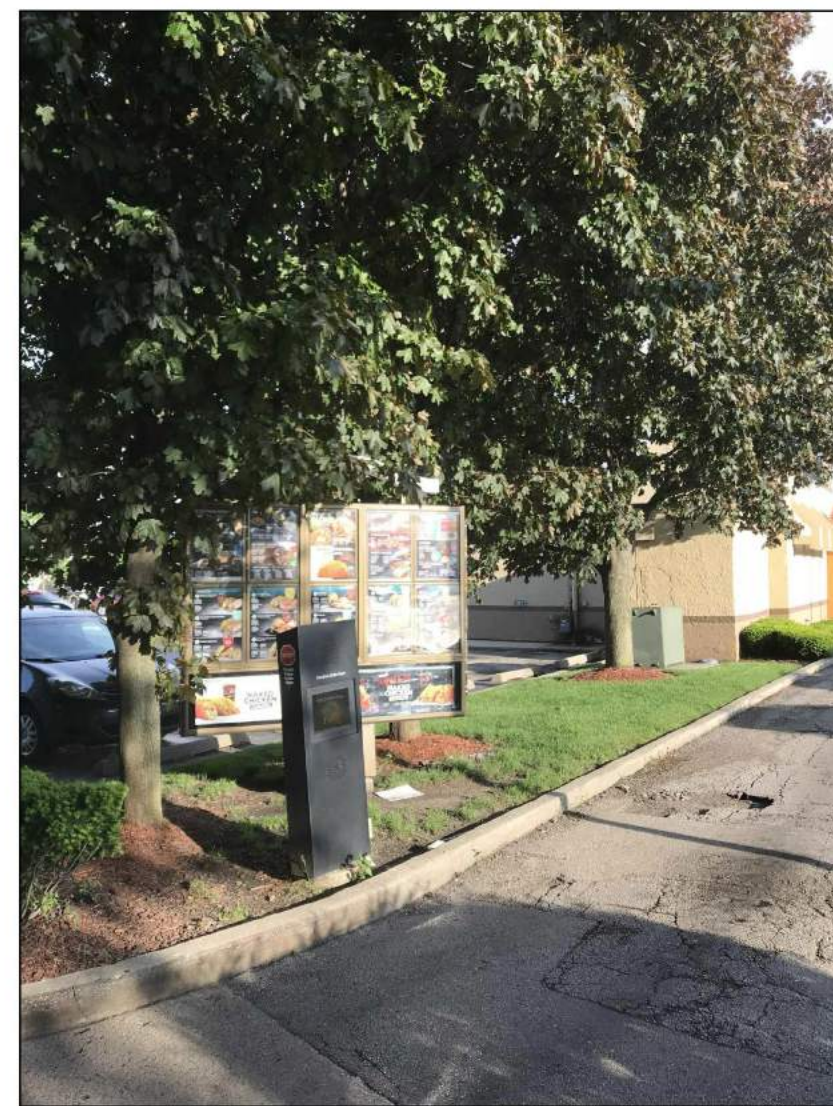
JOB NO.
18-19





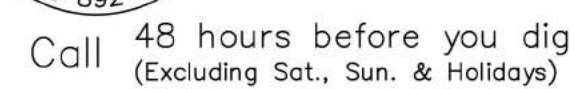


TREES #2-5



EXISTING CONDITIONS

CODE COMPLIANCE



HERBACEOUS PERENNIALS

HRD	Happy Returns Daylilly
RRD	Rosy Returns Daylilly
KKC	Dwarf Catmint
AJS	Autumn Joy Sedum

3 HC
1 ARM
Transformer
2 BPJ
1 AGG
6 KOSR
23 PARKING SPACES
6 TIY
4 DFG
2 IH
9 HRD
5 HRD
5 HC
TACO BELL
40 SEATS
2,112 S.F.
5 HRD
5 HRD
Gravel Mulch
Aluminum Edge
2 Bike Racks
5 DFG
1 AGG
Lawn
7 DFG
6 GVB
10 AJS

11-KFRG New Sign

11 RRD

1 AGG

6 Existing Juniper To Remain

1 ARM

New Pylon Sign

9 KKC

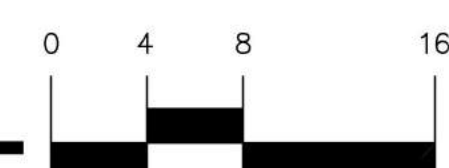
4 HC

EXIST. ASP. PARKING LOT

[illegible]

LANDSCAPE PLAN

Scale: 1" = 16'0"



ALGONQUIN RD. & NEW WILKE RD.
ARLINGTON HEIGHTS, IL

LANDSCAPE
PLAN

SHEET

L1.0

1. Contractor responsible for contacting JULIE - Utility Locators (811 or 800-892-0123) to have site marked prior to excavation or planting.
2. Contractor to verify all plant quantities shown on Plant & Material List and landscape planting symbols and report any discrepancies to Landscape Architect or General Contractor.
3. All plantings shall comply with standards as described in American Standard of Nursery Stock - Z60.1 ANSI (latest version). Landscape Architect reserves the right to inspect, and potentially reject any plants that are inferior, compromised, undersized, diseased, improperly transported, installed incorrectly or damaged. No sub-standard "B Grade" or "Park Grade" plant material shall be accepted. Plant material shall originate from nursery(ies) with a similar climate as the planting site.
4. Any potential plant substitutions must be approved by Landscape Architect or Owner. All plants must be installed as per sizes indicated on Plant & Material Schedule, unless approved by Landscape Architect. Any changes to sizes shown on plan must be submitted in writing to the Landscape Architect prior to installation.

5. Topsoil in Parking Lot Islands (if applicable): All parking lot islands to be backfilled with topsoil to a minimum depth of 18" to insure long-term plant health. Topsoil should be placed within 3" of finish grade by General Contractor / Excavation Contractor during rough grading operations/activity. The landscape contractor shall be responsible for the fine grading of all disturbed areas, planting bed areas, and lawn areas. Crown all parking lot islands a minimum of 6" to provide proper drainage, unless otherwise specified.

6. Tree Planting: Plant all trees slightly higher than finished grade at the root flare. Remove excess soil from the top of the root ball, if needed. Remove and discard non-biodegradable ball wrapping and support wire. Removed biodegradable burlap and wire cage (if present) from the top $\frac{1}{3}$ of the rootball and carefully bend remaining wire down to the bottom of the hole. Once the tree has been placed into the hole and will no longer be moved, score the remaining $\frac{2}{3}$ of the burlap and remove the twine. Provide three slow release fertilizer for each tree planted.

7. Tree Planting: Backfill tree planting holes 80% existing soils removed from excavation and 20% plant starter mix. Avoid air pockets and do not tamp soil down. Discard any gravel, rocks, heavy clay, or concrete pieces. When hole is $\frac{2}{3}$ full, trees shall be watered thoroughly, and water left to soak in before proceeding to fill the remainder of the hole. Water again to full soak in the new planting. Each tree shall receive a 3" deep, 4-5' diameter (see planting details or planting plan) shredded hardwood bark mulch ring around all trees planted in lawn areas. Do not build up any mulch onto the trunk of any tree. Trees that are installed incorrectly will be replaced at the time and expense of the Landscape Contractor.

8. Shrub Planting: All shrubs to be planted in groupings as indicated on the Landscape Plan. Install with the planting of shrubs a 50% mix of plant starter with topsoil. Install topsoil into all plant beds as needed to achieve proper grade and displace undesirable soil (see planting detail). Remove all excessive gravel, clay and stones from plant beds prior to planting. When hole(s) are $\frac{2}{3}$ full, shrubs shall be watered thoroughly, and water left to soak in before proceeding. Provide slow-release fertilizer packets at the rater of 1 per 24" height/diameter of shrub at planting.

9. Mulching: All tree and shrub planting beds to receive a 3" deep layer of high quality shredded hardwood bark mulch (not pigment dyed or enviro-mulch). All perennial planting areas (groupings) shall receive a 2" layer of shredded hardwood bark mulch, and groundcover areas a 1-2" layer of the same mulch. Do not mulch annual flower beds (if applicable). Do not allow mulch to contact plant stems and tree trunks.

10. Edging: All planting beds shall be edged with a 4" deep spade edge using a flat landscape spade or a mechanical edger. Bedlines are to be cut crisp, smooth as per plan. A clean definition between landscape beds and lawn is required. Pack mulch against lawn edge to hold in place.

11. Plant bed preparation: All perennial, groundcover and annual areas (if applicable) are required to receive a blend of organic soil (Soil Amendments) amendments prior to installation. Roto-till the following materials at the following ratio, into existing soil beds or installed topsoil beds to a depth of approximately 8"-10"

Per 100 SF of bed area:
 $\frac{3}{4}$ CY Peat Moss or Mushroom Compost
 $\frac{3}{4}$ CY blended/pulverized Topsoil
2 pounds starter fertilizer
 $\frac{1}{4}$ CY composted manure

12. Installation preparation for all seeded areas: remove/kill off any existing unwanted vegetation prior to seeding. Prepare the topsoil (if adequate or provide as in item #6 above) and seed bed by removing all surface stones 1" or larger. Apply a starter fertilizer and specified seed uniformly at the specified rate, and provide mulch covering suitable to germinate and establish turf. Provide seed and fertilizer specifications to Landscape Architect and Owner prior to installation. Erosion control measures are to be used in swales and on slopes in excess of 1:3 and where applicable (see Civil Engineering Drawings). Methods of installation may vary are the discretion of the Landscape Contractor on his/her responsibility to establish and guarantee a smooth, uniform, quality turf. A minimum of 2" of blended, prepared and non-compacted topsoil is required for all lawn areas. If straw mulch is used as a mulch covering, a tackifier may be necessary to avoid wind dispersal of mulch covering. Marsh hay containing reed canary grass is NOT acceptable as a mulch covering.

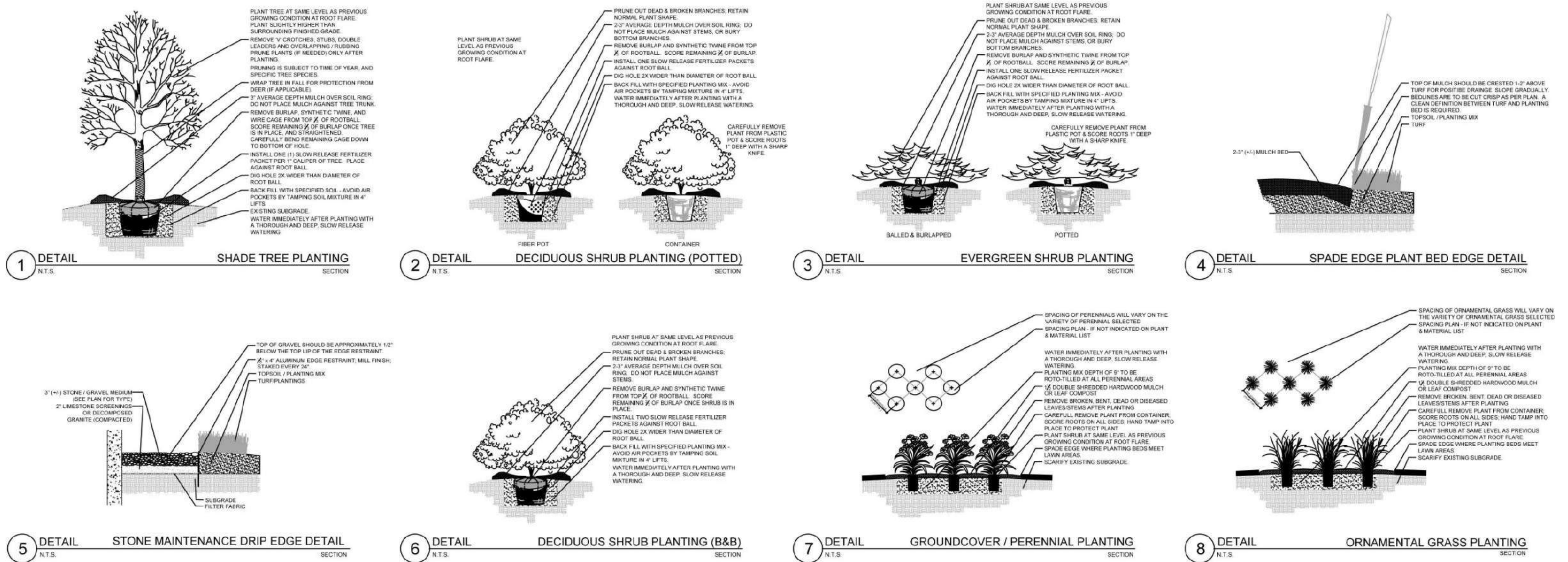
An acceptable quality seed installation is defined as having:
No bare spots larger than one (1) square foot
No more than 10% of the total area with bare areas larger than one (1) square foot
A uniform coverage through all turf areas

13. Warranty and Replacements: All plantings are to be watered thoroughly at the time of planting, through construction and upon completion of project as required. Trees, Evergreens, and Shrubs (deciduous and evergreen) shall be guaranteed (100% replacement) for a minimum of one (1) year from the date of project completion. Perennials, groundcovers, and ornamental grasses shall be guaranteed for a minimum of one (1) growing season. Perennials, groundcovers, and ornamental grasses planted after September 15th shall be guaranteed through May 31st of the following year. Only one replacement per plant will be required during the warranty period, except for losses or replacements due to failure to comply with specified requirements. Watering and general ongoing maintenance instructions are to be supplied by the Landscape Contractor to the Owner upon completion of the project.

14. The Landscape Contractor is responsible for the watering and maintenance of all landscape areas for a period of 45 days after the substantial completion of the landscape installation. This shall include all trees, shrubs, evergreens, perennials, ornamental grasses, turf grass, no-mow grass, and native prairie seed mix / stormwater seed mix. Work also includes weeding, edging, mulching (only if required), fertilizing, trimming, sweeping up grass clippings, pruning and deadheading.

15. Project Completion: Landscape Contractor is responsible to conduct a final review of the project, upon completion, with the Landscape Architect, Client or Owner / Client Representative, and the General Contractor to answer questions, provide written care instructions for new plantings and turf, and insure that all specifications have been met.

LANDSCAPE GENERAL NOTES



LANDSCAPE DETAILS

PLANT		PLANT MATERIAL PROPOSED		CALIPER/HEIGHT	ROOT	SPECIFICATION / NOTES	PLANT SPACING
KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE			
Proposed Landscape Materials							
SHADE TREES (DECIDUOUS)							
ARM	5	Acer xfreemanii 'Armstrong'	Armstrong Red Maple	4"	B&B	Straight central leader, full and even crown. Prune only after planting	
SHL	4	Gleditsia triacanthos 'Skyline'	Skyline Honeylocust	4"	B&B	Straight central leader, full and even crown. Prune only after planting	
AGG	5	Ginkgo biloba 'Autumn Gold'	Autumn Gold Maidenhair	4"	B&B	Straight central leader, full and even crown. Prune only after planting	
KCT	4	Gymnocladus dioica	Kentucky Coffee Tree	4"	B&B	Straight central leader, full and even crown. Prune only after planting	
SWO	4	Quercus bicolor	Swamp White Oak	2"	B&B	Straight central leader, full and even crown. Prune only after planting	
RL	1	Tilia americana 'Redmond'	Redmond Linden	4"	B&B	Straight central leader, full and even crown. Prune only after planting	

PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		HEIGHT SIZE	ROOT	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME				
EVERGREEN TREES							
BPJ	2	Juniperus chinensis 'Blue Point'	Blue Point Juniper (upright)	5'	B&B	Evenly shaped tree with branching to the ground	36"
FVJ	7	Juniperus scopulorum 'Fairview'	Fairview Upright Juniper (upright)	7'	B&B	Evenly shaped tree with branching to the ground	60"
NS	2	Picea abies	Norway Spruce	7-8'	B&B	Evenly shaped tree with branching to the ground	17"

PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		SHRUB SIZE (HEIGHT)	ROOT/ CONT.	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME				
EVERGREEN SHRUBS							
GVB	6	Buxus 'Green Velvet'	Green Velvet Boxwood	15" HT	Cont.	Full rounded well branched shrub	24-30"
TIY	6	Taxus xmedia 'Tautoni'	Taunton Intermediate Yew	24"	B&B	Full rounded well branched shrub	42"

PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		SHRUB	ROOT/	SPECIFICATION / NOTES	PLANT
		BOTANICAL NAME	COMMON NAME	SIZE (HEIGHT)	CONT.		SPACING
DECIDUOUS SHRUBS							
HC	24	Cotoneaster acutifolia	Peking (Hedge) Cotoneaster	42"	B&B	Full, well rounded plant with moist rootball and healthy appearance	30-42"
IH	2	Hydrangea arborescens 'Abetwo'	Incrediball Hydrangea	#5	Cont.	Full, well rooted plant, evenly shaped	48"
GLS	8	Rhus aromatica 'Gro-Low'	Gro Low Fragrant Sumac	#5	Cont.	Full, well rooted plant, evenly shaped	42"
KOSR	5	Rosa 'Knock Out'	Knock Out Shrub Rose	18"	Cont.	Full, well rooted plant, evenly shaped	48"
MKL	5	Syringa patula 'Miss Kim'	Miss Kim Dwarf Lilac	24"	Cont.	Full, well rooted plant, evenly shaped	60"

PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		CONTAINER SIZE			SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME					
ORNAMENTAL GRASSES								
KFRG	11	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#1	Cont.		Full, well rooted plant	15-18"
MG	3	Miscanthus sinensis 'Gracillimus'	Maidengrass	#1	Cont.		Full, well rooted plant	42"
DFG	16	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	#1	Cont.		Full, well rooted plant	24"

PLANT KEY	QUANTITY	PLANT MATERIAL PROPOSED		CONTAINER	SIZE	SPECIFICATION / NOTES	PLANT SPACING
		BOTANICAL NAME	COMMON NAME				
HERBACEOUS PERENNIALS							
HRD	24	Hemerocallis 'Happy Returns'	Happy Returns Daylily	#1	Cont.	Full, well rooted plant, evenly shaped	18"
RDD	11	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily	#1	Cont.	Full, well rooted plant, evenly shaped	18"
KKC	9	Nepeta faassenii 'Kit Cat'	Dwarf Catmint	#1	Pot	Full, well rooted plant, evenly shaped	24"
AJS	10	Sedum spectabile 'Autumn Joy'	Autumn Joy Sedum	#1	Cont.	Full, well rooted plant, evenly shaped	18"

PLAN KEY	QUANTITY	PLANT MATERIAL PROPOSED		CONTAINER	SIZE		SPECIFICATION / NOTES	PLANT SPACING
			SPECIFIED SEED MIX / SOO					
LAWN	425	Lawn Establishment Area / Grading Area				SY	Reinder's Deluxe 50 Seed Mix (800-785-3301)	
Hardscape Materials								
	9	Heritage River Gravel Mulch (1.0-1.5" pieces)	600 SF			TN	3" depth	
	25	Aluminum Edge Restraint (gravel areas)	Permaloc ProSlide 3/16"x5.5" Black Duraflex Finish			LF		
	650	Landscape Fabric	SF			SF		
	27	Shredded Hardwood Mulch (3" depth)	Area: 2,900 SF			CY	Bark Mulch; apply Preemergent after installation of mulch	
	18	Soil Amendments (2" depth)	Area: 2,900 SF			CY		
	23	Pulverized Topsoil (Lawn Area)	Area: 2,200 SF			CY		
	18	Pulverized Topsoil (2" over bed areas)	Area: 2,900 SF			CY		

*Landscape counts & quantities are provided as a service to the Landscape Contractor. Landscape Contractor is responsible for verifying these counts and quantities in order to provide a complete landscape installation as outlined on this Landscape Master Plan. In the event that a discrepancy occurs between this schedule and the Landscape Master Plan, the Landscape Master Plan, including the graphics and notations depicted therein, shall govern.

Seed Compositions:
Reinder's Deluxe 50 Seed Mix (800-785-3301):
20% Kentucky Bluegrass (Sod Quality)
15% Newport Kentucky Bluegrass
15% Ken Blue Kentucky Bluegrass
25% Creeping Red Fescue

15% Quebec Perennial Ryegrass
10% Fiesta III Perennial Ryegrass

Seed at rate of 150-200# per acre

LANDSCAPE MATERIALS & SCHEDULE



MRV ARCHITECTS, INC. 2017

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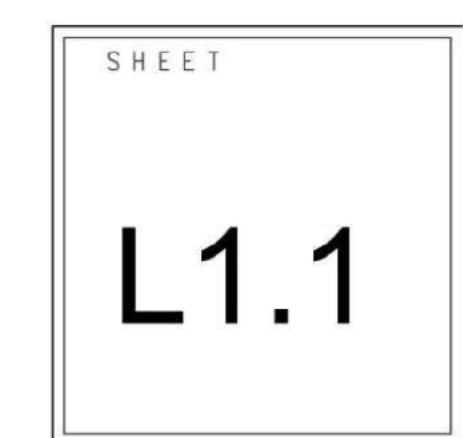


△	VILLAGE COMMENTS
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CONTRACT DATE: XX.XX.XXXX
BUILDING TYPE: EXP40
PLAN VERSION: 9/19/2018
SITE NUMBER: XXX-XXX
STORE NUMBER: XX



LANDSCAPE DETAILS, NOTES & SCHEDULES



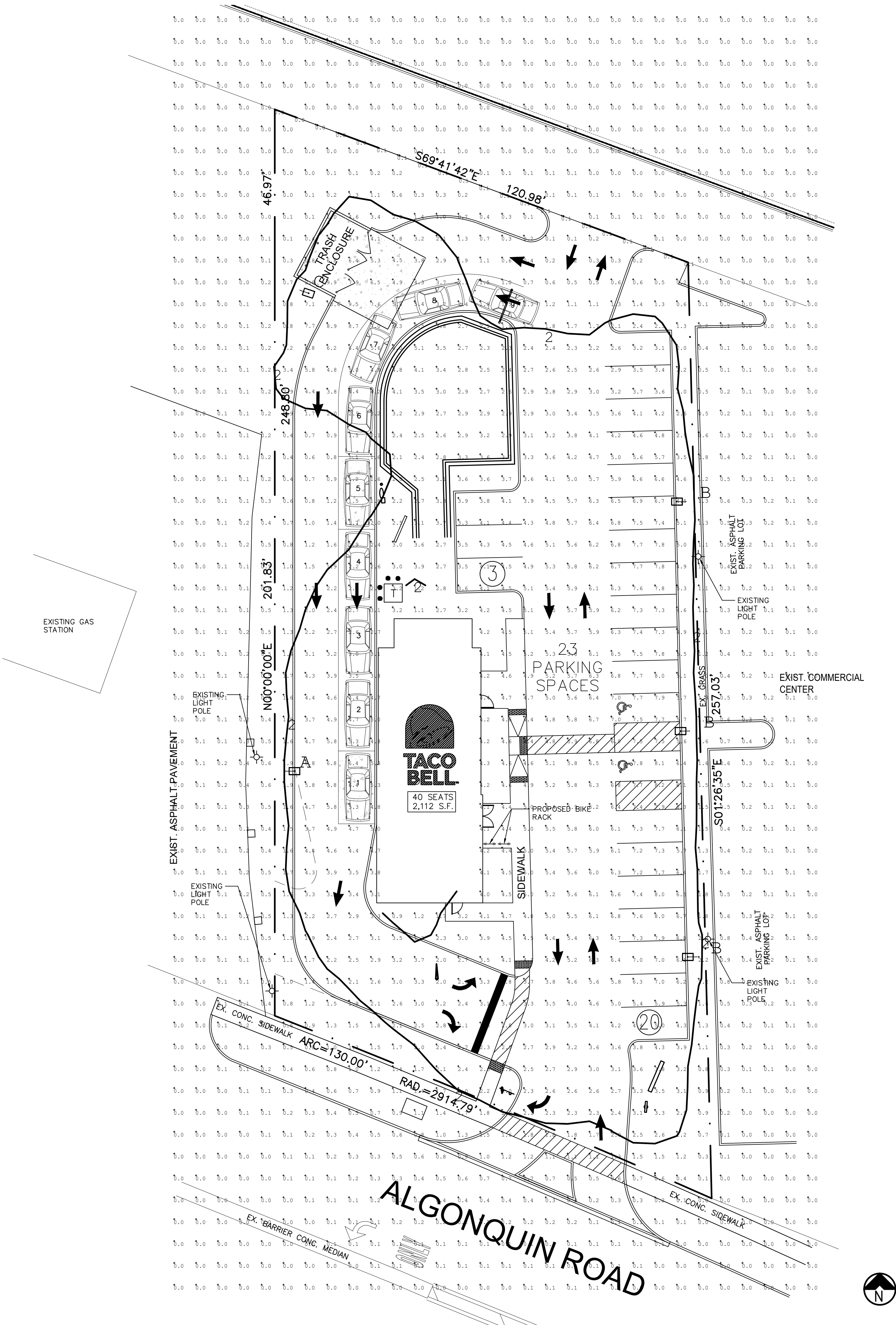
Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
EXTENDED	1.71	10.6	0.0	N.A.	N.A.
NORTH PROPERTY LINE	0.08	0.1	0.0	N.A.	N.A.
PARKING LOT & DRIVE-THRU SURFACE	4.23	10.6	0.1	42.30	106.00

LIGHT LEVELS ARE MAINTAINED FOOT-CANDLES, INITIAL LEVELS ARE SLIGHTLY HIGHER

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Lum. Watts	Description
	1	A	SINGLE	28321	0.900	395	VPL-96L-395-4K7-3-UNV-A-DB-BC / SES-25-40-01-A-B3-DB
	3	B	SINGLE	30941	0.900	395	VPL-96L-395-4K7-4-UNV-A-DB-BC / SES-25-40-01-A-B3-DB
	1	C	SINGLE	13744	0.900	177	VPL-64L-135-4K7-4-UNV-A-DB-BC / SES-12-40-01-A-B3-DB

LIGHTING RESTRICTIONS: LIGHT LEVEL AT NORTH PROPERTY LINE NOT TO EXCEED 0.1 FOOT-CANDLE
LIGHT LEVEL AT ALL OTHER PROPERTY LINES NOT TO EXCEED 2.0 FOOT-CANDLES

ALL FIXTURES AND POLES ARE NEW
FIXTURES A & B ARE 395W 4000K LED w/ INTEGRAL BACKLIGHT SHIELDS
POLES A & B ARE 25'-0" FOR AN OVERALL FIXTURE HEIGHT OF 27'-6" A.F.G.
FIXTURE C IS 177W 4000K LED w/ INTEGRAL BACKLIGHT SHIELD
POLE C IS 12'-0" FOR AN OVERALL FIXTURE HEIGHT OF 14'-6" A.F.G.



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EXPLORER
MEDIUM - 40

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△	
△	

△	10-02-18	ROUND 2 REVISIONS
△	09-14-18	ROUND 1 REVISIONS

CONTRACT DATE: XX.XX.XXXX
BUILDING TYPE: EXP40
PLAN VERSION: SEPTEMBER, 2018
SITE NUMBER: XXX-XXX
STORE NUMBER: XX

TACO BELL

1530 W. ALGONQUIN RD.
ARLINGTON HEIGHTS, IL

PHOTOMETRIC
PLAN

PH1.0

STORMWATER REPORT AND PERMIT CALCULATIONS/EXHIBITS

FOR

TACO BELL RESTAURANT
REMOVE AND REBUILD
1530 W. ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

May 11, 2018

Page 1	Cover
Pages 2-3	MWRD Narrative
Page 4	Narrative for Erosion & Sedimentation Control
Pages 5-9	Storm Water Management Calculations

PREPARED BY: NORTHWESTERN ENGINEERING CONSULTANTS, P.C.
675 N. NORTH COURT
PALATINE, IL 60067
Illinois Professional Design Firm License No. 184-002695
Expires April 30, 2019



5/11/2018

18-19 Stormwater Report.doc

D.M.H.
5-11-18

LIC. EXP. 11-30-19

MWRD NARRATIVE: NEW BUILDING AND PARKING LOT
TACO BELL RESTAURANT
1530 W. ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

PREPARED BY: NORTHWESTERN ENGINEERING CONSULTANTS, P.C.
675 N. NORTH COURT
PALATINE, IL 60067
Illinois prof. design firm license No. 184-002695 Exp. April 30, 2019

The project includes the demolition of an existing Taco Bell Restaurant and parking lot, and the construction of a new building, new parking lot, and associated storm water management facilities for a new Taco Bell Restaurant. Existing land cover at the site consists of a building, concrete sidewalks, asphalt pavement, and landscaped areas. The existing impervious surface coverage of the site is 0.44 acres. The proposed impervious surface coverage of the site after the new development is completed will be 0.48 acres.

Total parcel size under Buddy Bells, Inc. ownership is 0.67 acres. Size of area under development for this project is 0.67 acres. The affidavit signed by the co-permittee is page 9 of the WMO Permit Application and page 2 of Schedule K.

Because the project is less than 3.00 acres in size, storm water detention is not required by the MWRD. However, storm water detention for the site is required by the Village of Arlington Heights. The storm water detention volume required by the Village is provided on the parking lot pavement to a maximum depth of 6" over the catch basin rims, in an underground storm sewer system, and in a storm water management facility.

Site volume control required by the MWRD for the new impervious areas created by the project will also be provided in the flat bottom storm water management facility being constructed as part of this project. The bottom portion of the storm water management facility is being designed in accordance with the MWRD requirements for a bioretention facility, in order to provide the required volume control volume.

All the storm water management facilities being constructed for the project will be interconnected, and discharge from the site will be through a 2" diameter restrictor located in a catch basin near the northeast corner of the site. This 2" restrictor will help detain the storm water in the various storm water management facilities on the site, allowing for more percolation into the underlying soils, before the storm water is discharged to the existing Village of Arlington Heights storm sewer system in an easement on the property to the north of the site.

Please note that it is our opinion as an Illinois licensed professional engineering firm that there are no flood protection areas (floodplain, wetland, or riparian environment) on or within 100 feet of the subject project.

See "Narrative for Erosion & Sedimentation Control" (next page) for information relative to erosion control practices in connection with this project.

5/11/2018

1819MWRDNarrative.doc

NARRATIVE FOR EROSION & SEDIMENTATION CONTROL

Existing land cover at the site is building, concrete sidewalks, asphalt parking lot, and landscaping. The project consists of constructing a new building, new parking lot and associated storm water management facilities. Proposed conditions at the site will include a new bioretention facility other storm water management facilities. Storm water runoff from the site currently drains primarily to an existing Village of Arlington Heights storm sewer in an easement on the property north of the Taco Bell site. At the completion of construction, storm water will continue to drain to the existing storm sewer through a new 2" diameter restrictor, installed as part of this project. Detention volume will be provided in a storm water management facility, on the parking lot pavement, and in underground storm sewer storage pipes. The bioretention facility will encourage storm water from the site to percolate into the underlying soils by use of the storm water retention system.

Since site disturbance is less than one acre for this project, an NPDES ILR-10 permit is not required. However, the project will comply with local erosion and sedimentation control requirements.

Proposed temporary erosion and sediment control facilities will consist of silt fencing, a stabilized construction site entrance, catch basin filtration systems installed in all new and existing affected catch basins, a temporary concrete washout facility location, and seeding and silt fencing for temporary construction stockpiles as needed. Details of the soil erosion control plan are shown on civil engineering sheet C-5.

A schedule of construction activities has been prepared and is shown as the Construction Sequence on civil engineering sheet C-5.

Inspections and maintenance of the erosion and sediment control facilities will be provided according to the "Inspection and Maintenance" plan shown on civil engineering sheet C-5.

Permanent erosion and sediment control will be provided by landscaping and ground cover, which must be established before temporary erosion control facilities are removed. During construction, the general contractor will be responsible for erosion control activities. Once the project is completed, the owner or his/her designated representative will be responsible for permanent sediment control and to comply with the "Operations and Maintenance Practices for Storm Water Management System", which is shown on civil engineering sheet C-6.

5/11/2018

1819MWRDErosionControlNarrative.doc

STORM WATER DETENTION AND VOLUME CONTROL

CALCULATIONS - 1530 W. ALGONQUIN ROAD, ARLINGTON HEIGHTS, IL

LOT AREA OF TACO BELL = 29,298 SF = 0.6727 AC.

VOLUME CONTROL CALCULATIONS (MWRD REQUIREMENTS)

EXISTING PERVIOUS AREAS BY SCALE AND PLANIMETER
FROM DEMOLITION PLAN:

$$\left(\frac{30+45}{2}\right)(21) - \frac{1}{2} \times 3 \times 3 - \frac{1}{2} \times 7 \times 3 + 1 \times 170 + 8 \times 18 + 7 \times 18 + \frac{1}{2} \times 50 \times 17 + \\ \frac{1}{2} \times 50 \times 18 + 20 \times 2.5 + 0.198 \times 20^2 \times 9.84 + 0.272 \times 20^2 \times 9.84 + \\ 0.225 \times 20^2 \times 9.84 + 1.5 \times 63 + 1.272 \times 20^2 \times 9.84 = 9974 \text{ SF}$$

$$\text{EXISTING IMPERVIOUS AREAS} = 29,298 \text{ SF} - 9974 = 19,324 \text{ SF}$$

PROPOSED PERVIOUS AREAS BY SCALE AND PLANIMETER
FROM SITE PLAN:

$$\begin{array}{lll} 9.5 \times 68 = 646 & 0.10 \times 20^2 \times 9.84 = 394 & 8 \times 18 = 144 \\ \frac{1}{2}(14 \times 4) = 28 & 5 \times 19.5 = 97.5 & 0.74 \times 20^2 \times 9.84 = 2913 \\ 5 \times 173 = 865 & 38 \times 22 = 836 & \\ 0.25 \times 20^2 \times 9.84 = 984 & 0.14 \times 20^2 \times 9.84 = 551 & \end{array}$$
$$\underline{8536 \text{ SF}}$$

$$\text{PROPOSED IMPERVIOUS AREA} = 29,298 - 8536 = 20,762 \text{ SF}$$

$$\text{INCREASE IN IMPERVIOUS AREA} = 20,762 - 19,324 = 1438 \text{ SF}$$

$$\text{MWRD VOLUME CONTROL VOLUME REQUIRED} = 20,762 \times \frac{1'}{12"} = \underline{1730 \text{ CF}} = 0.0397 \text{ AC-FT}$$

ILLINOIS PROFESSIONAL DESIGN FIRM #184-002695

DETENTION CALCULATIONS (VILLAGE REQUIREMENTS)

AREA FOR DETENTION CALCULATIONS = 0.6727

Q_P = 0.13 CFS/ALX 0.6727 AL = 0.121 CFS

IMPERVIOUS AREA = 20,762 SF = 0.4766 AL

PERVIOUS AREA = 0.6727 - 0.4766 = 0.1961 AL

$$C = \frac{0.95 \times 0.4766 + 0.50 \times 0.1961}{0.6727} = 0.819$$

VILLAGE OF ARLINGTON HEIGHTS DETENTION REQUIRED 0.1996 AL-FT
 = 8695 CF

(SEE SHEET 3)

100-YR PEAK FLOW RATE $CIA = 0.819 \times 820 \times 0.67 = 4.5$ CFS

CALCULATE VOLUME CONTROL PROVIDED — VOLUME CONTROL

WILL BE PROVIDED BELOW ELEVATION 693.33 IN THE STORM WATER MANAGEMENT BASIN

AREA @ 693.33 $0.34 \times 20^2 \times 9.84 = 1338$ SF

AREA @ 692.33 = $0.34 \times 20^2 \times 9.84 = 1338$ SF

VOLUME CONTROL STORAGE = $(1 \times 1338) + (1338 \times 0.25 \times 1.5 \times 0.5) +$
 $(1338 \times 0.36 \times 0.33 \times 0.5) + (1338 \times 0.36 \times 0.5)$
 = 1909 CF REQUIRED = 1780 CF $\therefore$ OK ✓

CALCULATE DETENTION PROVIDED — DETENTION WILL BE PROVIDED
 IN STORM WATER MANAGEMENT BASIN, ON PARKING LOT PAVEMENT,
 AND IN UNDERGROUND STORM SEWER STORAGE SYSTEM.

IN BASIN BELOW 693.33 — 1909 CF (SEE ABOVE)

IN BASIN ABOVE 693.33 AND BELOW HWL = 695.30

$1338(695.30 - 693.33) = 2636$ CF

ON PARKING LOT — AREA AT 695.30 = $(24 \times 24) + (22 \times 54) +$
 $(1.22 \times 20^2 \times 9.84) + (0.25 \times 20^2 \times 9.84) = 7550$ SF

AREA AT 694.60 (5 CFS) = $5 \times 3 = 15$ SF

VOLUME ON PARKING LOT = $\frac{7550 + 15}{2} \times 0.50 = 1891$ CF

JOB NO. 18--19
 NAME Taco Bell
 DATE 04-May-18
 BY MKS

SHEET 3 OF 4

REQUIRED DETENTION MWRD METHOD BULLETIN 70

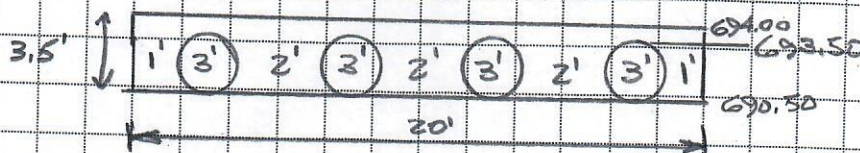
C Avg= 0.819
 Area= 0.673 ACRES
 Qr= 0.121 CFS

Time	I 100	Q 100	Qr	Q100-Qr	Storage
0.08	10.92	6.02	0.121	5.90	0.472
0.17	10.02	5.52	0.121	5.40	0.918
0.25	8.20	4.52	0.121	4.40	1.100
0.50	5.60	3.09	0.121	2.97	1.483
1.00	3.56	1.96	0.121	1.84	1.841
1.50	2.75	1.52	0.121	1.39	2.092
2.00	2.24	1.23	0.121	1.11	2.227
3.00	1.62	0.89	0.121	0.77	2.315
4.00	1.28	0.71	0.121	0.58	2.338
5.00	1.08	0.60	0.121	0.47	2.371
6.00	0.95	0.52	0.121	0.40	2.415
7.00	0.83	0.46	0.121	0.34	2.354
8.00	0.75	0.41	0.121	0.29	2.338
9.00	0.68	0.37	0.121	0.25	2.283
10.00	0.63	0.35	0.121	0.23	2.261
11.00	0.59	0.33	0.121	0.20	2.245
12.00	0.55	0.30	0.121	0.18	2.184
13.00	0.52	0.29	0.121	0.17	2.151
14.00	0.49	0.27	0.121	0.15	2.085
15.00	0.46	0.25	0.121	0.13	1.986
16.00	0.43	0.24	0.121	0.12	1.854
17.00	0.41	0.23	0.121	0.10	1.782
18.00	0.39	0.21	0.121	0.09	1.689

Maximum Stored = 2.415 CFS-HR

REQUIRED STORAGE = 0.1996 ACRE FEET

VOLUME IN CONTECH UNDERGROUND STORM SEWER STORAGE SYSTEM -
 FIGURE STORAGE IS PROVIDED TO 6" OVER THE PIPES



CROSS SECTIONAL AREA = $20 \times 3.5 = 70'$

ASSUME 36% VOIDS IN STONE

PIPE AREA = $4 \times \pi \times 1.5^2 = 28.27 \text{ SF}$

STONE AREA = $70 - 28.27 = 41.73 \text{ SF}$

VOLUME PER L.F. = $28.27 + (41.73 \times 0.36) = 43.3 \text{ CF/FT.}$

USE 58 LF OF 20' WIDE (4 PIPES) SECTION

$58 \times 43.3 \text{ CF/FT} = 2511 \text{ CF}$

CONTECH DETAIL DRAWINGS SAY 2480 CF

USE 2480 CF

TOTAL DETENTION VOLUME PROVIDED = $1909 + 2636 + 1891 + 2480$
 $= \underline{\underline{8916 \text{ CF}}}$

REQUIRED = 8695 CF $\therefore$ OK ✓

SIZE RESTRICTOR

TRY 2' PROJECTING RESTRICTOR

$C_d = 0.52$ PER MWD PAGE 5-72

H.W.L. = 695.30

INVERT AT RESTRICTOR = 690.35

$Q = C_d A \sqrt{2g} \times H$

$H = 695.30 - 690.35 = 4.95'$

$0.121 = 0.52 \times A \times \sqrt{2 \times 32.2 \times 4.95}$

$A = 0.0131$

$\pi R^2 = 0.0131$

$R = 0.0647'$

$D = 1.55"$

$\therefore$ USE 2' PROJECTING RESTRICTOR - MINIMUM PRACTICAL SIZE

CHECK EMERGENCY OVERFLOW CAPACITY $Q = C \times L \times H^{3/2}$

OUT N. DRIVEWAY USE $C = 3.0$
 0.2' DEEP

$Q = 3.0 \times 21 \times 0.2^{3/2} = 6.4 \text{ CFS OK, } \checkmark$

STORM SEWER DESIGN CALCULATIONS

Date: 5-4-18

Sheet No. / of

Job No. 18-19 ILLINOIS PROFESSIONAL DESIGN FIRM #184-002695

EXPIRES 4-30-19

[illegible]

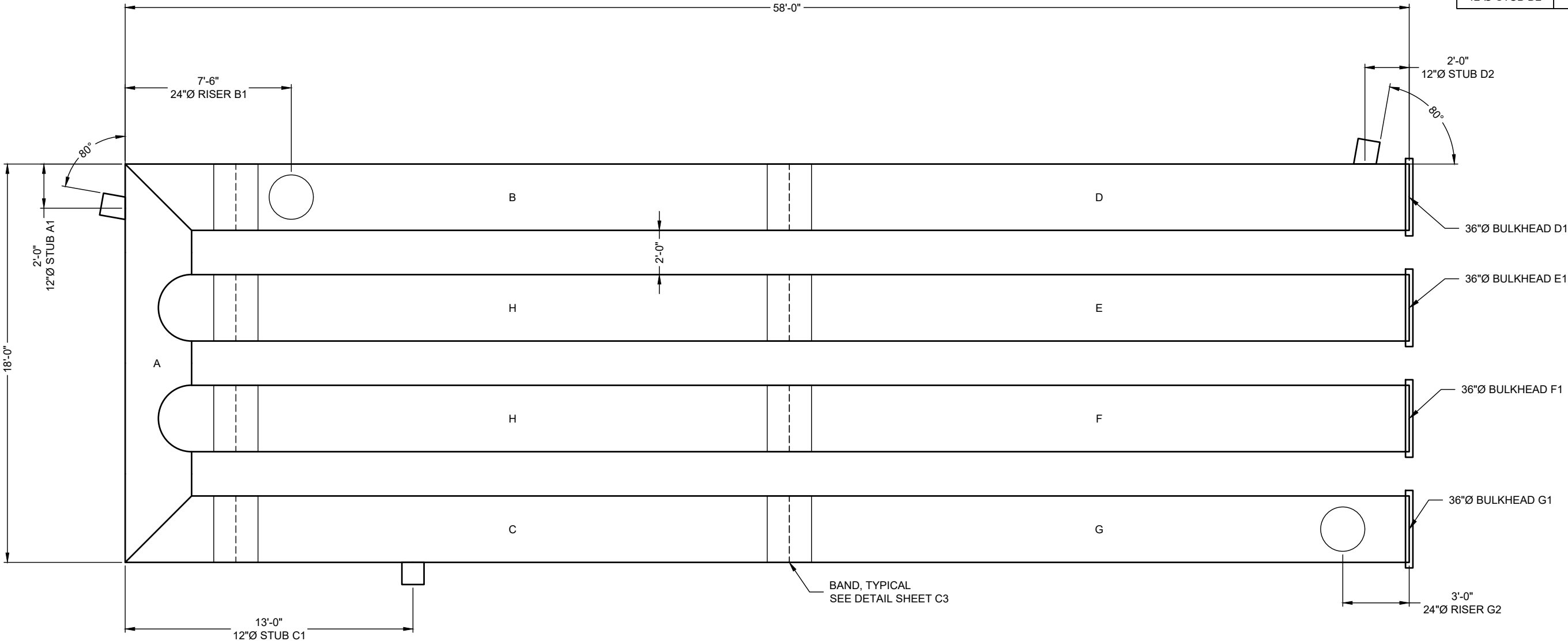
*Intensity for ¹⁰⁰year storm

2

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RISER INFORMATION		
PIECE	RIM ELEV.	SYSTEM INVERT
24"Ø RISER B1	695.00	690.50
24"Ø RISER G2	695.20	690.50

STUB INFORMATION		
PIECE	STUB INVERT	SYSTEM INVERT
12"Ø STUB A1	690.50	690.50
12"Ø STUB C1	690.87	690.50
12"Ø STUB D2	691.08	690.50



THE UNDERSIGNED HEREBY APPROVES THE ATTACHED
(4) PAGES INCLUDING THE FOLLOWING:

- **PIPE STORAGE = 1,682 CF**
- **MAINLINE PIPE GAGE = 16**
- **WALL TYPE = SOLID W/ EXFILTRATION JOINT**
- **DIAMETER = 36"**
- **FINISH = ALT2**
- **CORRUGATION = 2 2/3x1/2 (PLAIN END, NO REROLL)**

CUSTOMER

DATE

ASSEMBLY

SCALE: 1" = 5'

PIPE STORAGE: 1,682 CF

STRUCTURAL BACKFILL STORAGE: 798 CF

TOTAL STORAGE PROVIDED: 2,480 CF

LOADING: H20

PIPE INV. = 690.50'±

STONE INV. = 690.25'±

NOTES

- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE.
- ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD (EOR) PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A998.
- ALL RISERS AND STUBS ARE 2 $\frac{2}{3}$ " x $\frac{1}{2}$ " CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE AS REQUIRED, BY CONTRACTOR.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL ACCESS CASTINGS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE NOT SUPPLIED BY CONTECH.

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MARK	DATE	REVISION DESCRIPTION	BY

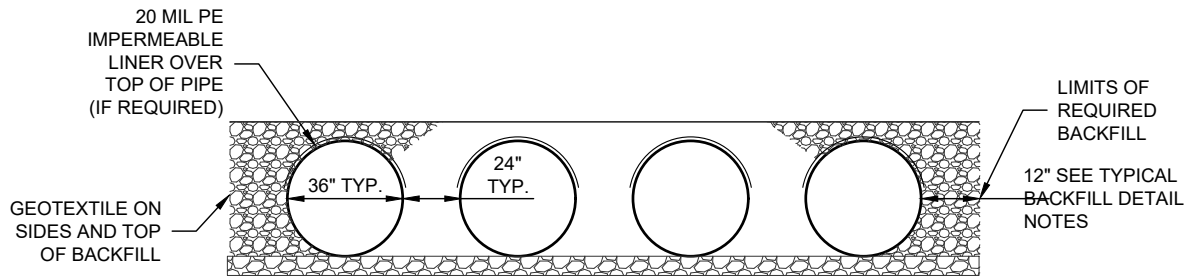
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ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

CONTECH
CMP DETENTION SYSTEMS
CONTECH
PROPOSAL
DRAWING

36"Ø UNDERGROUND DETENTION SYSTEM - 591084-010
TACO BELL
ARLINGTON HEIGHTS, IL
SITE DESIGNATION:

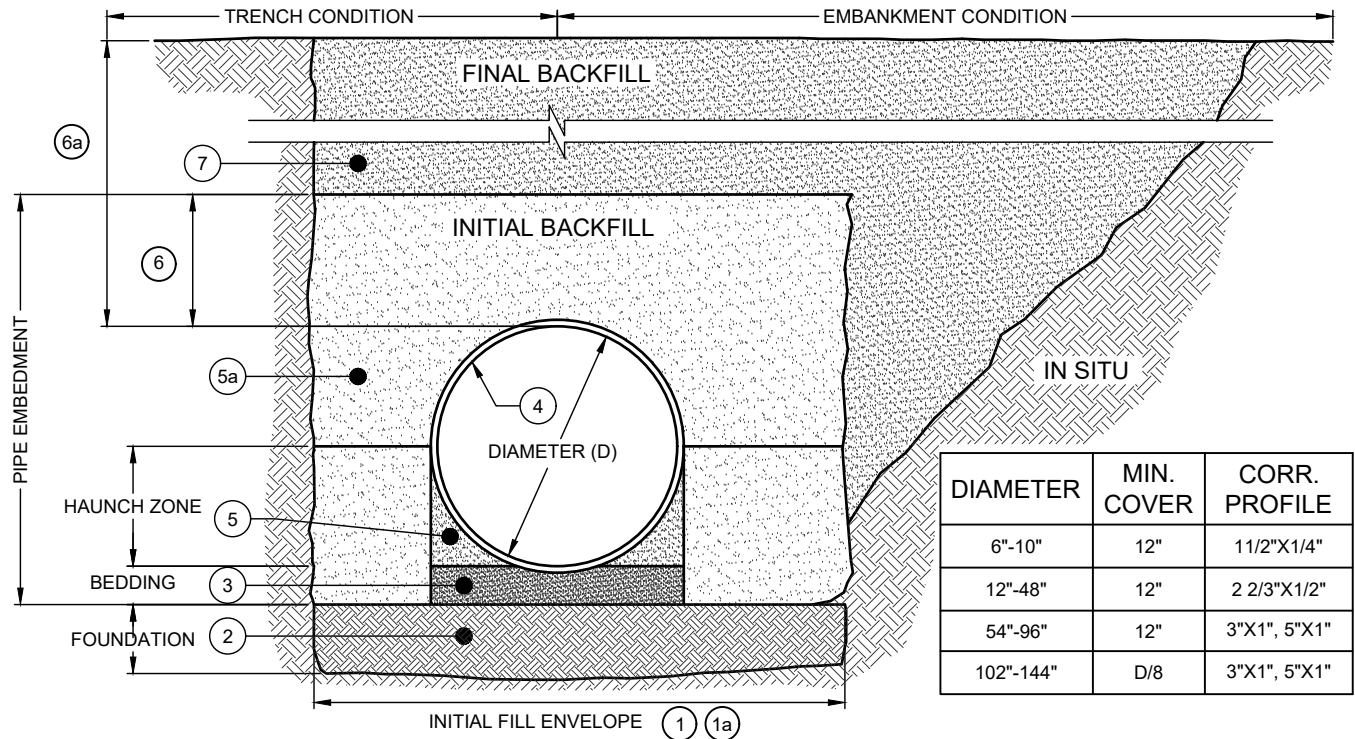
PROJECT No.: 591084	SEQ. No.: 010	DATE: 5/8/2018
DESIGNED: DRA	DRAWN: DRA	
CHECKED:	APPROVED:	
SHEET NO.: C1 OF 4		

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TYPICAL SECTION VIEW
NOT TO SCALE

NOTE: IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT, A GEOMEMBRANE BARRIER IS RECOMMENDED WITH THE SYSTEM. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.



• **BACKFILL REQUIREMENTS FOLLOW THE GUIDELINES OF AASHTO LRFD BRIDGE DESIGN (SEC 12) and CONSTRUCTION (SEC 26).**

- 1 MINIMUM TRENCH WIDTH MUST ALLOW ROOM FOR PROPER COMPACTION OF HAUNCH MATERIALS UNDER THE PIPE. THE MINIMUM TRENCH WIDTH (12.6.6.1):
PIPE $\leq 12"$: $D + 16"$
PIPE $> 12"$: $1.5D + 12"$
- 1a MINIMUM EMBANKMENT WIDTH (in feet) FOR INITIAL FILL ENVELOPE (12.6.6.2):
PIPE $< 24"$: $3.0D$
PIPE $24" - 144"$: $D + 4'0"$
PIPE $> 144"$: $D + 10'0"$
- 2 THE FOUNDATION UNDER THE PIPE AND SIDE BACKFILL SHALL BE ADEQUATE TO SUPPORT THE LOADS ACTING UPON IT (26.5.2).
- 3 BEDDING MATERIAL SHALL BE A RELATIVELY LOOSE GRANULAR (CA-7) MATERIAL THAT IS ROUGHLY SHAPED TO FIT THE BOTTOM OF THE PIPE, AND A MINIMUM OF TWICE THE CORRUGATION DEPTH IN THICKNESS, WITH THE MAXIMUM PARTICLE SIZE OF ONE-HALF OF THE CORRUGATION DEPTH (26.3.8.1, 26.5.3).
- 4 CORRUGATED STEEL PIPE (CSP) [HEL-COR].
- 5 HAUNCH ZONE MATERIAL SHALL BE HAND SHOVELED OR SHOVEL SLICED INTO PLACE TO ALLOW FOR PROPER COMPACTION (26.5.4).
- 5a INITIAL BACKFILL FOR PIPE EMBEDMENT SHALL BE FREE DRAINING ANGULAR WASHED STONE 3/8" MINIMUM PARTICLE SIZE (CA-7), COMPACTED TO 90% STANDARD PROCTOR (T-99). MAXIMUM PARTICLE SIZE NOT TO EXCEED 3" (12.4.1.2). ALL LIFTS PLACED IN A CONTROLLED MANNER. IT IS RECOMMENDED THAT LIFTS NOT EXCEED AN 8" UNCOMPACTED LIFT HEIGHT TO PREVENT UNEVEN LOADING, AND THE LESSER OF 1/3 THE DIAMETER OR 24" AS THE MAXIMUM DIFFERENTIAL SIDE-TO-SIDE (26.5.4).
- 6 BACKFILL ABOVE PIPE SHALL INCLUDE GRANULAR ROAD BASE MATERIAL (CA-6).
- 6a TOTAL HEIGHT OF COMPACTED COVER FOR CONVENTIONAL HIGHWAY LOADS IS MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TOP OF RIGID PAVEMENT (12.6.6.3).
- 7 FINAL BACKFILL MATERIAL SELECTION AND COMPACTION REQUIREMENTS SHALL FOLLOW THE PROJECT PLANS AND SPECIFICATIONS PER THE ENGINEER OF RECORD (26.5.4.1).

- NOTES:
- GEOTEXTILE SHOULD BE CONSIDERED FOR USE TO PREVENT SOIL MIGRATION INTO VARYING SOIL TYPES (PROJECT ENGINEER).
 - FOR MULTIPLE BARREL INSTALLATIONS THE RECOMMENDED STANDARD SPACING BETWEEN PARALLEL PIPE RUNS SHALL BE PIPE DIA./2 BUT NO LESS THAN 12", OR 36" FOR PIPE DIAMETERS 72" AND LARGER. CONTACT YOUR CONTECH REPRESENTATIVE FOR NONSTANDARD SPACING (TABLE C12.6.7-1).

TYPICAL BACKFILL DETAIL
NOT TO SCALE

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MARK	DATE	REVISION DESCRIPTION	BY

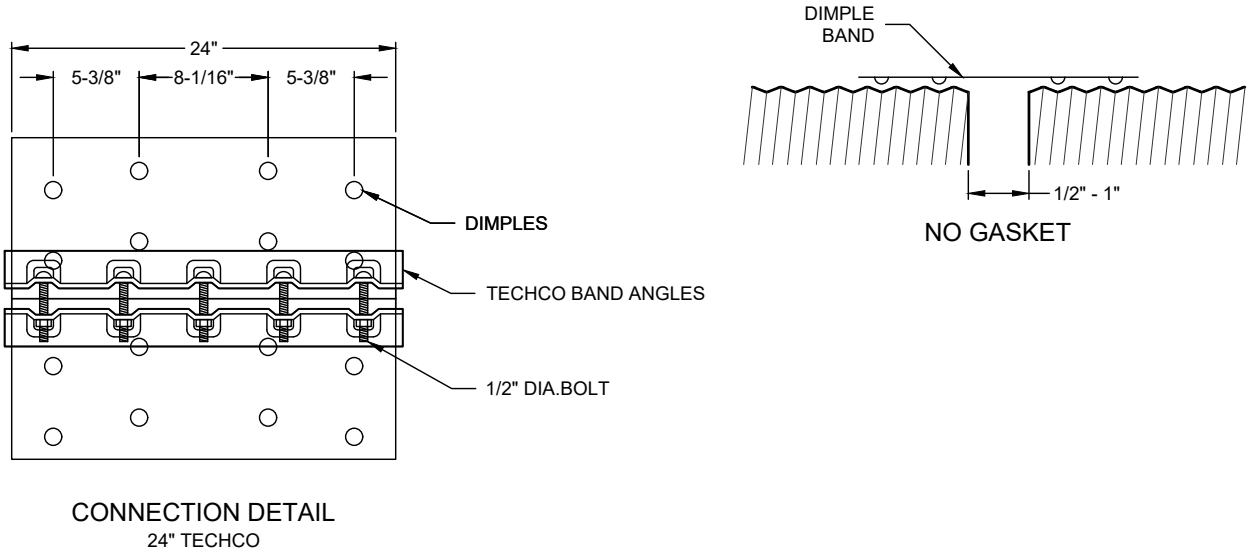
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CONTECH
CMP DETENTION SYSTEMS
CONTECH
PROPOSAL
DRAWING

36"Ø UNDERGROUND DETENTION SYSTEM - 591084-010
TACO BELL
ARLINGTON HEIGHTS, IL
SITE DESIGNATION:

PROJECT No.: 591084	SEQ. No.: 010	DATE: 5/8/2018
DESIGNED: DRA	DRAWN: DRA	
CHECKED:	APPROVED:	
SHEET NO.: C2	OF 4	

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PLAIN END CMP PIPE

GENERAL NOTES:

1. JOINT IS TO BE ASSEMBLED PER AASHTO BRIDGE CONSTRUCTION SPECIFICATION SEC 26.4.2.4.
2. BAND MATERIALS AND/OR COATING CAN VARY BY LOCATION. CONTACT YOUR CONTECH REPRESENTATIVE FOR AVAILABILITY.
3. BANDS ARE SHAPED TO MATCH THE PIPE-ARCH WHEN APPLICABLE.
4. BANDS ARE NORMALLY FURNISHED AS FOLLOWS:
 - 12" THRU 48" 1-PIECE
 - 54" THRU 96" 2-PIECES
 - 102" THRU 144" 3-PIECES
5. BAND FASTENERS ARE ATTACHED WITH SPOT WELDS, RIVETS OR HAND WELDS.
6. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
7. ORDER SHALL DESIGNATE GASKET OPTION, IF REQUIRED (SEE DETAILS ABOVE).

D-24 DIMPLE BAND EXFILTRATION DETAIL
NOT TO SCALE

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MARK	DATE	REVISION DESCRIPTION	BY



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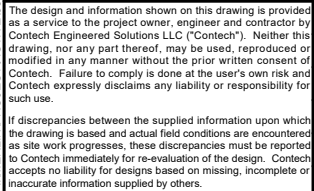


CONTECH
CMP DETENTION SYSTEMS

CONTECH
PROPOSAL
DRAWING

36"Ø UNDERGROUND DETENTION SYSTEM - 591084-010
TACO BELL
ARLINGTON HEIGHTS, IL
SITE DESIGNATION:

PROJECT No.: 591084	SEQ. No.: 010	DATE: 5/8/2018
DESIGNED: DRA	DRAWN: DRA	
CHECKED:	APPROVED:	
SHEET NO.: C3 OF 4		





Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building & Life Safety Department
Subject: 1530 W Algonquin Rd – Special Use Permit Amendment
PC#: 18-018 – Round 1
Date: September 5, 2018

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Sam –

I do not have any objections to the request for an amendment to the Special Use Permit.

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DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 8/22/2018

P.C. Number: 18-018

Project Name: Special Use Permit Amendment

Project Location: 1530 W Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

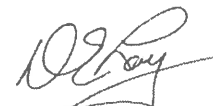
The information provided is conceptual only and subject to a formal plan review.

1. All currently adopted codes shall apply.
2. The building shall have a fire suppression system complying with NFPA 13 as well as a Hood and Duct system. Fire department connections 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.
3. Shop drawings for any fire alarm systems shall be submitted for review and approval prior to system installation. 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.
4. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
5. Buildings shall have approved address numbers.
6. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.

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DEVELOPMENT DEPARTMENT

Date 08-22-18

Reviewed By:


Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning & Community Development

From: Cris Papierniak, Assistant Director of Public Works

Date: August 24, 2018

Subject: 1530 W Algonquin Rd., P.C. #18-018

With regard to the proposed special use amendment, I have the following comments:

- 1) Provide a detail for the restricted catch basin (note 18 on Civil 18-19)
- 2) Provide a maintenance plan for the proposed underground detention basin.
- 3) Abandon all existing water services at the respective public water main.
- 4) Document condition of existing sidewalk and asphalt on rear easement both before and after construction and repair as necessary.
- 5) Verify condition of both existing sanitary and storm manholes that are proposed for re-use.

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

C. file

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PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-018
 Petitioner: Mario Valentini
MRV Architects, Inc. on behalf of the owner.
 Owner: Nick Kallergis
 Contact Person: Mario Valentini
 Address: 5105 Tollview Dr. #209
Rolling Meadows, IL 60008
 Phone #: (224)318-2140
 Fax #: _____
 E-Mail: mariov@mrvarch.com

P.I.N.# 08-08-401-064-0000
 Location: 1530 W. Algonquin Road, Arlington Heights
 Rezoning: _____ Current: B-2 Proposed: _____
 Subdivision: ☒
 # of Lots: 1 Current: 1 Proposed: 1
 PUD: ☒ For: Taco Bell
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: Restaurant
 Proposed: Restaurant
 Site Gross Area: 29,343 S.F. / 0.67 Acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

- a. Underground Utilities
 Water _____ NO
 Sanitary Sewer _____ NO
 Storm Sewer _____ NO
 b. Surface Improvement
 Pavement _____ NO
 Curb & Gutter _____ NO
 Sidewalks _____ NO
 Street Lighting _____ NO
 c. Easements
 Utility & Drainage _____ NO
 Access _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

- a. MWRDGC X b. IDOT X
 c. ARMY CORP _____ d. IEPA X
 e. CCHD _____

3. R.O.W. DEDICATIONS? _____
 4. SITE PLAN ACCEPTABLE? _____
 5. PRELIMINARY PLAT ACCEPTABLE? _____
 6. TRAFFIC STUDY ACCEPTABLE? _____
 7. STORM WATER DETENTION REQUIRED? _____
 8. CONTRIBUTION ORDINANCE EXISTING? _____
 9. FLOOD PLAIN OR FLOODWAY EXISTING? _____
 10. WETLAND EXISTING? _____

YES NO COMMENTS

- _____ X
 _____ X
 _____ N/A
 YES
 YES
 _____ X
 _____ X
 _____ X

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: NORTHWESTERN ENG.
 DATE OF PLANS: 7-30-18

Director

Date

9/5/18

PLAN COMMISSION PC #18-018
Taco Bell Rebuild
1530 W Algonquin Rd
Preliminary Plat of Subdivision
Round 1

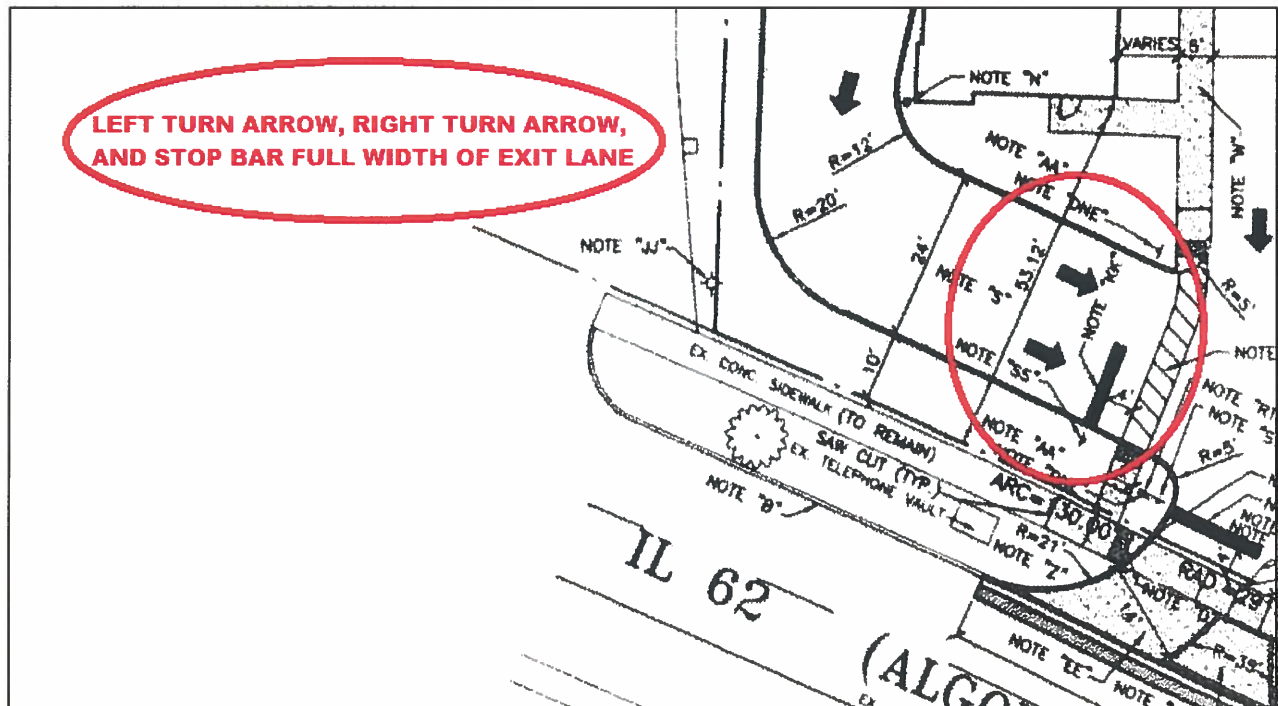
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1. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain 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.
2. 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

3. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Interim Director of Engineering for an editable version of the OUMA.
4. Regarding the detention, the 2" restrictor should be a plate restrictor with a trap, the plans should be revised according to the enclosed detail. The detention calculation verification based on a high water elevation of 695.30, invert elevation of 690.35, 2" diameter restrictor and a discharge coefficient of 0.61 for a plate restrictor calculates to a maximum volume provided of 7,154 cu ft, which is a 1,541 cu ft deficiency from the required 8,695 cu ft. The detention could be revised to provide the required volume, or the petitioner can elect to pay the balance between the required volume and the provided volume as a fee in-lieu-of detention at the rate of \$1.00 per cu ft.
5. It appears that the existing light poles are proposed to remain in place for the parking lot lighting. The lighting levels along the north easement line, adjacent to the single family homes, exceeds the 0.1fc lighting intensities permitted by code. The lighting and the site photometric lighting diagram must be brought into compliance. Provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
6. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck, from Algonquin Rd to the New Wilke Road access. 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.

7. The fire lane adjacent to the building must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. The fire lane requires 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. The parking lot pavement cross section should be revised accordingly to accommodate the heavy duty pavement section.
8. All right-of-way improvements along Algonquin Rd shall also be reviewed and approved by the Illinois Department of Transportation (IDOT). The sidewalk at the entrance / exit along Algonquin Rd should extend through the driveway, revise the plans to eliminate the curb. The Village will defer to IDOT regarding all other comments for the entrance / exit, striping, signage and ADA detectable warning panels along Algonquin Rd.
9. All ADA related items shall also meet the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG).
10. The sanitary service shall be a blind connection to the existing sanitary main.
11. Per Chapter 20, Section 20-106© of the Municipal Code, the applicant shall pay a permit fee for the plan inspection and review. The fee shall be equal to 3% of the approved Engineer's Estimate of Cost and shall be collected prior to approval of the final engineering plans. Please provide an Engineer's Estimate for the site development construction cost.
12. Revise the striping plan for the exit lane for a dedicated left turn only and right turn only. The stop bar should also extend the full width of the exit lane.



Michael L. Pagones 9/5/18
Michael L. Pagones, P.E. Date
Interim Director of Engineering

Attachments:

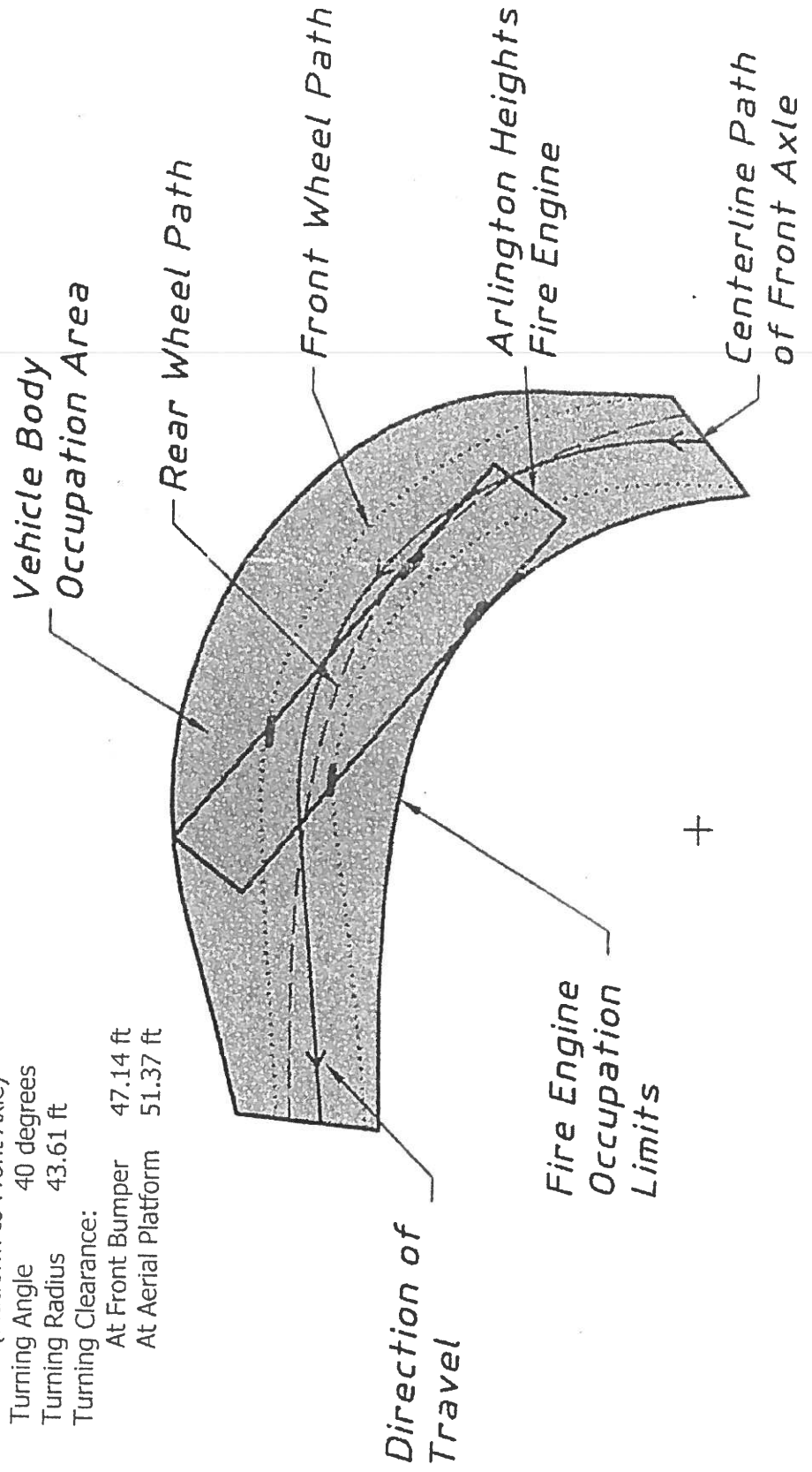
Fire Engine Turning Template Tower 131 (1 page)
Outlet Control Structure (1 page)

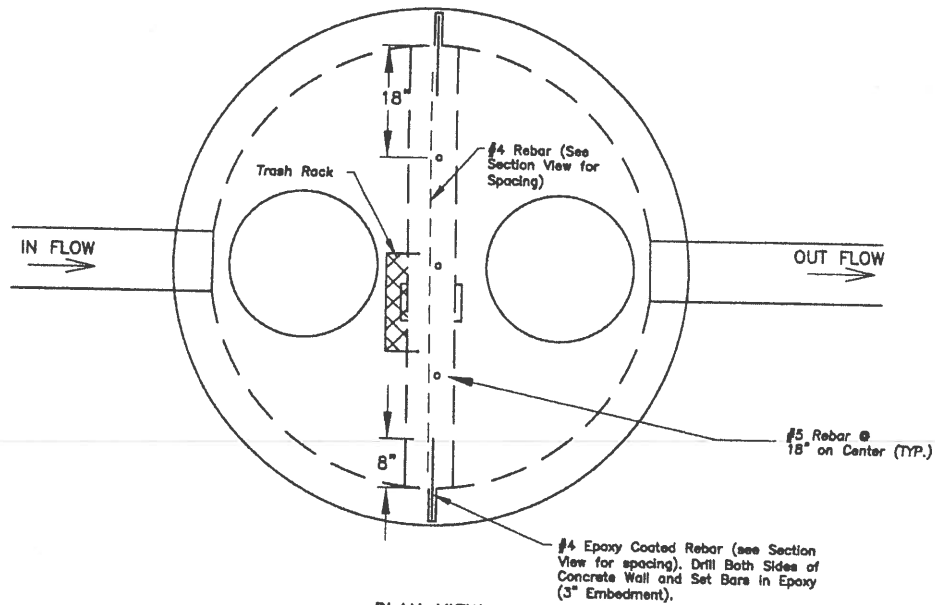
FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

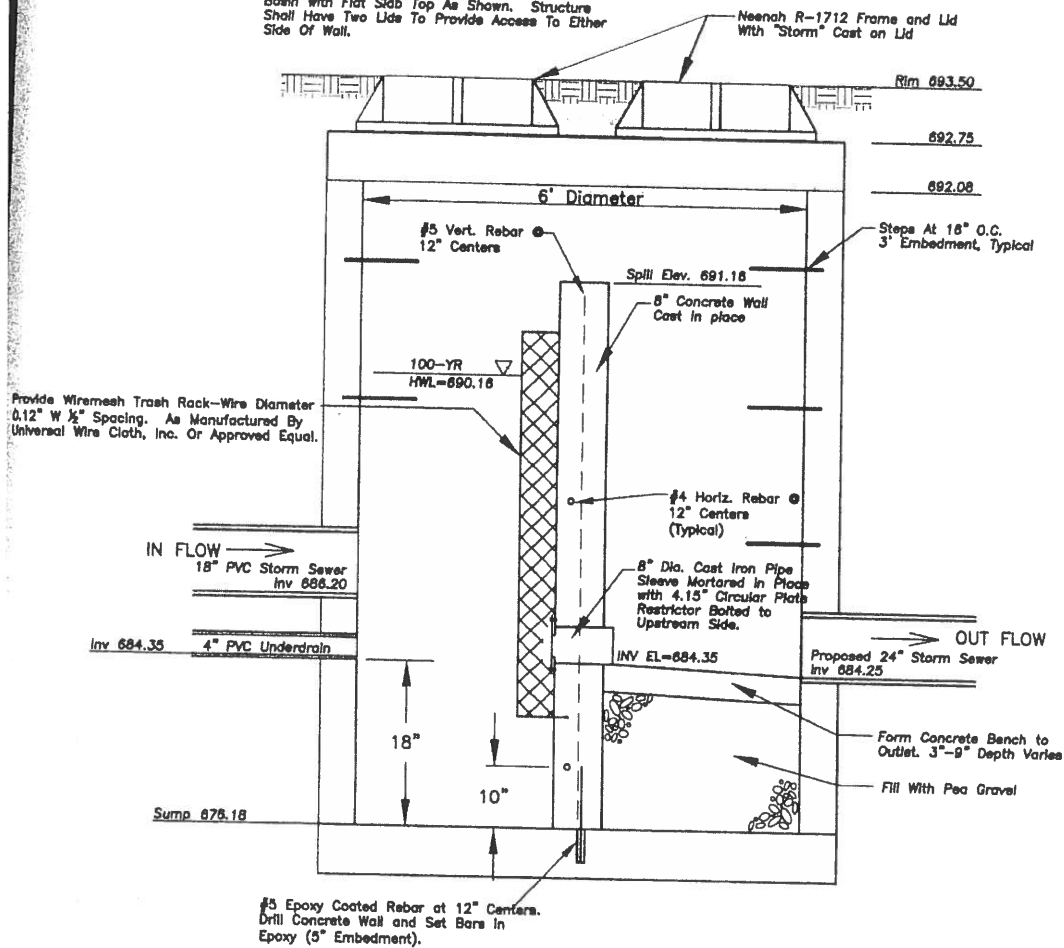
Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
(Platform to Front Axle)	
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft





PLAN VIEW
NOT TO SCALE

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



OUTLET CONTROL STRUCTURE



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-018

Project Name

Taco Bell Development

Project Location

1530 W. Algonquian Road

Planning Department Contact Sam Hubbard

General Comments

Round 1)

1. Building is to have have an approved sprinkler system.
2. A fully operational annunciator panel or alarm panel shall be installed at the main front entrance.
3. A Knox Box (key safe) shall be located at the main front entrance.
4. The Fire Department Connection shall be located at the main front entrance of the building, be fully visible, and accessible. It shall located within a maximum travel distance of 100 feet to the nearest fire hydrant.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date September 5, 2018

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Taco Bell
1530 W. Algonquin Road
#18-018

Round 1 Review Comments

09/06/2018

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. The grounds should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

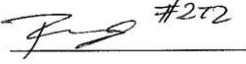
This is not a problem area in relation to traffic accidents.

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

This development should not create any additional traffic problems.

6. General comments:

- 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.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

[Print Form \(To Mail\)](#)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>18-018</u>	P.I.N.# <u>08-08-401-064-0000</u>
Petitioner: <u>Mario Valentini</u>	Location: <u>1530 W. Algonquin Road, Arlington Heights</u>
<u>MRV Architects, Inc. on behalf of the owner.</u>	Rezoning: <u> </u> Current: <u>B-2</u> Proposed: <u> </u>
	Subdivision: <u>✓</u>
Owner: <u>Nick Kallergis</u>	# of Lots: <u>1</u> Current: <u>1</u> Proposed: <u>1</u>
	PUD: <u>✓</u> For: <u>Taco Bell</u>
	Special Use: <u> </u> For: <u> </u>
	Land Use Variation: <u> </u> For: <u> </u>
Contact Person: <u>Mario Valentini</u>	Land Use: <u> </u> Current: <u>Restaurant</u>
Address: <u>5105 Tollview Dr. #209</u>	Proposed: <u>Restaurant</u>
<u>Rolling Meadows, IL 60008</u>	
Phone #: <u>(224)318-2140</u>	Site Gross Area: <u>29,343 S.F. / 0.67 Acres</u>
Fax #: <u> </u>	# of Units Total: <u> </u>
E-Mail: <u>mariov@mrvarch.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

1. GENERAL COMMENTS:

Section 11-403 Requirements for Drive-Through Windows. Self-closing windows equipped with mechanical air curtains must be installed for all newly constructed or remodeled drive-through windows at restaurants.

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DEVELOPMENT DEPARTMENT

[Signature] 8-9-4-18
Environmental Health Officer Date

[Signature] 9/4/18
Director Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-018
 Petitioner: Mario Valentini
MRV Architects, Inc. on behalf of the owner.
 Owner: Nick Kallergis
 Contact Person: Mario Valentini
 Address: 5105 Tollview Dr. #209
Rolling Meadows, IL 60008
 Phone #: (224)318-2140
 Fax #: _____
 E-Mail: mariov@mrvarch.com

P.I.N.# 08-08-401-064-0000
 Location: 1530 W. Algonquin Road, Arlington Heights
 Rezoning: _____ Current: B-2 Proposed: _____
 Subdivision: ✓
 # of Lots: 1 Current: 1 Proposed: 1
 PUD: ✓ For: Taco Bell
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: Restaurant
 Proposed: Restaurant
 Site Gross Area: 29,343 S.F. / 0.67 Acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

YES NO

1. X _____ COMPLIES WITH COMPREHENSIVE PLAN?
2. X _____ COMPLIES WITH THOROUGHFARE PLAN?
3. _____ _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. _____ X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. _____ X SUBDIVISION REQUIRED?
6. _____ X SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

SEE ATTACHED COMMENTS

Sam AUBRA

9.5.18

Date



Planning & Community Development Dept. Review

September 5, 2018

REVIEW ROUND 1

Project: Taco Bell Redevelopment
SUP Amendment

Case Number: PC 18-018

General:

7. The following approvals have been requested:
 - a. **Amendment to Special Use Permit Ordinances #83-14 and #91-082 to allow redevelopment of the restaurant and drive-through.**
 - b. **Variation to landscape island requirements – TBD upon additional information**
 - c. **Illumination at property lines – TBD upon additional information**
8. Please note that all signage as shown on the plans must be reviewed and approved by the Design Planner as part of a separate process, and requested signage may require a variation. No signage will be reviewed and/or approved by the Plan Commission.
9. Please confirm that there will be no outdoor dining. Any future outdoor dining will require separate review and approval as an amendment to the existing SUP or through a SUP waiver request.
10. The project narrative contained no information on any green features or sustainable design. Please revise the project narrative to include this information. If no green features/sustainable design elements will be used, please make this clear.
11. A copy of document #26759365 was requested during the Conceptual Plan Review Committee preliminary review process. Please provide said document.
12. Please provide a formal response to my email from 8/21/18 regarding the ownership questions and a new check owed for the application fee.
13. The Elk Grove Township Assessor's office has been provided with information on the proposed development and has compiled a list of all PIN #'s of property within 250' of the subject property. Please obtain the list from the Assessor's office and prior to looking up the addresses associated with each PIN, please provide the list to me so that I can double check to ensure that all necessary PIN's have been included on the list. In addition, please note that when the mailing is sent out, it must go to the **taxpayer of record of each PIN**, and not to the actual property address of the PIN.
14. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Site Plans/Floor Plans:

15. The site plan (SP1.0) and landscape plan do not show the proposed transformer. Please include this element on both plans.
16. Other than the transformer proposed on the northwest side of the building and the rooftop mechanical units, are any above ground utility or mechanical units proposed on the site (HVAC equipment, generators, utility pedestals,

transformers, etc.)?

17. Please provide on the proposed trash enclosure (height, materials, style, etc.) on the plans.
18. How tall will the wooden split-rail fence be that is proposed around the detention area?
19. The photometric plan shows illumination levels at property lines in excess of the maximum allowable foot candle level of 2.0. Please revise the plan so that illumination levels at property lines do not exceed 2.0. Additionally, please provide catalog cut sheets for all proposed light fixtures within the parking area, as well as all proposed building mounted light fixtures.
20. Please clarify how the overall site size was determined as listed on the application form (site listed at 29,343 square feet). None of the documents submitted (including the Plat of Survey) included a calculation for site size.
21. Please add to sheet A1.0 a dashed line around the seating area within the restaurant and provide the total square footage for this area.

Use Restrictions:

22. Deliveries and loading related activities are prohibited between the hours of 10:00pm and 7:00am. Please outline when Taco Bell deliveries typically occur and acknowledge that Taco Bell will comply with the above restriction.
23. Conditions of approval as outlined below will likely be incorporated into any Plan Commission approval:
 - a. If there are complaints about the speaker volumes, the restaurant operator and the Village shall work together to resolve the volume issue, which may include a requirement for face-to-face ordering between specific hours overnight.
 - b. The restaurant operator shall make a good faith effort to reduce late night noise and other site issues that could impact neighboring residents.

Traffic/Parking/Circulation:

24. Please clarify how future access to the west would be provided given the proposed one-way west-to-east circulation within the site along the southern west/east travel lane (where this reciprocal access would occur). Please add a note to sheet SP1.0 outlining that future access will be provided upon the request of the Village.
25. The traffic study recommended reducing the width of the drive-through to a single lane at the exit. What was the rationale for this recommendation? Why would this change be beneficial. Please explain why it appears that this recommendation was not incorporated within the plans.
26. In the Taco Bell parking surveys, please explain what "Drive-thru cars 1/2 hour" means. Does it mean the total number of cars that were seen going through the drive through during a 1/2 hour period within the hour of observation? What does the "Parking space usage 1/2 hour" mean? Does it mean the maximum number of cars observed parked on-site as seen at 1/2 hour intervals during the one hour observation period?
27. Two bicycle parking spaces are required. Please add these spaces to the architectural, landscape, and engineering plans with a note clarifying that two bicycle spaces will be included.
28. The traffic/parking study observed that no more than 3 vehicles queued within the drive through lane at the subject property at any one time, and based on observations of other Taco Bell locations, a maximum of 5 cars queued at any one time. Please explain the need to push the drive-through lane to the rear to accommodate for 9 stacking spaces. Staff recommends reducing stacking space, which will allow the dumpster enclosure to be shifted farther from the rear of the property and for an expansion the greenspace/buffer area at the rear of the property.

1530 W. Algonquin Road

PC 18-018

September 5, 2018

Landscape Comments

- 1) Increase the buffer to the north adjacent to the residential district. Increase the width of the island adjacent to the alley by 15 feet to allow for 10 foot high evergreen trees. In order to increase the width of the island the landscape area north of the building will need to be reduced and the trash enclosure will need to shift to the south.
- 2) It appears that tree #1 could be preserved. Expand the island adjacent to the alley and preserve the Austrian Pine.
- 3) Along Algonquin, west of the drive aisle 10 Peking Cotoneaster are proposed. Provide additional landscaping in order to meet the code requirement for screening along the right of way.
- 4) Please show the transformer on the landscape plan and provide landscaping in order to screen the utility box.
- 5) The ends of all parking rows must include a 4 inch caliper shade tree. Relocate one of the proposed trees in the southeast corner to address the code requirement. Add a tree in the center island north of the three spaces. The tree west of the three spaces appears to conflict with the grease trap. Please evaluate.
- 6) Increase the size of the proposed shade trees. Per Chapter 28, Section 6.16, replacement trees and trees at the ends of the parking rows must be a minimum of 4 inch caliper.

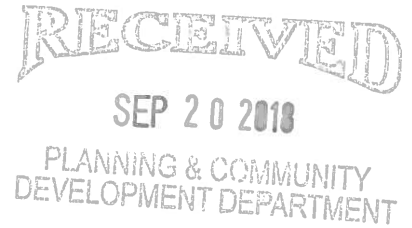
MRV ARCHITECTS, INC.

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 Email: mariov@mrvarch.com

September 20, 2018

Mr. Sam Hubbard
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005



Re: 1530 W. Algonquin Road – Taco Bell Redevelopment / SUP Amendment
Plan Commission Review Round 1

Dear Mr. Hubbard,

Please see this letter as the response to the comments received on the September 5, 2018 letter regarding the first round of reviews for drawings submitted for the above noted location. Below is the response per item requesting clarification.

DEPARTMENT OF BUILDING & LIFE SAFETY

General Comments

1. All currently adopted codes shall apply.

Response: Understood.

2. The building shall have a fire suppression system complying with NFPA 13 as well as a Hood and Duct system. Fire department connections 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.

Response: Understood. The building will have a Hood and Duct system. See revised C-4 drawing for location of fire department connection and hydrant.

3. Shop drawings for any fire alarm systems shall be submitted for review and approval prior to system installation. 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.

Response: Requested provisions will be made available for approval prior to installation. Contractor will be notified of the above listed requirements.

4. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

Response: We are aware of the requirement and will comply. Acceptability of Knox Box installation will be verified upon inspection.

5. Buildings shall have approved address numbers.

Response: Understood.

***M R V* ARCHITECTS, INC.**

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 Email: mariov@mrvarch.com

6. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction

Response: As submitted, there are no fire lanes proposed.

PUBLIC WORKS DEPARTMENT

Specific Comment(s):

1. Provide a detail for the restricted catch basing (note 18 on Civil 18-19)

Response: A detail for the restricted catch basin has been added to sheet C-6. We have removed the restrictor detail previously shown on sheet C-6

2. Provide a maintenance plan for the proposed underground detention basin.

Response: The maintenance plan for the underground storage is shown on sheet C-6.

3. Abandon all existing water services at the respective public water main.

Response: A note has been added to sheet C-4 near the likely location of the existing water service that the existing water service shall be abandoned at the main.

4. Document condition of existing sidewalk and asphalt on rear easement both before and after construction and repair as necessary.

Response: A note has been added to sheet C-2 to document the condition of the pavement in the rear easement before and after construction, and repair as necessary.

5. Verify condition of both existing sanitary and storm manholes that are proposed for re-use.

Response: Notes 28 and 29 have been added to sheet C-4 to verify condition of existing manhole and catch basin, and repair if necessary.

ENGINEERING DEPARTMENT

Specific Comment(s):

1. 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.

Response: It is acknowledged that more review comments may be forthcoming from the Village during the final review process.

2. Final engineering plans shall be georeferenced by using State Plan Coordinate System – Illinois East.

Response: The final engineering drawings will be georeferenced to the Illinois State Plane Coordinate System.

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3. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Interim Director of Engineering for an editable version of the OUMA.

Response: An Onsite Maintenance Agreement relative to the proposed detention/retention storage facility will be executed prior to final engineering approval for this project.

4. Regarding the detention, the 2" restrictor should be a plate restrictor with a trap, the plans should be revised according to the enclosed detail. The detention calculation verification based on a high water elevation of 695.30, invert elevation of 690.35, 2" diameter restrictor and a discharge coefficient of 0.61 for a plate restrictor calculates to a maximum volume provided of 7,154 cu ft, which is a 1,541 cu ft deficiency from the required 8,695 cu ft. the detention could be revised to provide the required volume, or the petitioner can elect to pay the balance between the required volume and the provided volume as a fee in-lieu-of detention at the rate of \$1.00 per cu ft.

Response: The 2" restrictor for the project has been revised so that it is now a 2" hole cut in a plate with a trap. The detail is shown on sheet C-6. We did not use the Outlet Control Structure detail included with the review letter, because that detail did not fit the conditions under which storm water detention is being provided for the Taco Bell site. This was verified in a phone conversation we had with Mr. Mike Pagones, Village Interim Director of Engineering. If during the preparation of the final engineering drawings and calculations it is determined that the volume provided is less than the required 8,695 cubic feet, the developer will elect to pay the balance between the required volume and the provided volume as a fee in-lieu-of detention at the rate of \$1.00 per cubic foot, as suggested in the Village review letter.

5. It appears that the existing light poles are proposed to remain in place for the parking lot lighting. The lighting levels along the north easement line, adjacent to the single-family homes, exceeds the 0.1fc lighting intensities permitted by code. The lighting and the site photometric lighting diagram must be brought into compliance. Provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off and no wall pack style fixtures will be permitted.

Response: See PH1.0 for revised photometric plan. As permitted by the code, lighting levels have been adjusted to not exceed 0.1 foot candles. Cut sheets for all site and building-mounted fixtures have been provided.

6. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck, from Algonquin Rd to the New Wilke Road access. 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.

Response: We understand that the Fire Department will not require a truck turning exhibit for this site.

7. The fire lane adjacent to the building must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. The fire lane requires 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. The parking

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lot pavement cross section should be revised accordingly to accommodate the heavy duty pavement section.

Response: The pavement for the fire lane which runs from the Algonquin Road driveway to the north exit has been changed to heavy duty pavement. The location of this heavy duty pavement is shown on sheet C-2, and a detail for the heavy duty asphalt pavement is shown on sheet C-6. The heavy duty pavement over the underground storm water storage system is shown as 8" thick concrete.

8. All right-of-way improvements along Algonquin Rd shall also be reviewed and approved by the Illinois Department of Transportation (IDOT). The sidewalk at the entrance / exit along Algonquin Rd should extend through the driveway, revise the plans to eliminate the curb. The Village will defer to IDOT regarding all other comments for the entrance / exit, striping, signage and ADA detectable warning panels along Algonquin Rd.

Response: Plans for this project have previously been submitted to IDOT for review and approval of the work shown in the Algonquin Road right of way, and will be revised in response to any comments received from IDOT.

9. All ADA related items shall also meet the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Response: All ADA related items will meet the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG).

10. The sanitary service shall be a blind connection to the existing sanitary main.

Response: The sanitary sewer service line connection to the existing sanitary sewer at the northeast corner of site has been revised on sheet C-4 to be a blind connection.

11. Per Chapter 20, Section 20-106© of the Municipal Code, the applicant shall pay a permit fee for the plan inspection and review. The fee shall be equal to 3% of the approved Engineer's Estimate of Cost and shall be collected prior to approval of the final engineering plans. Please provide an Engineer's Estimate for the site development construction cost.

Response: An Engineer's Estimate of Cost shall be prepared and provided to the Village once the final engineering drawings have been approved.

12. Revise the striping plan for the exit lane for a dedicated left turn only and right turn only. The stop bar should also extend the full width of the exit lane.

Response: The striping plan for the drive-thru exit has been revised as requested.

FIRE DEPARTMENT

General Comment(s):

1. Building is to have an approved sprinkler system.

Response: Understood. Sprinkler system will be designed by the contractor who will then seek approval with the Village.

2. A fully operational annunciator panel or alarm panel shall be installed at the main front entrance.

Response: Understood. Requirement to be verified upon inspection.

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3. A Knox Box (key safe) shall be located at the main front entrance.

Response: We are aware of the requirement and can be verified upon inspection.

4. The Fire Department Connection shall be located at the main front entrance of the building, be fully visible, and accessible. It shall be located within a maximum travel distance of 100 feet to the nearest fire hydrant.

Response: The Fire Department Connection will be located at the Southeast corner of the building above the landscaped area and south of the proposed bike racks. See sheet C-4 for specific locations of the connection and new fire hydrant.

POLICE DEPARTMENT

Round 1 Review Comment(s):

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. The grounds should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

Response: See Photometric Plan, PH1.0 for site lighting levels.

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 should not create any additional traffic problems.

6. General comments:

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.

Response: Emergency information/contact card will be completed and returned before construction begins.

HEALTH SERVICES DEPARTMENT

General Comment(s):

1. Section 11-403 Requirements for Drive-Through Windows.

Self-closing windows equipped with mechanical air curtains must be installed for all newly constructed or remodeled drive-through windows at restaurants.

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Response: Understood. Requirement shall be noted in the specifications and be verified at the time of inspection.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

General Comment(s):

7. The following approvals have been requested:

- a. Amendment to Special Use Permit Ordinances #83-14 and #91-082 to allow redevelopment of the restaurant and drive-through.
- b. Variation to landscape island requirements – TBD upon additional information.
- c. Illumination at property lines – TBD upon additional information.

8. Please note that all signage as shown on the plans must be reviewed and approved by the Design Planner as part of a separate process, and requested signage may require a variation. No signage will be reviewed and/or approved by the Plan Commission.

Response: Understood.

9. Please confirm that there will be no outdoor dining. Any future outdoor dining will require separate review and approval as an amendment to the existing SUP or through a SUP waiver request.

Response: As submitted, there will be no outdoor seating/dining.

10. The project narrative contained no information on any green features or sustainable design. Please revise the project narrative to include this information. If no green features/sustainable design elements will be used, please make this clear.

Response: See revised project narrative for green/sustainable features being utilized.

11. A copy of document # 26759365 was requested during the Conceptual Plan Review Committee preliminary review process. Please provide said document.

Response: The document was provided in the first submittal for plan commission. An additional copy has been provided.

12. Please provide a formal response to my email from 8/21/18 regarding the ownership questions and a new check owed for the application fee.

Response: Regarding the 8/21/18 email, a response has been provided on 9/20/18. A new check is provided in the amount of \$1,000. The previously provided check shall be returned.

13. The Elk Grove Township Assessor's office has been provided with information on the proposed development and has compiled a list of all PIN #'s of property within 250' of the subject property. Please obtain the list from the Assessor's office and prior to looking up the addresses associated with each PIN, please provide the list to me so that I can double check to ensure that all necessary PIN's have been included on the list. In addition, please note that when the mailing is sent out, it must go to the taxpayer of record of each PIN, and not to the actual property address of the PIN.

Response: Understood. A copy of the list has been provided.

14. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

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Response: See resubmitted plans/studies with new revision date of 9-14-18 and titled "Round 1 Revisions".

Site Plans/Floor Plans:

15. The site plan (SP1.0) and landscape plan do not show the proposed transformer. Please include this element on both plans.

Response: See revised SP1.0 and L1.0 for the addition of proposed transformer.

16. Other than the transformer proposed on the northwest side of the building and the rooftop mechanical units, are any above ground utility or mechanical units proposed on the site (HVAC equipment, generators, utility pedestals, transformers, etc.)?

Response: Other than those units mentioned, there are no other proposed utilities/units.

17. Please provide on the proposed trash enclosure (height, materials, style, etc.) on the plans.

Response: See revised Site Plan, SP1.0 for description of proposed trash enclosure.

18. How high wall will the wooden split-rail fence be that is proposed around the detention area?

Response: The wooden split-rail fence will be set at a height of 42 inches.

19. The photometric plan shows illumination levels at property lines in excess of the maximum allowable foot candle level of 2.0. Please revise the plan so that illumination levels at property lines do not exceed 2.0. Additionally, please provide catalog cut sheets for all proposed light fixtures within the parking area, as well as all proposed building mounted light fixtures.

Response: See PH1.0 for adjusted lighting levels. Along the northern property line, light levels are not to exceed 0.1 foot candles. At all other property lines, levels have been adjusted to not exceed 2.0. Cut sheets for the requested items are provided.

20. Please clarify how the overall site size was determined as listed on the application form (site listed at 29,343 square feet). None of the documents submitted (including the Plat of Survey) included a calculation for site size.

Response: Overall site size was calculated by taking the area contained by each side of the property line within the AutoCAD software.

21. Please add to sheet A1.0 a dashed line around the seating area within the restaurant and provide the total square footage for this area.

Response: See added Key Note 23 on sheet A1.0 for outline of the seating area and area calculation.

Use Restrictions:

22. Deliveries and loading related activities are prohibited between the hours of 10:00pm and 7:00am. Please outline when Taco Bell deliveries typically occur and acknowledge that Taco Bell will comply with the above restriction.

Response: Taco Bell will comply with the above noted restriction. Deliveries and loading activities will occur 2 times a week from 7:00am to 10:00am.

23. Conditions of approval as outlined below will likely be incorporated into any Plan Commission approval:

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a. If there are complaints about the speaker volumes, the restaurant operator and the Village shall work together to resolve the volume issue, which may include a requirement for face-to-face ordering b between specific hours overnight.

b. The restaurant operator shall make a good faith effort to reduce late night noise and other site issues that could impact neighboring residents.

Response: Noted. Owner will be notified of these conditions for approval.

Traffic/Parking/Circulation

24. Please clarify how future access to the west would be provided given the proposed one-way west-to-east circulation within the site along the southern west/east travel lane (where this reciprocal access would occur). Please add a note to sheet SP1.0 outlining that future access will be provided upon the request of the Village.

Response: See revised SP1.0 for note stating "Future access to be provided upon request of the village." The one-way west/east travel lane would be converted into a two-way.

Landscaping would also be altered to accommodate the conversion.

25. The traffic study recommended reducing the width of the drive-through to a single lane at the exit. What was the rationale for this recommendation? Why would this change be beneficial. Please explain why it appears that this recommendation was not incorporated within the plans.

Response: The rationale for not incorporating the change is similar to the reasoning provided for having a 9-car stack. Having a relief lane reduces congestion not just with regular drive-thru traffic, but with vehicles accessing the trash enclosure.

26. In the Taco Bell parking surveys, please explain what "Drive-thru cars ½ hour" means. Does it mean the total number of cars that were seen going through the drive through during a ½ hour period within the hour of observation? What does the "Parking space usage ½ hour" mean? Does it mean the maximum number of cars observed parked on-site as seen at ½ hour intervals during the one hour observation period?

Response: "Drive-thru cars ½ hour" refers to the total number of cars observed using the drive-through over ½ hour periods. Similarly, the values under the "Parking space usage ½ hour" column shows the maximum number of cars parked in the lot in ½ hour periods.

27. Two bicycle parking spaces are required. Please add these spaces to the architectural, landscape, and engineering plans with a note clarifying that two bicycle spaces will be included.

Response: See sheet SP1.0 for note pointing out the addition of two bicycle spaces. Bicycle spaces have been added to landscape and engineering plans as well.

28. The traffic/parking study observed that no more than 3 vehicles queued within the drive through lane at the subject property at any one time, and based on observations of other Taco Bell locations, a maximum of 5 cars queued at any one time. Please explain the need to push the drive-through lane to the rear to accommodate for 9 stacking spaces. Staff recommends reducing stacking space, which will allow the dumpster enclosure to be shifted farther from the rear of the property and for an expansion the greenspace/buffer area at the rear of the property.

Response: We understand the concern. However, the reason for the 9-stack drive-thru is because it's better to have more stacking than not. Since it's impossible to predict what impact the new building would have on stacking counts, being able to handle larger loads is

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beneficial in managing congestion. The trash enclosure has been shifted and the buffer expanded without reducing the amount of stacking. To achieve this, the detention area has been reduced slightly. In addition, this alteration allows tree #1 to be saved.

Landscape Comments:

1. Increase the buffer to the north adjacent to the residential district. Increase the width of the island adjacent to the alley 15 feet to allow for 10 foot high evergreen trees. In order to increase the width to the island the landscape area north of the building will need to be reduced and the trash enclosure will need to shift to the south.

Response: Width of aisle adjacent to all was increased to accommodate 10' high evergreen trees. The trash enclosure was moved to the south.

2. It appears that tree #1 could be preserved. Expand the island adjacent to the alley and preserve the Austrian Pine.

Response: We are showing tree #1 as being preserved. In-field adjustments for tree removal should be allowed per site inspection. Site inspection is required.

3. Along Algonquin, west of the drive aisle 10 Peking Cotoneaster are proposed. Provide additional landscaping in order to meet the code requirement for screening along the right of way.

Response: Six (6) existing junipers south of the parking lot that are 3' tall, will remain to provide screening from site. Additionally, 18 Hedge Cotoneaster are provided along the Right-of-Way.

4. Please show the transformer on the landscape plan and provide landscaping in order to screen the utility box.

Response: Transformer was added and plantings provided to screen.

5. The ends of all parking rows must include a 4 inch caliper shade tree. Relocate one of the proposed trees in the southeast corner to address the code requirement. Add a tree in the center island north of the three spaces. The tree west of the three spaces appears to conflict with the grease trap. Please evaluate.

Response: The tree in center island was shifted north. Shade tree was provided at end of parking lot island. All trees are shown at 4".

6. Increase the size of the proposed shade trees. Per Chapter 28, Section 6.16, replacement trees and trees at the ends of the parking rows must be a minimum of 4 inch caliper.

Response: Per Chapter 28, Section 6.16, all shade trees will have a 4" caliper, except the proposed Oak trees, which are shown as 2" caliper

Sincerely,



Mario Valentini
MRV Architects, Inc.



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 9/21/2018

P.C. Number: 18-018

Project Name: Special Use Permit Amendment Round 2

Project Location: 1530 W Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review.

No additional comments.

Date 9-21-18

Reviewed By: 

Fire Safety Supervisor

RECEIVED
SEP 24 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #18-018
Taco Bell Rebuild
1530 W Algonquin Rd
Preliminary Plat of Subdivision
Round 2

13. The petitioner's response to comments #1- #3 are acceptable.
14. The petitioner's response to comment #4 is noted. Regarding the restrictor detail shown on sheet C-6, the restrictor should be installed vertically and a hood should be constructed over the outlet pipe. For reference, enclosed are a plate restrictor detail and hood detail from the Metropolitan Water Reclamation District. The revisions to the restrictor and the detention calculation verification for the fee in lieu of detention can be addressed at final engineering for the permit.
15. The petitioner's response to comments #5 - #7 are acceptable.
16. The petitioner's response to comment #8 is noted. The sidewalk through the entrance along Algonquin Rd should be 8" thick. This can be addressed at final engineering for the permit.
17. The petitioner's response to comments #9 - #12 are acceptable.
18. The petitioner should be made aware that there is the possibility of intersection improvements at Algonquin Rd and New Wilke Rd that would involve a new right turn lane for westbound traffic on Algonquin Rd. To construct this right turn lane, right-of-way acquisition and modifications to existing curb, sidewalk, etc. may be needed along the north side of Algonquin Rd that could impact the frontage for 1530 W Algonquin Rd.


Michael L. Pagones, P.E. 9/27/18
Interim Director of Engineering Date

Attachments:

MWRD Plate Restrictor Detail
MWRD Removable Hood detail

RECEIVED
SEP 27 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

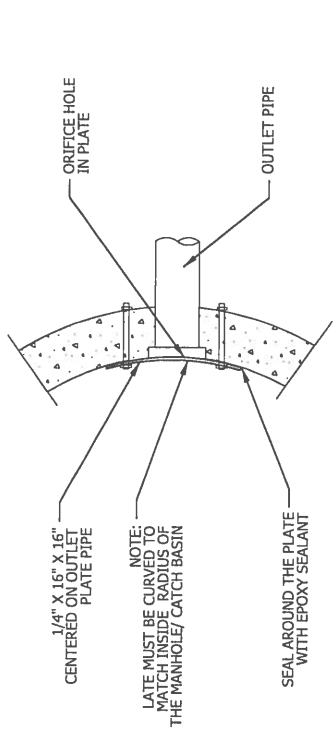
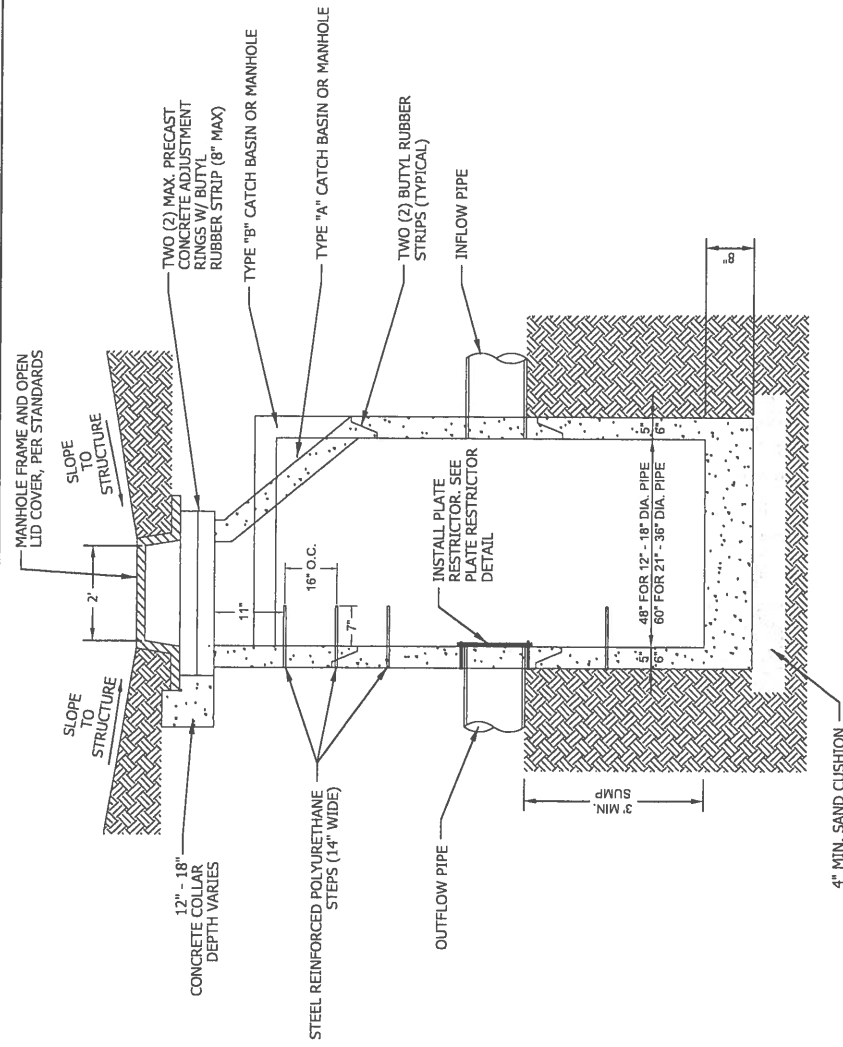


PLATE RESTRICTOR DETAIL: SECTION

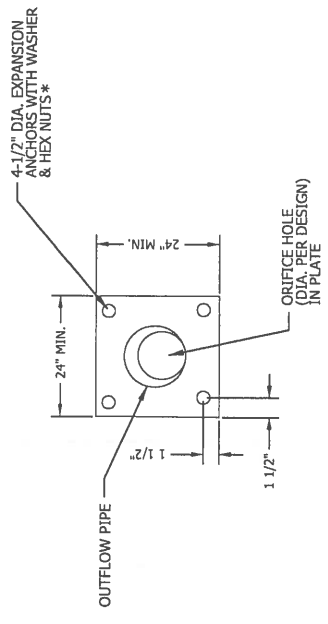


PLATE RESTRICTOR DETAIL: ELEVATION

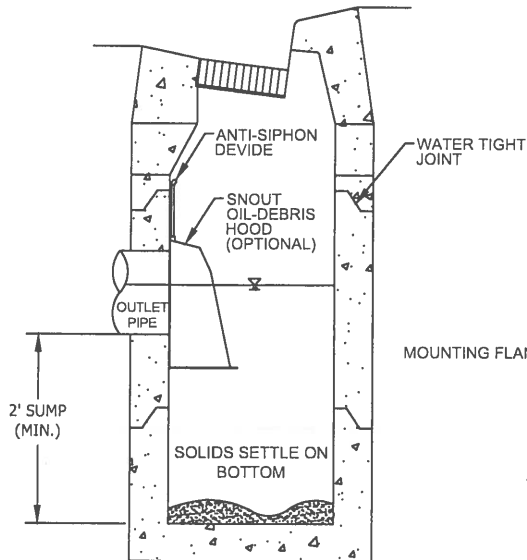
NOTES:

1. CATCH BASINS MUST CONFORM TO ASTM C-478.
2. CATCH BASIN SECTIONS TO BE TONGUE AND GROOVED.
3. NON-STICK GROUT OR CEMENT TO BE USED ON ALL PENETRATIONS INSIDE AND OUTSIDE OF STRUCTURE.
4. ALL PIPE PENETRATIONS TO BE CORED, RUBBER BOOTED AND INTERIOR GROUTED (NON-STICK) OR CEMENTED, ASTM C923 CONNECTORS IN COMBINED SEWER AREAS.

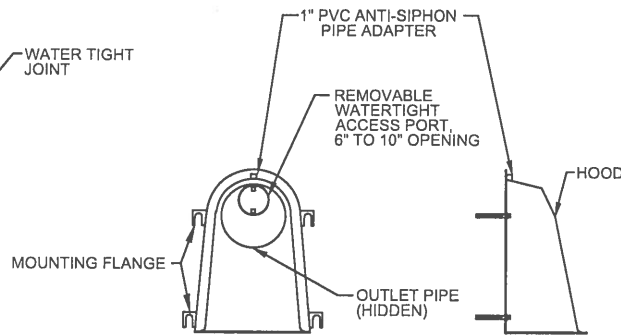
* ANCHORS SHALL BE TACK WELDED TO THE PLATE.
ANCHOR EMBEDMENT SHALL BE 3" MIN.

NOT TO SCALE

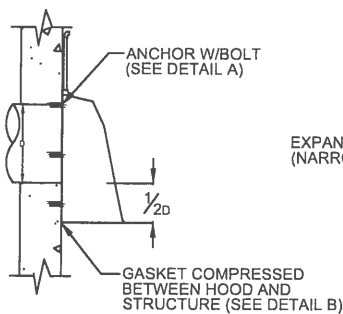
	TECHNICAL GUIDANCE MANUAL		7/1/15
	PLATE RESTRICTOR DETAIL (INSTALLED IN MANHOLE/CATCH BASIN)		STD. DWG. NO. 24
			PAGE NO. 25



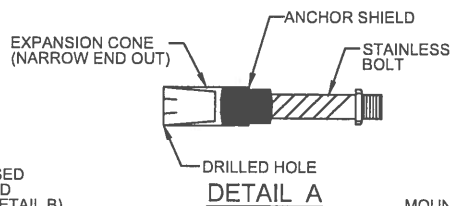
CATCH BASIN WITH OPTIONAL HOOD



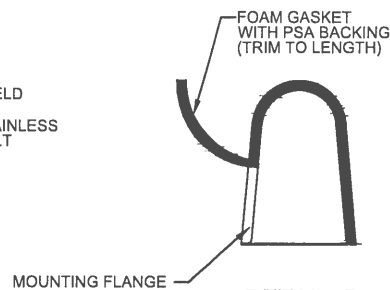
REMOVABLE SNOOT OIL-WATER-DEBRIS
SEPARATOR (OPTIONAL)



OUTLET PIPE



DETAIL A



DETAIL B

NOTES:

1. ALL HOODS SHALL BE CONSTRUCTED OF A FIBERGLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
2. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW AS DRAWN. (SEE CONFIGURATION DETAIL).
3. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOOT SIZE ALWAYS LARGER THAN PIPE SIZE).
4. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO $\frac{1}{2}$ THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES $< 12"$ I.D.
5. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
6. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND PIPE SHALL BE FINISHED FLUSH TO WALL.
7. THE REMOVABLE HOOD SHALL BE ATTACHED TO THE STRUCTURE WITH THE SLOTTED TABS MOUNTED OVER $\frac{3}{8}"$ STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKETS.
8. POSITION HOOD SUCH THAT BOTTOM FLANGE IS AT A DISTANCE OF $\frac{1}{2}"$ OUTLET PIPE DIAMETER (MIN.) BELOW THE PIPE INVERT. MINIMUM DISTANCE FOR PIPES $< 12"$ I.D. IS 6".
9. RESTRICTOR AND SNOOT WHEN PAIRED SHOULD BE INSTALLED IN SUCH A WAY THAT RESTRICTOR AND SNOOT REMAIN INSPECTABLE.
10. RESTRICTOR AND SNOOT HOOD SHALL BE CURVED TO INSIDE RADIUS OF STRUCTURE AND WATERTIGHT.

NOT TO SCALE



TECHNICAL GUIDANCE MANUAL

REMOVABLE HOOD basin and water
quality structure DETAIL

7/1/15

STD. DWG. NO.11

PAGE NO. 12



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-018 Round 2

Project Name

Taco Bell Development

Project Location

1530 W. Algonquian Road

Planning Department Contact Sam Hubbard

General Comments

Round 2)

The Fire Department has no additional comments at this time.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date September 25, 2018

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

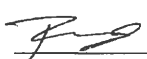
DEPARTMENT PLAN REVIEW SUMMARY

Taco Bell
1530 W. Algonquin Road
#18-018

Round 2 Review Comments

09/25/2018

1. **Character of use:**
Nothing Further.
2. **Are lighting requirements adequate?**
Nothing Further.
3. **Present traffic problems?**
Nothing Further.
4. **Traffic accidents at particular location?**
Nothing Further.
5. **Traffic problems that may be created by the development.**
Nothing Further.
6. **General comments:**
Nothing Further.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau



Planning & Community Development Dept. Review

September 28, 2018

REVIEW ROUND 2

Project: Taco Bell Redevelopment
SUP Amendment

Case Number: PC 18-018

General:

29. The response to comments #8-#16, #18, #19, and #21-#28 are acceptable.
30. The response to comment #7 is noted. Based on the revised photometric plan, the variation relative to illumination has been eliminated. However, there are still no landscape islands at either end of the row of three parking stalls. Therefore, a variation to waive this requirement would be required. Staff recommends reworking the site plan to eliminate this variation. If a variation is requested, a response to the four criteria for variation approval will be required. The following approvals have been requested:
 - a. **Amendment to Special Use Permit Ordinances #83-14 and #91-082 to allow redevelopment of the restaurant and drive-through.**
 - b. **Variation to Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island including a shade tree at the ends of certain parking rows.**
 - c. **Variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.**
31. The response to comment #17 is not acceptable. The dumpster enclosure must be of masonry construction in a material to match the materials of the building (wood gates are acceptable). Please clarify why the height of the dumpster enclosure is 8' tall. A 6' tall enclosure should be sufficient in size to screen the dumpsters.
32. The response to comment #20 does not provide sufficient clarity. To phrase the question another way, the application lists the property size as 29,343 sq. ft. and the impervious surface calculations list the property size as 29,298 sq. ft. The plat of survey lists the total site size as 36,132 sq. ft., which includes an "exception" area that is 155.16' x 46.98'. When this area is subtracted from the 36,132 sq. ft. overall property as shown on the plat, it yields a value of 28,843 sq. ft. for the Taco Bell property. Please clarify the actual lot size.
33. Given comment #18 from the Engineering Dept., additional ROW acquisition will likely be needed to accommodate for a new dedicated right-turn lane along Algonquin Road. Currently, there is approx. 25' between the existing back of curb on Algonquin and the back of curb of the proposed Taco Bell drive aisle parallel to Algonquin Road. The new lane on Algonquin will likely be 12' in width (worst case scenario), and the Village is recommending a 5' parkway and then a 5' sidewalk. Per code requirements, property lines must be setback 1' from the edge of a sidewalk, which equates to 23' of land needed for the new lane along Algonquin Rd. In order to provide sufficient landscaping, the Village is requesting that you push back the drive aisle parallel to Algonquin Rd. by 1', and reduce the driveway width to 23' (variation will be required but will be supported by the Planning Department). This will allow for a minimum of 4' of landscaping between the property line and the back of curb of the Taco Bell drive aisle. Please adjust the site plans and landscape plans accordingly.

Prepared by:

Sam J. Kozak

1530 W. Algonquin Road

Taco Bell Redevelopment

PC #18-018

October 1, 2018

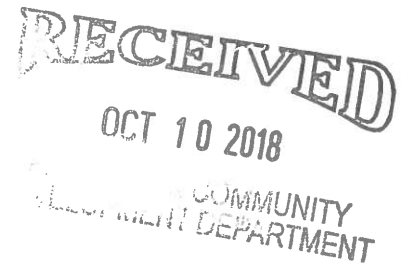
Landscape Comments

- 1) Along the north property line, the upright Junipers are planted approximately seven feet on center. Increase the quantity so that the Junipers are touching at time of installation. Please incorporate five additional Junipers.

M R V ARCHITECTS, INC.

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 Email: mariov@mrvarch.com



October 10, 2018

Mr. Sam Hubbard
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 1530 W. Algonquin Road – Taco Bell Redevelopment / SUP Amendment
Plan Commission Review Round 2

Dear Mr. Hubbard,

Please see this letter as the response to the comments received on the September 28, 2018 letter regarding the second round of comments for drawings submitted for the above noted location. Below is the response per item requesting clarification.

FIRE SAFETY DIVISION

General Comments

13. The petitioner's response to comments #1- #3 are acceptable.

Response: Understood.

14. The petitioner's response to comment #4 is noted. Regarding the restrictor detail shown on sheet C-6, the restrictor should be installed vertically and a hood should be constructed over the outlet pipe. For reference, enclosed are a plate restrictor detail and hood detail from the Metropolitan Water Reclamation District. The revisions to the restrictor and the detention calculation verification for the fee in lieu of detention can be addressed at final engineering for the permit.

Response: Understood. Restrictor and detention calculation to be verified at final engineering.

15. The petitioner's response to comment #8 is noted. The sidewalk through the entrance along Algonquin Rd should be 8" thick. This can be addressed at final engineering for the permit.

Response: Understood. Sidewalk thickness to be addressed at final engineering.

16. The petitioner's response to comments #9- #12 are acceptable.

Response: Understood.

17. The petitioner should be made aware that there is the possibility of intersection improvements at Algonquin Rd and New Wilke Rd that would involve a new right turn lane for westbound traffic on Algonquin Rd. To construct this right turn lane, right-of-way acquisition and modifications to existing curb, sidewalk, etc. may be needed along the north side of Algonquin Rd that could impact the frontage for 1530 W Algonquin Rd.

***M R V* ARCHITECTS, INC.**

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 Email: mariov@mrvarch.com

Response: In the event that the noted intersection improvement should occur, the 24' drive aisle has been reduced to 23'. This should allow for the addition of a 12' right-turn drive aisle, 5' parkway and 5' sidewalk. Landscaping to be revised upon request of the village.

FIRE DEPARTMENT

General Comments

1. The Fire Department has no additional comments at this time.

Response: Understood.

POLICE DEPARTMENT, COMMUNITY SERVICES BUREAU

Round 2 Review Comments

1. Character of use: Nothing Further

Response: Understood.

2. Are lighting requirements adequate? Nothing Further

Response: Understood.

3. Present traffic problems? Nothing Further

Response: Understood.

4. Traffic accidents at particular location? Nothing Further

Response: Understood.

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

Response: Understood.

6. General Comments: Nothing Further

Response: Understood.

PLANNING & COMMUNITY DEVELOPMENT DEPT.

General Comments

29. The response to comments #8-#16, #18, #19, and #21-#28 are acceptable.

Response: Understood.

30. The response to comment #7 is noted. Based on the revised photometric plan, the variation relative to illumination has been eliminated. However, there are still no landscape islands at either end of the row of three parking stalls. Therefore, a variation to waive this requirement would be required. Staff recommends reworking the site plan to eliminate this variation. If a variation is requested, a response to the four criteria for variation approval will be required. The following approvals have been requested:

- a. Amendment to Special Use Permit Ordinances #83-14 and #91-082 to allow redevelopment of the restaurant and drive-through.

- b. Variation to Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island including a shade tree at the ends of certain parking rows.

- c. Variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

MRV ARCHITECTS, INC.

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 Email: mariov@mrvarch.com

Response: To reduce the amount of variations, the site plan has been reworked as suggested. See revised Site and Landscape Plans for the addition of 7'-6" landscape islands as well as shade trees on both ends of the 3-parking stall row. Civil (sheets C-1 to C-5) plans have also been revised to accommodate these changes.

31. The response to comment #17 is not acceptable. The dumpster enclosure must be of masonry construction in a material to match the materials of the building (wood gates are acceptable). Please clarify why the height of the dumpster enclosure is 8' tall. A 6' tall enclosure should be sufficient in size to screen the dumpsters.

Response: The height of the trash enclosure may be adjusted. Will comply and set the enclosure height at 6'.

32. The response to comment #20 does not provide sufficient clarity. To phrase the question another way, the application lists the property size as 29,343 sq. ft. and the impervious surface calculations list the property size as 29,298 sq. ft. The plat of survey lists the total site size as 36,132 sq. ft., which includes an "exception" area that is 155.16' x 46.98'. When this area is subtracted from the 36,132 sq. ft. overall property as shown on the plat, it yields a value of 28,843 sq. ft. for the Taco Bell property. Please clarify the actual lot size.

Response: The "exception" area is not a true rectangle (in this case a parallelogram). Therefore, the area calculation for this area cannot be obtained with a simple multiplication of the two values. When calculating this area, it is found to be 6,834.8659 sq. ft. Subtracting this from the 36,132 sq. ft. of overall property yields an area calculation of about 29,298 sq. ft. This matches the property size listed in the impervious surface calculation. Therefore, the 29,343 sq. ft. listed in the application is incorrect and must be updated to match the correct value.

33. Given comment #18 from the Engineering Dept., additional ROW acquisition will likely be needed to accommodate for a new dedicated right-turn lane along Algonquin Road. Currently, there is approx. 25' between the existing back of curb on Algonquin and the back of curb of the proposed Taco Bell drive aisle parallel to Algonquin Road. The new lane on Algonquin will likely be 12' in width (worst case scenario), and the Village is recommending a 5' parkway and then a 5' sidewalk. Per code requirements, property lines must be setback 1' from the edge of a sidewalk, which equates to 23' of land needed for the new lane along Algonquin Rd. In order to provide sufficient landscaping, the Village is requesting that you push back the drive aisle parallel to Algonquin Rd. by 1', and reduce the driveway width to 23' (variation will be required but will be supported by the Planning Department). This will allow for a minimum of 4' of landscaping between the property line and the back of curb of the Taco Bell drive aisle. Please adjust the site plans and landscape plans accordingly.

Response: The 24' drive aisle has been revised to 23'. See revised Site and Landscape Plans for this revision.

Landscape Comments

1. Along the north property line, the upright Junipers are planted approximately seven feet on center. Increase the quantity so that the junipers are touching at time of installation. Please incorporate five additional Junipers.

MRV ARCHITECTS, INC.

5105 Tollview Dr., Suite 197, Rolling Meadows, IL 60008

Ph. (224) 318-2140 Email: mariov@mrvarch.com

Response: See revised Landscape drawing for the addition of 5 new Fairview Upright Junipers.

PUBLIC WORKS DEPT.

General Comments

1. The 12" x 6" pressure connection must be encompassed within a valve vault with a minimum diameter of 72". Please provide a detail for the pressure connection and vault.

Response: Will comply with requirement at construction.

2. Water meters and RPZ's will be sized once the plumbing plans have been submitted.

Response: Understood. Sizing to be verified upon submittal of plumbing plans.

3. Proposed roadway patch at Rte. 62 must match existing at a minimum.

Response: Will comply with requirement at construction.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mario Valentini", with a stylized, flowing script.

Mario Valentini
MRV Architects, Inc.



Item: Napleton Repair Facility - 3650 N. Wilke Rd. - PC#18-019

Department: Planning & Community Development

Requested Action

Rezoning from the M-1, Research, Development, and Light Manufacturing District to the B-3, General Service, Wholesale, and Motor Vehicles District.

Variations Required

1. Chapter 28, Section 6.15-1.2(b), to waive the requirement for 4" shade trees within certain parking lot landscape islands.
2. Chapter 28, Section 6.15-1.2(a), to reduce the required height for parking lot landscape screening adjacent to a public way from 36-inches to 12-inches.
3. Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study by a qualified professional engineer.

Recommendation

The Staff Development Committee recommends approval of the requested rezoning from the M-1 District to the B-3 District and approval of the variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study by a qualified professional engineer, and denial of the following variations:

1. Chapter 28, Section 6.15-1.2(b), to waive the requirement for 4" shade trees within certain parking lot landscape islands.
2. Chapter 28, Section 6.15-1.2(a), to reduce the required height for parking lot landscape screening adjacent to a public way from 36-inches to 12-inches.

Approval shall be subject to the following conditions:

1. Outdoor storage of automobiles receiving any "Major Automobile Repair" shall be prohibited.
2. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:**Description**

Staff Report
Public Notice
Aerial
Conceptual Plan Review Minutes
Project Narrative & Justification for
Traffic Variation
Justification for Landscape Variations
Plat of Survey
Traffic Memorandum
Engineering & Landscape Plans
Floor Plans
Photometric Plan
Stormwater Calculations
Department Comments - Round 1
Department Comments - Round 1 -
Petitioner Response

Type

Board or Commission Report
Exhibits
Exhibits
Minutes
Exhibits
Correspondence
Exhibits
Correspondence
Exhibits
Exhibits
Exhibits
Exhibits
Exhibits
Exhibits



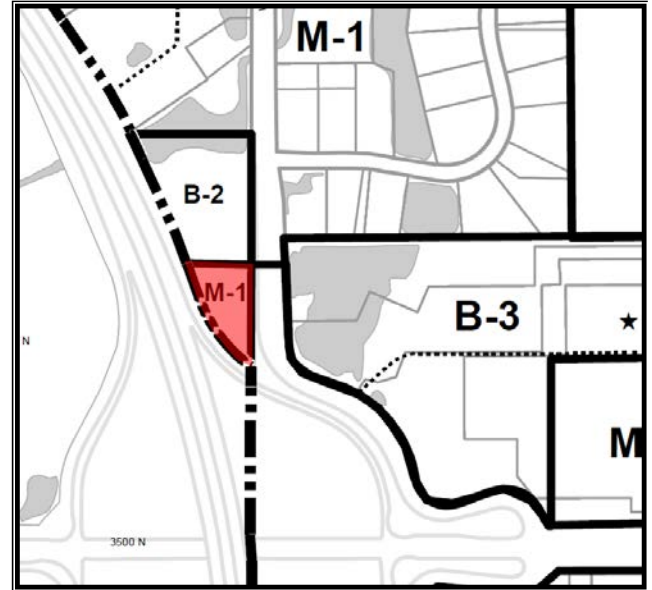
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

File Number: PC 18-019
Project Title: Napleton Repair Facility
Address: 3650 N. Wilke Rd.
PIN: 02-01-401-021

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: October 24, 2018
Date Prepared: October 19, 2018

Petitioner: Rick Brandstatter
 Napleton Automotive Group
Address: One Oakbrook Terrace – Suite 600
 Oakbrook Terrace, IL 60181

Existing Zoning: M-1: Research, Development, and Light Manufacturing District
Comprehensive Plan: Mixed Use



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2: General Retail District	Courtyard by Marriot Hotel	Mixed Use
South	- Village of Palatine -		
East	B-3: General Service, Wholesale, and Motor Vehicle District	Lexus Car Dealership	Commercial
West	- Village of Palatine -		

Requested Action:

1. Rezoning from the M-1, Research, Development, and Light Manufacturing District to the B-3, General Service, Wholesale, and Motor Vehicles District.

Variations Required:

1. Chapter 28, Section 6.15-1.2(b), to waive the requirement for 4" shade trees within certain parking lot landscape islands.
2. Chapter 28, Section 6.15-1.2(a), to reduce the required height for parking lot landscape screening adjacent to a public way from 36-inches to 12-inches.
3. Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study by a qualified professional engineer.

Project Background:

The subject property is approximately 76,228 square feet in size (1.75 acres) and currently occupied by a two story industrial building of 15,776 square feet. The site contains 30 parking spaces and has two access driveways located on the east side of the site that provide ingress and egress to and from North Wilke Road. The southern driveway provides right-out egress only, and the northern driveway provides full access ingress and egress. Additionally, the north access drive is shared with the Courtyard Marriot Hotel (abutting the subject property on the north) and is governed by a reciprocal ingress and egress easement. The building on the subject property is currently vacant was formerly occupied by Suburban Press, a commercial printing business.

Napleton Automotive Group, the petitioner, has purchased the site and is proposing to convert the existing building into a repair facility for their dealership located approximately 2,000 feet to the southeast at 1155 West Dundee Road. The facility would provide general repair work for new and used cars, as well as light trucks, and would help relieve some of the parking congestion at the Dundee dealership. It would also allow Napleton to offer additional servicing of Jeep and RAM small delivery and light trucks, which they cannot currently accommodate at the dealership facility due to space constraints. Work will include cleaning, detailing, light touch up painting, and some engine work. There will not be any major reconditioning, collision service or overall vehicle painting (no paint booth) at this location. The facility would have 12-14 employees and would not be open to the general public. Clients who need repairs or service would drop their cars off at the Napleton dealership and their vehicles would then get transported the Wilke repair facility by porters.

In order to convert the facility to the proposed use, Napleton would like to add additional parking areas to the south, north, and east sides of the building. In total, the onsite parking would increase by 42 spaces to offer a total of 72 exterior parking spaces. The floor plans show the interior of the building as having 10 service bays, including two heavy duty truck bays allowing for service on medium sized trucks. However, the petitioner has indicated that as many as 14 bays may be included in the final buildout. Additionally, Napleton is proposing minor cosmetic improvements to the building, such as painting, tuck-pointing, and new signage.

Zoning and Comprehensive Plan

The proposed use falls under the zoning category of "Minor Automobile Repair" as based on the scope of repairs that will be offered. The subject property is currently zoned M-1, Research, Development, and Light Manufacturing District and auto repairs are neither a permitted nor special use in the M-1 District. Therefore, the petitioner is requesting to rezone the property into the B-3 district, which allows both "major" and "minor" auto repairs as a permitted uses. The minimum zoning district size for the B-3 district is four acres, and although the subject property is only 1.75 acres, it would be contiguous to a larger area of B-3 zoning to the east, which would make the district size here well over four acres and negate the need for a variation.

The Comprehensive Plan designates this property as "Mixed Use". Staff believes that the proposed rezoning is compatible to neighboring uses given that the property directly to the east is also within the B-3 District and is used as a car dealership that offers minor auto repair services.

Although the petitioner is not proposing any major auto repair work that could entail the unsightly storage of severely damaged vehicles, should the property ever be sold to another owner, staff notes that major auto repair work is a permitted use within the B-3 District. Therefore, under the new B-3 zoning, a new owner would be allowed to engage in collision service, automobile painting, and major automobile reconditioning without the need for Special Use Permit review and approval. Therefore, staff is recommending a condition of approval that prohibits the outdoor storage of automobiles that need major automobile repairs.

Building, Site, Landscaping:

The existing building and site conform to all setback, bulk, and height restrictions of the B-3 District, and the petitioner will only be making minor modifications to the existing building (painting, tuck-pointing, etc.). No Design Commission review is required based on the scope of building improvements. The proposed site changes to incorporate 42 new parking stalls and onsite detention basin are also code compliant.

The proposed modifications to the parking area require the site to conform to current parking lot landscaping requirements. Specifically, all parking rows must terminate with a landscape island equal in size to a parking space, which landscape island must include a 4-inch caliper shade tree. Additionally, where fronting on a public street, the perimeter of the parking lot must be screened with a continuous row of 36-inch tall plantings. Neither of these standards have been met in their entirety as several parking rows have landscape islands with no shade tree (six shade trees missing), and the parking areas are screened with plantings that are only 12-inches in height. The petitioner has therefore requested the following variations:

- **Chapter 28, Section 6.15-1.2(b), to waive the requirement for 4" shade trees within certain parking lot landscape islands.**
- **Chapter 28, Section 6.15-1.2(a), to reduce the required height for parking lot landscape screening adjacent to a public way from 36-inches to 12-inches.**

The petitioner has provided written justification outlining how they believe the necessary criteria for variation approval have been met. However, staff does not support either variation and believes that the petitioner should comply with code requirements.

Parking and Traffic:

Petitions for rezoning involving buildings with a floor area over 5,000 square feet are required to include a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets as per Section 6.12 of the Zoning Code. The petitioner has requested a variation from this section and provided their written justification for the four hardship criteria for variation approval, summarized below:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

In lieu of providing a full traffic and parking study, the petitioner has provided a technical memorandum from a certified traffic engineer, which along with their response to the above hardship criteria, is included within the information transmitted to the Plan Commission. Staff concurs with the petitioner that the necessary criteria for variation approval have been met relative to relief from the traffic and parking study requirement.

With regards to traffic, the proposed development is expected to generate 34 total trips during the morning peak hour and 49 trips during the evening peak hour. These estimates are conservative since they were generated using a standard for a retail related auto repair use. Since the proposed repair facility will not have customers arriving and picking up the cars, the likely traffic generation will be less than outlined in the

memorandum. Regardless, Wilke Road has sufficient capacity to handle the traffic volumes expected from the proposed development as outlined in the traffic memorandum.

Per the Village's bicycle parking requirements, four bike parking spaces are required, which the petitioner will provide near the southern side of the building.

Relative to parking, the proposed facility provides a surplus of 29 parking spaces. Staff believes the proposed number of parking spaces are sufficient. The full parking calculations are shown in **Table I** below:

Table I: Parking Calculations

Address	Tenant	Use	Square Feet	Number of Employees	Number of Bays	Parking Ratio	Parking Required
3650 N. Wilke Rd.	Napleton	Auto Service Station	15,776	14	14	3 Spaces per Bay + 1 per employee	56
TOTAL SQUARE FOOTAGE						PARKING REQUIRED	56
<i>PARKING PROVIDED *</i>							84
<i>SURPLUS / (DEFICIT)</i>							29

* Includes 14 interior bays

RECOMMENDATION

The Staff Development Committee recommends **approval** of the requested rezoning from the M-1 District to the B-3 District and **approval** of the variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study by a qualified professional engineer, and **denial** of the following variations:

1. Chapter 28, Section 6.15-1.2(b), to waive the requirement for 4" shade trees within certain parking lot landscape islands.
2. Chapter 28, Section 6.15-1.2(a), to reduce the required height for parking lot landscape screening adjacent to a public way from 36-inches to 12-inches.

Approval shall be subject to the following conditions:

1. Outdoor storage of automobiles receiving any "Major Automobile Repair" shall be prohibited.
2. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____, October 19, 2018
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON OCTOBER 24, 2018, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 18-019, a request for rezoning from the M-1, Research, Development, and Light Manufacturing District to the B-3, General Service, Wholesale, and Motor Vehicles District on the subject property, said property located at 3650 North Wilke Road, Arlington Heights, IL, legally described as:

LOT 2 IN 31 PARK OF COMMERCE, BEING A RESUBDIVISION OF LOT 31 IN 53 PARK OF COMMERCE BEING A SUBDIVISION OF PART OF GOVERNMENT LOTS 1 AND 2 IN THE WEST ½ OF SECTION 6 TOWNSHIP 42 NORTH, RANGE 11 AND THE EAST ½ OF THE SOUTH-EAST ¼ OF SECTION 1 TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 17, 1988 AS DOCUMENT 88530811, IN COOK COUNTY, ILLINOIS.

As part of said petition, the petitioner is requesting the following variations from Chapter 28 of the Municipal Code:

- Section 6.12-1, to waive the requirement for a traffic and parking study by a qualified professional engineer
- Section 6.15-1.2(a)1, to reduce the height of plantings on the frontage of a public way from 36 inches to 24 inches.

And other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Terrance Ennes, Chairman
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald October 9, 2018 (4510795)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, North Aurora, Bannockburn, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Crystal Lake, Deerfield, Deer Park, Des Plaines, Elburn, East Dundee, Elgin, South Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Franklin Park, Geneva, Gilberts, Glenview, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Highland Park, Highwood, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Bluff, Lake Forest, Lake in the Hills, Lake Villa, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Melrose Park, Montgomery, Morton Grove, Mt. Prospect, Mundelein, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Riverwoods, Rolling Meadows, Rosemont, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, Schaumburg, Schiller Park, Sleepy Hollow, St. Charles, Streamwood, Sugar Grove, Third Lake, Tower Lakes, Vernon Hills, Volo, Wadsworth, Wauconda, Waukegan, West Dundee, Wheeling, Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published October 9, 2018 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Daula Baltz
Authorized Agent

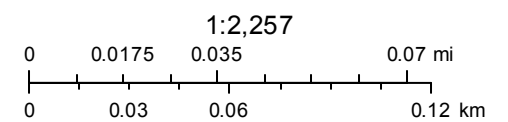
Control # 4510795

RECEIVED
OCT 15 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

3650 N Wilke Rd



May 17, 2018



REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

June 27, 2018

Project Title: Napleton Satellite Repair Facility
Address: 3650 N. Wilke Rd.
Petitioner: Rick Brandstatter
 Napleton Automotive Group
 One Oakbrook Terrace – Suite 600
 Oakbrook Terrace, IL 60181

Requested Action:

1. Rezone the property from the M-1 District to B-3 District.

Variations Required:

- None Identified at this time

Attendees: Ryan Ponton, Petitioner
 Rick Brandstatter, Napleton
 Jay Cherwin, Plan Commissioner
 John Sigalos, Plan Commissioner
 Bruce Green, Plan Commissioner
 Lynn Jensen, Plan Commissioner
 Sam Hubbard, Development Planner

Project Summary:

The subject property is approximately 76,228 square feet in size (1.75 acres) and currently occupied by two story industrial building. The site contains 30 parking spaces and has two full access driveways under stop sign control located on the east side of the site that provide ingress and egress to and from North Wilke Road. The southern of these driveways is entirely on the subject property, however, the north access drive is shared with the Courtyard Marriot Hotel to the north and subject to a reciprocal ingress and egress easement. The building is currently vacant and formerly occupied by Suburban Press, a commercial printing business.

Napleton Automotive Group, the petitioner, has purchased the site and is proposing to convert the existing building into a repair facility for their dealership located approximately 2,000 feet to the southeast at 1155 West Dundee Road. The facility would provide general repair work for new and used cars, as well as light trucks. The facility will help relieve some of the parking congestion at the Dundee dealership and will allow Napleton to offer additional servicing of Jeep and RAM small delivery and light trucks, which they cannot currently accommodate at the dealership facility due to space constraints. Work will include cleaning, detail, light touch up painting and some engine work. There will not be any major reconditioning, collision service or overall vehicle painting (no paint booth) at this location. The facility would have 12-14 employees and would not be open to the general public. Clients who need repairs or service would drop their cars off at the Napleton dealership and their vehicles would then get transported the Wilke repair facility by porters.

In order to convert the facility to the proposed use, Napleton would like to add additional parking areas to the south, north, and east sides of the building. In total, the onsite parking would increase by 42 spaces to offer a total of 72 exterior parking spaces. The interior of the building would have 10 service bays, including two heavy duty truck bays allowing for service on medium sized trucks. Additionally, Napleton is proposing minor cosmetic improvements to the building, such as painting, tuck-pointing, and new signage.

Meeting Discussion:

Mr. Ponton stated that they were interested in applying for a rezoning to reclassify the subject property from the M-1 District to the B-3 District.

Mr. Hubbard outlined the petitioners' plans for the site, which were to occupy the space with an auto repair shop that would focus on repairs of Jeep and Ram vehicles. The current dealership on Dundee Road was running out of space and could not accommodate for these repairs. The repairs would be minor, such as touch up work and spot painting, detailing, cleaning, and minor engine work. No major repairs, full-scale painting, and/or reconditioning would occur at the site. Based on the services that would be offered, the zoning code classifies this use as "Minor Motor Vehicle" repair, which is not a permitted use. Therefore, the petitioner is proposing to rezone the property from M-1 to B-3, which would allow both minor and major auto repair functions as permitted uses.

The subject property is adjacent to a Lexus dealership to the east, which is within the B-3 District. Staff believes that the proposed use is compatible with the existing uses and zoning within the vicinity. Staff is supportive of the rezoning. Staff has completed a preliminary analysis and it does not appear that any variations would be necessary. The petitioner is encouraged to reach out to the Engineering Dept. to discuss what stormwater upgrades would be needed to comply with MWRD and Village stormwater control regulations. Landscape upgrades to the site would be required due to the proposed changes to the parking areas. If parking lot lighting was proposed, a photometric plan would be required.

The petitioner will need to provide a fully dimensioned floor plan for the interior of the building, including all mezzanine and basement space, which plan must show the size of each space and how each space in the building would be used. The subject property shared a northern access drive with the Courtyard by Marriot hotel to the north, and the petitioner would need to provide a copy of the easement agreement that gave the shared access rights for that driveway. The petitioner was encouraged to reach out to the Courtyard by Marriot hotel and inform them of their plans to see if there are any concerns.

A traffic and parking study would be required, otherwise a variation would need to be requested and justification for that variation would need to be provided. Parking appeared to comply with code but would be verified once complete details on the use of the space was provided. Bicycle parking would be required, the number of which would be determined once detailed plans are provided. Staff was supportive of the proposal, subject to the conditions as outlined in the staff report.

Commissioner Jensen asked about expected traffic volume that would utilize the shared access driveway by the Courtyard by Marriot hotel.

Mr. Brandstatter replied that on an average day, around 40 vehicles would be serviced at the site.

Commissioner Jensen stated it appeared then that 80 trips would be generated if cars were dropped off and then picked up. He asked about distance of the site from the Napleton facility on Dundee, and whether or not there was any issue in the parking being located more than 1,000 feet from the use it served.

Mr. Hubbard explained that the requirement for parking being located within 1,000 feet of the use it served was not applicable in this case since the parking on the subject property would be for the uses on the subject property and not to satisfy the parking requirements for the uses on the Napleton Dundee Road site.

Commissioner Jensen asked about the hardship criteria, specifically in relation to the harmony and spirit of the Code.

Mr. Hubbard explained that the petitioner should provide a response relative to conformance with the spirit and intent of the code. At the beginning of the Zoning Code there is a section that outlines the intent and purpose of the code. This section contains several criteria that explains what the Zoning Code is meant to do, for example, one of the criterion states that the Zoning Code is meant to protect the character and stability of the residential, business, and manufacturing areas within the Village to promote orderly development. The petitioner can review the items in this section and clarify how their proposal is conforms to these standards. This should address the "spirit and intent" of the Code.

Commissioner Jensen explained that, when there is a proposal that doesn't meet the spirit and intent of the Zoning Code, that it would be helpful if staff elaborated on specifically how the proposal did not meet the spirit and intent.

Mr. Ponton said that he had already spoken to an individual at the Marriot and they hadn't identified any concerns with the project. He asked if staff would need a signed letter from Marriot outlining such.

Mr. Hubbard responded that a signed letter would not be required, but that they should include in their project narrative that they spoke with Marriot and the hotel did not identify any concerns with the project.

Commissioner Sigalos said he thought that this would be a good use for the building. He asked if the subject property was west of the Bob Rohrman dealership.

Mr. Brandstatter replied that it was west of the Bob Rohrman facility and that it was the former home of Suburban Press. The site is located on the curve of New Wilke.

Commissioner Cherwin stated that the use looked compatible with the other uses within the area. Since the property had formerly been used as a press, he assumed that larger trucks had probably been involved in the use of the property, and those trucks would have used the shared driveway with Marriot. He said that this use may be less intense than the previous use since it would not involve large trucks.

Mr. Hubbard stated that there were two ingress/egress points onto New Wilke and so not all traffic would likely use the shared access drive.

Commissioner Cherwin reiterated that the use seemed appropriate for the area and he encouraged the petitioner to work with staff during the Plan Commission process.

Commissioner Sigalos asked for clarity on how the site would be used. Would customers drop their cars off at the Dundee Road facility and porters would transfer the cars to the subject property, so there would not be customers coming directly to the property?

Mr. Brandstatter confirmed this to be true.

Commissioner Green asked about Napleton's use of the Arlington Lanes bowling alley.

Mr. Hubbard responded that Napleton was still using the bowling alley property for storage of automobiles and that they had an application in to the Village for formal zoning approval for that.

Commissioner Green asked if the subject property could be used for some of the parking that was occurring on the Arlington Lanes site.

Mr. Brandstatter replied that they were trying not to use the subject property for overnight vehicle storage. Cars would be dropped off while other cars were being repaired, so there would be a need for parking on the subject property to support the repair uses that would occur there. He didn't think they would have a lot of room leftover for surplus vehicle storage.

Commissioner Jensen asked about visibility of the site and car storage.

Mr. Brandstatter replied that they would be expanding the parking lot on the western side of the site, and that this area was visible from the onramp to Route 53. However, he did not think that visibility of cars would be problematic. They would not be selling cars from the site.

Commissioner Cherwin said that there was an opportunity for an enhancement of landscaping between the subject property and the Marriot property. When there was a hotel next to an automobile repair facility, a nice landscape screen between the

two properties would be appropriate.

Mr. Hubbard explained that there was an existing screen between the two uses, but that it could be improved as part of this process.

Commissioner Green asked if the screen was landscaping or fencing.

Mr. Hubbard replied that it was landscaping. He encouraged the petitioner to take into account this landscape screen when they were working with their landscape designer for landscaping on the subject property.

Commissioner Cherwin said he wouldn't be surprised if other Plan Commissioners asked for an enhanced screen between the two properties, and if Marriot had any concerns with the proposal, an enhanced landscape screen would likely be something that they would ask for.

RECOMMENDATION

The Conceptual Plan Review Committee advised that the petitioner move forward.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

RECEIVED

AUG 31 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

August 30, 2018

VIA PERSONAL DELIVERY

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: PROJECT DESCRIPTION AND PARKING STUDY VARIANCE
REQUEST

3650 N. Wilke Road, Arlington Heights, IL

Project Description

Napleton needs this facility in order to provide general repair work for new and used cars and light trucks which come exclusively through the Chrysler dealership located at 1155 W. Dundee.

The Wilke Road facility will help relieve some of the parking congestion at the Chrysler dealership. We will be relocating two medium size truck service bays from Chrysler which will then open up the Chrysler service area to service smaller vehicles. In addition, there will be 8 new bays for smaller vehicles. Work will include cleaning, detail, light touch up painting and some engine work. There will not be any major reconditioning, collision service or painting (no paint booth) at the location.

Environmentally sustainable LED lighting will be used throughout the facility and the parking lot.

The property will not be used for the storage of new vehicles. They will be located on site as they wait for repairs. We will provide 3 ADA parking stalls and the facility will have 12-14 employees.

The facility will be open from 7AM to 9PM Monday through Friday and 7AM to 5PM on Saturdays. We will have valets bring cars from the dealership to the facility throughout the day and anticipate roughly 40 cars being serviced on a daily basis. The only vehicles remaining overnight are those which are in the process of being repaired.

We informed Mr. Keith Likosar, the General Manager of the Courtyard by Marriott of our plans at the property and he has wished us the best of luck.

Variances – Written Justification Demonstrating Compliance with Standards of Approval

The petitioner would like to request a variation to waive the requirement for a traffic and parking study. This request is justified for the following reasons:

- A. The proposed use will not alter the essential character of the locality as it will meet the criteria for building development and landscaping and will be compatible with existing uses and zoning of nearby properties such as the Lexus dealership located due east of the property. As a quick note, while we will be repairing flashing and tuckpointing masonry, the appearance of the building itself will remain unchanged to the passing observer.
- B. The plight of the owner is due to unique circumstances. The property has been vacant for the past two years and the petitioner purchased it with the intent to renovate it due to the high volume of its sales at its Chrysler dealership and the limited size of its repair/service facilities there.
- C. The variation is in harmony with Chapter 28 of the Arlington Heights Municipal Code (Sec 28-2) as the facility will protect the public health, safety, convenience and general welfare by making use of an otherwise vacant property and providing off-street parking of vehicles in various states of repair and conditioning.
- D. The variance is the minimum variance necessary to allow the requested reasonable use of the property.
- E. The new service facility will not generate notable traffic congestion in the area as there will not be customers filing in and out and there will be no required parking needs. Naturally, with no increase in traffic, there will be no related noise and/or greenhouse gasses which further justify the granting of the variation.

Once again, we appreciate all of the help and cooperation we receive from Arlington Heights and look forward to our ongoing successful relationship.

Very truly yours,



Ryan B. Ponton
Assistant General Counsel



Enclosure

cc: Richard P. Brandstatter, Director of Real Estate

October 18, 2018

VIA EMAIL: shubbard@vah.com

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: JUSTIFICATION FOR LANDSCAPING VARIANCE REQUEST
PURSUANT TO VARIATION CRITERIA
3650 N. Wilke Road, Arlington Heights, IL

Zoning requirement:

Three-foot-high plant material to screen parking/paved areas adjacent to public way

Variation requested:

One-foot-high plant material to screen parking/paved areas adjacent to public way

Criteria A. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property

Response: The Petitioner's variation request is specifically intended to address this criterion. Our proposed variance will bring the property into compliance with the essential character of the locality and be compatible with existing uses and zoning of nearby properties. Petitioner's neighbor to the immediate north, Courtyard by Marriott, maintains a screen of varying heights and consistency along N. Wilke Road. Petitioner's proposed one-foot-high screen will be more uniform and more attractive than its northern neighbor's. Petitioner's proposed variance will not only not alter the essential character of the locality, but improve it.

Furthermore, Petitioner's next closest neighbor is Lexus of Arlington Heights to its east and southeast. Petitioner's request for a variance is specifically intended to maintain the essential character of the locality by being compatible with this nearby property. Lexus of Arlington Heights maintains a one-foot-high screen of plant material along N. Wilke Road. Petitioner's request is to maintain a one-foot-high screen of plant material along N. Wilke Road.

Criteria B. 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

Response: The plight of the owner/Petitioner is indeed due to unique circumstances. The property had been zoned M-1 and been vacant for two years. Petitioner is seeking re-zoning to B-3 and wishes to bring it ‘up to code.’ More specifically, the property had been the location of Suburban Press, a weekly news publication, with offices and printing capability on site. Petitioner intends to use the property as an automobile repair facility to ease the congestion at its Chrysler dealership nearby on Dundee Road which has limited repair/service facilities and a high volume of sales traffic. Upon information and belief, the subject property has been vacant for at least two years. In that time, it has deteriorated. Petitioner’s goal is to bring what had been a vacant property into compliance with B-3 zoning requirements.

Criteria C: The proposed variation is in harmony with the spirit and intent of this Chapter

Response: The variation is in harmony with Chapter 28 of the Arlington Heights Municipal Code (Sec 28-2) as the facility will protect the public health, safety, convenience and general welfare by making use of an otherwise vacant property. The proposed variation improves on what is currently at the location and is further in harmony with the spirit and intent of the Chapter than it would be otherwise.

Criteria D: The variance requested is the minimum variance necessary to allow reasonable use of the property

Response: The proposed variation is not only the minimum variance necessary to allow reasonable use of the property, but also to bring it into compliance with Criteria A and C above. The one-foot-tall screen is in harmony with the spirit and intent of the Code to protect the public health, safety, convenience, and general welfare of the public as it will improve the condition of the property as it sits currently. Furthermore, the variation is the minimum necessary to maintain the essential character of the area which currently sports the very variance Petitioner is requesting here.

Zoning requirement:

Four-inch caliper shade trees at the end of each parking row

Variation requested:

Four-inch caliper shade trees only at the end of the parking rows most visible to the public

Criteria A. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property

Response: The Petitioner's variation request will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby properties. Petitioner's neighbor to its immediate north, Courtyard by Marriott, maintains trees of various caliper throughout its property. There is no indication to the casual observer that the trees are in a designated location for a specific purpose. Petitioner's proposed variance will not only not alter the essential character of the area as compared to its northern neighbor, but will improve upon what is currently at the location by planting trees where there otherwise would be none.

Furthermore, Petitioner's next closest neighbor is Lexus of Arlington Heights to its east and southeast. This neighbor too maintains trees of various caliper and in locations not necessarily at the end of parking rows where some are inadequate or missing altogether. Petitioner's variance would in no way deviate from the essential character of the locality and will be more compatible with this nearby property.

Criteria B. 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.

Response: The plight of the owner/Petitioner is indeed due to unique circumstances. Petitioner intends to use the property as an automotive repair facility. As a result, cars awaiting repair or cars awaiting delivery following completion of repair will need to be parked on the property. Trees are the natural enemy of automobile repair facilities. Trees produce leaves, branches, animal excrement, and other potential detritus that is damaging to vehicles. Trees also have the potential of falling over in extreme weather and present additional obstacles to be avoided, both potentially causing damage to vehicles.

Criteria C: The proposed variation is in harmony with the spirit and intent of this Chapter.

Response: The variation is in harmony with Chapter 28 of the Arlington Heights Municipal Code to protect the health, safety, convenience, and general welfare of the public. Petitioner is seeking to plant 5 trees (instead of the required 11) at the locations indicated in its proposed site plan. Petitioner does not seek to omit trees at the ends of parking rows that are most visible to traffic on North Wilke Road and Route 53. As such, Petitioner's variance will still adhere to the spirit and intent of this Chapter. Petitioner respectfully requests relief from a requirement that is potentially damaging to its intended purpose and has no bearing on the spirit and intent of this Chapter.

Criteria D: The variance requested is the minimum variance necessary to allow reasonable use of the property.

Response: The proposed variation is indeed the minimum variance necessary to allow reasonable use of the property. As mentioned, trees are the enemy of automobiles.



Petitioner's preference is to have no trees at all at the end of any parking row. However, in order to be in harmony with the spirit and intent of this requirement, Petitioner believes five trees in the locations most visible to the public is the minimum necessary to allow reasonable use of the property. Requiring more than the five trees placed at the proposed locations is superfluous and will not provide the intended zoning result.

Once again, we appreciate all of the help and cooperation we receive from Arlington Heights and look forward to our ongoing successful relationship.

Very truly yours,

/s/ Joon Park

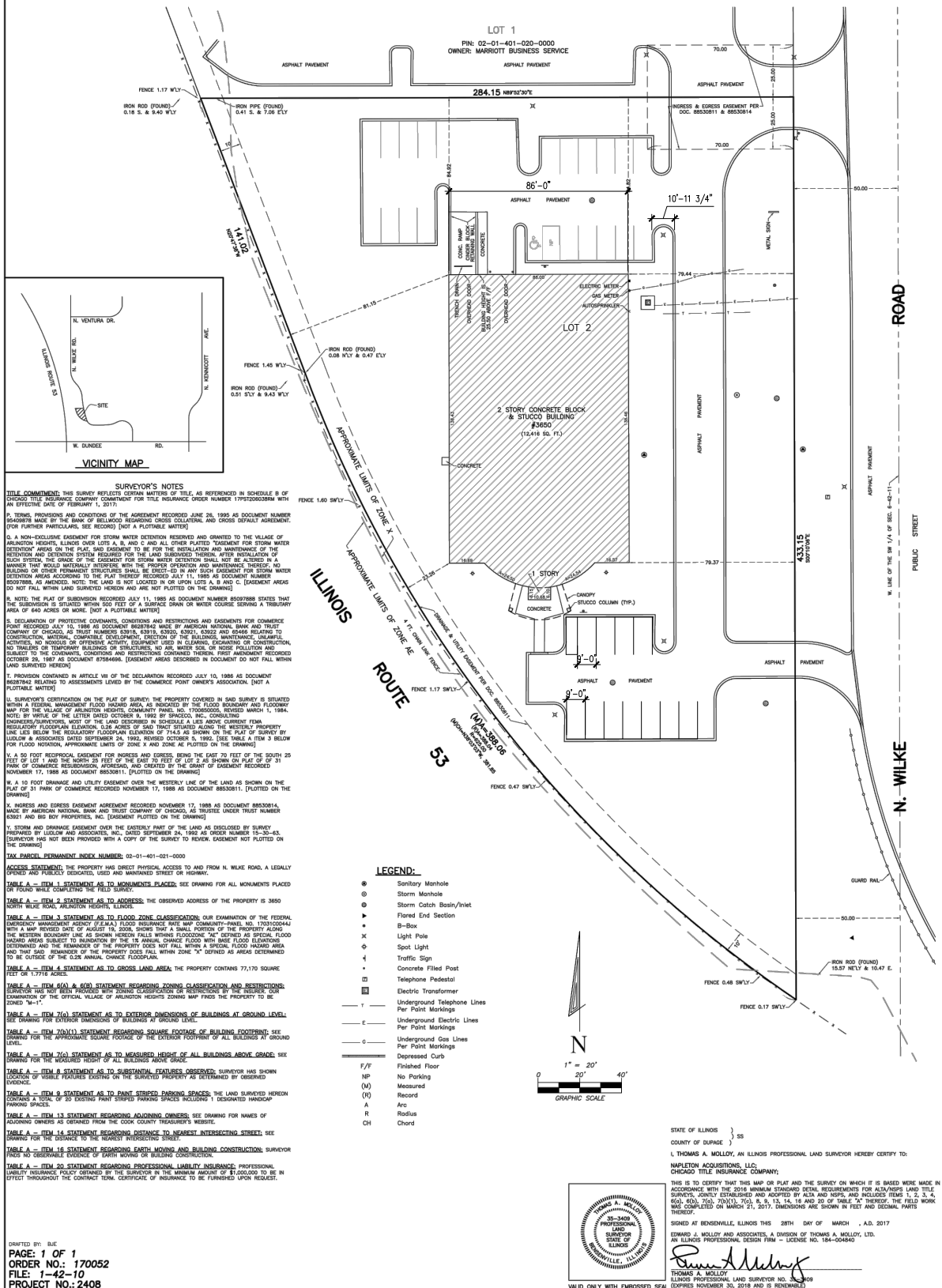
Joon Park
Assistant General Counsel

cc: Richard P. Brandstatter, Director of Real Estate

EDWARD J. MOLLOY & ASSOCIATES
A DIVISION OF THOMAS A. MOLLOY, LTD. - PROFESSIONAL LAND SURVEYING
1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2800 Fax (630) 595-4700
e-mail: tmolloy@jmolloy.com

ALTA/NSPS LAND TITLE SURVEY

OF
LOT 2 IN 31 PARK OF COMMERCE, BEING A RESUBDIVISION OF LOT 31 IN 53 PARK OF COMMERCE, BEING A SUBDIVISION OF
PART OF GOVERNMENT LOTS 1 AND 2 IN THE WEST 1/2 OF SECTION 8 TOWNSHIP 42 NORTH, RANGE 11 AND THE EAST 1/2
OF THE SOUTHWEST 1/4 OF SECTION 1 TOWNSHIP 42 NORTH, RANGE 10 EAST OF THIRD PRINCIPAL MERIDIAN, ACCORDING TO
THE PLAT THEREOF RECORDED NOVEMBER 17, 1988 AS DOCUMENT #8830811, IN COOK COUNTY, ILLINOIS.
COMMONLY KNOWN AS: 3650 N. WILKE ROAD, ARLINGTON HEIGHTS, ILLINOIS





Memorandum

TO: Joon Park
Napleton Automotive Group

FROM: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

DATE: October 11, 2018

RE: Napleton Repair Facility
3650 Wilke Road
Arlington Heights, Illinois

This memorandum summarizes a traffic evaluation for the redevelopment of the former Suburban Press building at 3650 Wilke Road in Arlington Heights, Illinois. Napleton Automotive Group plans to redevelop the building into an automotive repair facility. Parking is provided by 73 spaces including 3 accessible spaces. The existing driveways on Wilke Road will remain with a full access drive and a right-out only drive. The purpose of the study was estimate the traffic generated by the changes in the site plan

Site Location

The subject site currently has a 15,324 square foot building that was used by the Suburban Press as a printing facility. Route 53 is located to the south and west of the site. A hotel is located immediately to the north and a car dealership is located to the east across Wilke Road.

Wilke Road is a north-south secondary arterial extending from Lake Cook Road across Dundee Road south to Palatine Road. By the site it has two lanes in each direction. Traffic signals are located at Lake Cook Road, Dundee Road, and the Lexus dealership entrance. It is under the jurisdiction of the Village of Arlington Heights with a 30 mph posted speed limit.

The current site has two access drives on Wilke Road. A full access drive on the north property line which it shares with the Courtyard by Marriott hotel. It has one inbound lane and one outbound lane under stop sign control. The second driveway is approximately 270 feet to the south and only allows right-turns out of the site.

Site Trip Generation

Suburban Press previously occupied the building and used it as a printing facility with approximately 15 employees. It printed and shipped newspapers.

Napleton Automotive Group proposes to redevelop the building as an automotive repair facility to expand capacity at their existing Chrysler Dodge Jeep Ram dealership on Dundee Road. The 15,342 square foot building will remodeled with 10 service bays, a wash station, parts storage, and office space. Twelve to fifteen employees are expected to work there. Seventy three parking spaces are provided for employees and the storage of vehicles that are awaiting repair/parts or completed vehicles. Customers will drop-off and pick-up cars at the dealership. Employees will drive vehicles between the building and the dealership.

The site traffic generated by the prior and proposed uses were estimated from data in the Institute of Transportation Engineer's Trip Generation 10th Ed. manual which contains trip generation surveys of similar land uses. The resulting site traffic volumes are shown in **Table 1**. Please note that the trip generation estimates for the repair facility are based on retail repair facilities where customers drive directly to the repair center. They may wait for the service, get a loaner, or be picked-up/dropped-off by a friend. This generates more traffic than the proposed facility. The customers will use the dealership for drop-off and pick-up. Dealership staff will likely drive a finished car to the dealership and drive back in another car requiring repair. This cuts down the overall number of trips.

Table 1
Trip Generation Comparison

Use	Size	Morning Peak			Evening Peak		
		In	Out	Total	In	Out	Total
Suburban Press - Prior ⁽¹⁾	15,423 sq. ft.	9	2	11	1	9	10
Napleton Repair -Proposed ⁽²⁾		22	12	34	24	25	49
Net Increase in Trips		+13	+10	+23	+23	+16	+39

(1) ITE Land Use Code 110 – Light Industrial

(2) ITE Land Use Code 942 – Automobile Care Center

Trip Assignment

With traffic signals at Lake Cook Road and Dundee Road, employee trips will be arriving from the north or south on Wilke Road. Traffic to and from the dealership on Dundee Road will turn right out of the site to go south to the dealership and left into the site when returning from the dealership. Inbound or outbound turning movements to and from the site will be one vehicle every two to five minutes.

Traffic Impact

Assuming all the inbound traffic originates from the dealership, the westbound right turn lane on Dundee Road would have 22 to 24 additional vehicles an hour. Outbound traffic to the dealership would add 12 to 25 vehicles per hour to the southbound left-turn lane on Wilke Road. The additional volumes will not materially impact the traffic operation of those movements.

Wilke Road is a four lane road and can easily accommodate the additional traffic volumes.

Conclusions

The preceding traffic analysis analyzed the redevelopment of Suburban Press building into a Napleton repair facility and developed the following conclusions:

- The repair facility will not adversely impact the level-of-service of study area intersections.
- The two existing driveways access driveway will adequately serve the site.

EXISTING / PROPOSED

x 0.00

LOCATION

PIN NUMBER: 02-01-401-021-0000

EFN DUNDEE PROPERTY, LLC
1 OAKBROOK TERRACE, SUITE 600
OAKBROOK TERRACE, IL 60181

CONTACT: RYAN PONTON
PHONE#: 630-455-2946

CONTROL BENCHMARKS:

NATIONAL GEODETIC SURVEY MONUMENT: C0053 1B PID: AJ2849
STATION IS LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF IL RT
68 AND IL RT 53.

ELEVATION 738.25 (NAVD 88)

NATIONAL GEODETIC SURVEY MONUMENT: LD019 PID: DM3896
STATION IS LOCATED IN THE TOP OF THE EAST CORNER OF THE NORTH END OF A
BOX CULVERT FOR BUFFALO CREEK UNDER LAKE COOK ROAD.
ELEVATION 704.99 (NAVD 88)

SITE BENCHMARK:

RIM OF SANITARY STRUCTURE LOCATED EAST OF SITE.
ELEVATION 718.97 (NAVD 88)

THE CONTRACTOR SHALL DEFEND, INDEMNIFY, KEEP AND SAVE HARMLESS THE MUNICIPALITY, OWNER, AND ENGINEER, AND THEIR RESPECTIVE BOARD MEMBERS, REPRESENTATIVES, AGENTS AND EMPLOYEES, IN BOTH INDIVIDUAL AND OFFICIAL CAPACITIES, AGAINST ALL SUITS, CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES, CAUSED BY, GROWING OUT OF, OR INCIDENTAL TO, THE PERFORMANCE OF THE WORK UNDER THE CONTRACT BY THE CONTRACTOR OR ITS SUBCONTRACTORS TO THE FULL EXTENT AS ALLOWED BY THE LAW. THIS OBLIGATION SHALL NOT BE LIMITED BY ANY EXTENT OF DAMAGE, LOSS, INJURY, DEATH, PERSONS OR PROPERTY, OR UNENFORCEABLE. THIS OBLIGATION INCLUDES BUT IS NOT LIMITED TO THE ILLINOIS LAWS REGARDING STRUCTURAL WORK (IL. REV. STAT. CH. 48, PAR.60 AT SEQ.). AND REGARDING THE PROTECTION OF ADJACENT LANDOWNERS (IL. REV. STAT. CH.17 1/2 PAR.51 ET. SEQ.). IN THE EVENT OF ANY SUCH INJURY (INCLUDING DEATH) OR LOSS OR DAMAGE, OR CLAIMS THEREFORE, THE CONTRACTOR SHALL GIVE PROMPT NOTICE TO THE OWNER.

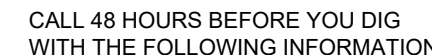
1. SITE ACCESS CONTROL INCLUDING SAFETY FENCES AND TRAFFIC CONTROL, ALL CONSTRUCTION MEANS AND METHODS, AND SITE SAFETY ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTORS SHALL NOTIFY ALL UTILITY COMPANIES FOR FIELD LOCATIONS OF THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. ALL UTILITIES SHOWN IN THE PLANS ARE FROM RECORDS OR FIELD OBSERVABLE IN FORMATION LOCATED BY SURVEYOR. ANY UTILITY LOCATIONS SHOWN SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

```
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
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Sheets C0 to C3, & T1 were prepared
at or under the direction of:

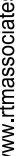


MATTHEW D. WHISLER
LICENSE EXPIRES: 11/30/19
SIGNED: 10/10/18



COUNTY NAME: COOK
TOWNSHIP NAME OR NUMBER: 42N, 10E
SECTION NUMBER: 1

Know what's below.
Call before you dig.

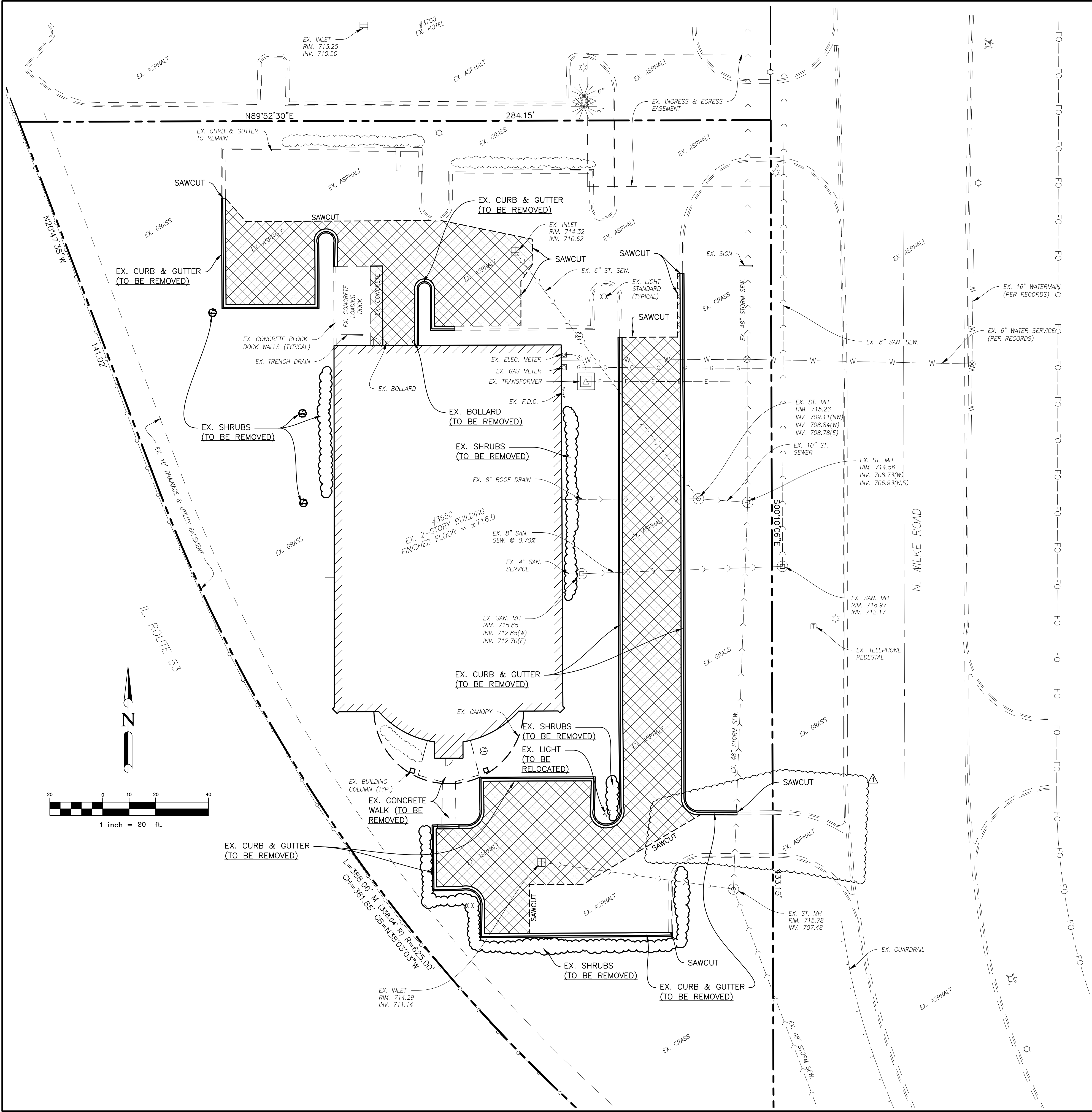


rtm
engineering consultants
50 Schaumburg, IL 60173 T-847-756-4180 www.rtmassociates.com

TITLE SHEET

PROJECT: **EXPANSION OF
NAPLETON ARLINGTON
HEIGHTS CDJR**
3650 N. WILKINSON HEIGHTS, IL

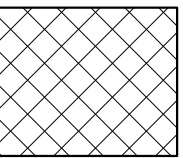
PROJECT No.
18.NPLC01
 SHEET No.
C0
 OF 5 SHEETS



NOTES:

1. ALL SITE CLEARING, TOPSOIL STRIPPING, EXCAVATION, EMBANKMENT, GRADING, COMPACTION, SUB GRADE PREPARATION AND OTHER WORK HEREIN CONTEMPLATED SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 2016 EDITION, (HEREINAFTER REFERRED TO AS STANDARD SPECIFICATIONS) EXCEPT THAT PAYMENT WILL BE DEFINED AS DETAILED IN THE STANDARD SPECIFICATIONS FOR WATER AND SEWER SIXTH EDITION, 2009.
2. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES SHALL BE INVESTIGATED AND VERIFIED IN THE FIELD BY THE CONTRACTOR BEFORE STARTING WORK IN THE CONSTRUCTION AREA. EXCAVATION IN THE VICINITY OF EXISTING STRUCTURES AND FIBER OPTIC CABLE INSTALLATIONS SHALL BE PERFORMED BY HAND. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY AND ALL DAMAGES TO EXISTING FACILITIES, MAINTENANCE AND PROTECTION OF EXISTING UTILITIES AND STRUCTURES AND FIBER OPTIC CABLE INSTALLATIONS.
3. THE CONTRACTOR IS TO UNCOVER ALL LINES BEING TIED INTO AND VERIFY GRADES BEFORE ANY CONSTRUCTION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL STREET AND SIDEWALK CLOSURES WITH THE MUNICIPALITY.
5. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS AND SPOILS TO INSURE MINIMAL INTERFERENCE WITH OWNER OPERATIONS.
6. INSURE SAFE PASSAGE OF PERSONS AROUND AREAS OF DEMOLITION. REMOVE FROM SITE ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM DEMOLITION AND LAWFULLY DISPOSE OF SAME.
7. ALL ITEMS TO BE REMOVED SHALL BE PROPERLY AND LEGALLY DISPOSED OF BY THE CONTRACTOR.
8. AT LOCATIONS OF UTILITY REMOVAL, ANY OPEN TRENCHES REQUIRED, SHALL BE BACKFILLED WITH COMPACTED TRENCH BACKFILL.
9. NOTIFY UTILITY OWNER 72 HOURS IN ADVANCE OF ANY UTILITY SHUTDOWN.
10. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER ALL ITEMS DESIGNATED TO BE REMOVED OR RELOCATED.
11. IF ANY ITEMS ARE ENCOUNTERED IN THE FIELD THAT ARE NOT SHOWN ON THE PLAN WHICH REQUIRE DEMOLITION OR RELOCATION, THE CONTRACTOR SHALL NOTIFY THE A/E IMMEDIATELY.
12. THE SURVEY BASE PROVIDED HEREIN IS FOR INFORMATIONAL PURPOSES ONLY. THE OWNER, ARCHITECT & ENGINEER(S) ARE NOT RESPONSIBLE FOR ANY MISCHARTED OR UNCHARTED UTILITIES, OR OTHER ERRORS DETECTED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SITE CONDITIONS.
13. THE CONTRACTOR WILL PROTECT ALL UTILITIES, STREETS, STRUCTURES, VEGETATION, AND ADJACENT PROPERTY DESIGNATED TO REMAIN. ANY DAMAGE BY THE CONTRACTOR TO UTILITIES, STREETS, STRUCTURES, VEGETATION AND ADJACENT PROPERTY WILL BE REPLACED OR REPAIRED AT THE CONTRACTOR'S EXPENSE.
14. CONTRACTOR TO ADJUST RIMS OF EXISTING STRUCTURES WITHIN SCOPE OF WORK TO FINAL GRADE ELEVATIONS.
15. EXISTING LATERAL CONNECTIONS FOR UTILITIES SHALL BE COORDINATED WITH THE CORRESPONDING UTILITY COMPANY FOR CAPPING AND CUT OFF WITHIN THE SCOPE OF WORK.
16. THE CONTRACTOR IS TO COMPLY WITH FEDERAL, STATE, AND LOCAL ORDINANCES WITH REGARD TO REMOVAL AND DISPOSAL OF MATERIALS FOR ALL ITEMS TO BE DEMOLISHED. WORK INCLUDES THE COMPLETE REMOVAL AND LEGAL DISPOSAL OF ALL OBJECTS AND MATERIALS (REGARDLESS OF THEIR NATURE) INCLUDING BUT NOT LIMITED TO TREE ROOTS, ORGANIC SOIL, DRUMS, TIRES, WOOD, BROKEN CONCRETE PIECES, AND FENCES ABOVE THE REQUIRED ELEVATION.
17. BURNING ON OWNERS PROPERTY IS NOT PERMITTED.
18. SIDEWALK DEMOLITION SAWCUTS SHALL BE AT THE NEAREST EXISTING JOINT.
19. FULL DEPTH SAWCUTS ARE REQUIRED FOR PAVEMENT REMOVALS, ADJACENT TO EXISTING PAVEMENT TO REMAIN.
20. SAWCUT ALL TREE ROOTS ENCOUNTERED IN LIEU OF USING SHOVELS (HAND SHOVELS OR MECHANICAL).
21. ALL CONCRETE SAWCUTTING SHALL BE PERFORMED WITH A WETSAW TO CONTROL DUST.

DEMOLITION LEGEND

 FULL DEPTH PAVEMENT REMOVAL INCLUDING AGGREGATE BASE

PROJECT:	EXPANSION OF NAPLETON ARLINGTON HEIGHTS CDJR		3650 N. WILKE RD. ARLINGTON HEIGHTS, IL
	PROJECT No. 18.NPL.C01		
	SHEET No. C1		
DESCRIPTION		DATE	No.
PRELIMINARY ENGINEERING		8/27/18	1
REVISIONS PER VILLAGE		10/10/18	1
No.		1	1
 650 E. Algonquin Rd., Ste 250 Schaumburg, IL 60173 T: 647.756.4180 www.rtmassociates.com			

DEMOLITION
PLAN

EXPANSION OF
NAPLETON ARLINGTON
HEIGHTS CDJR

3650 N. WILKE RD.
ARLINGTON HEIGHTS, IL

PROJECT No.
18.NPL.C01
SHEET No.
C1
OF 5 SHEETS



NOTES

- TOPOGRAPHIC AND EXISTING CONDITIONS INFORMATION INCLUDING, STRUCTURES, UTILITIES, PROPERTY LIMITS & INFORMATION IS OBTAINED FROM A OWNER PROVIDED SURVEY. RTM ENGINEERING CONSULTANTS, LLC. HAS UTILIZED THIS INFORMATION AND MAKES NO WARRANTY REGARDING THE ACCURACY THEREOF.
- ALL DIMENSIONS ARE MEASURED TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLAN, HE MUST IMMEDIATELY REPORT SAME TO THE A/E BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITIES. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAIL, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE A/E PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES, FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE A/E SHALL BE FINAL AND CONCLUSIVE.
- COORDINATE BUILDING LAYOUT AND CONNECTION POINTS TO EXISTING BUILDING PER ARCHITECTURAL PLANS, SHOWN ON CIVIL FOR REFERENCE ONLY.
- EXISTING LIGHTING TO REMAIN.
- SCORING PATTERN ON CONCRETE SIDEWALKS SHALL MATCH ADJACENT SIDEWALK PATTERN.
- ALL DISTURBED LANDSCAPE AREAS SHALL BE RESTORED PER THE LANDSCAPE PLANS.

PAVED SURFACE LEGEND

- FULL DEPTH CONCRETE PAVEMENT**
6" IDOT CLASS PV CONCRETE
4" COMPACTED CA-6 BASE COURSE
(12.5' MAXIMUM JOINT SPACING)
- EX. ASPHALT MILL & OVERLAY**
1-1/2" COLD-MILLING
1-1/2" HMA SURFACE COURSE, MIX "D", N50, IL9.5
- STANDARD DUTY ASPHALT PAVEMENT**
1-1/2" HMA SURFACE COURSE
2-1/2" HMA BINDER COURSE
IDOT MIX; N50, IL9.5
8" COMPACTED CA-6
- CONCRETE SIDEWALK**
5" IDOT CLASS SI CONCRETE
4" COMPACTED CA-6
- HEAVY DUTY ASPHALT PAVEMENT**
2" HMA SURFACE COURSE, MIX "D", N50, IL9.5
2-1/4" HMA BINDER, IL-19.0, N50
5" HMA BINDER, IL-19.0, N30
4" COMPACTED CA-6

DIRECTIONAL SIGN LEGEND

- EXISTING STOP SIGN

ZONING MATRIX

	B-3 DISTRICT CODE REQUIRED	PROPOSED
LOT SIZE	N/A	77,170 SF
LOT WIDTH	N/A	N/A
SETBACKS		
NORTH (REAR)	0'	84.84'
SOUTH (FRONT)	0'	23.11'
EAST (SIDE)	0'	78.51'
WEST (SIDE)	0'	23.11'
FIRST FLOOR AREA	NONE	12,416 SF
MEZZANINE AREA	NONE	3,360 SF
GROSS FLOOR AREA	NONE	15,776
F.A.R.	350%	20.4% (15,776/77,170)
BUILDING LOT COVERAGE	NONE	12,416 SF
IMPERVIOUS SURFACE COVERAGE	NONE	43,462 SF
BUILDING HEIGHT	NONE	±25'-10"
OFF-STREET PARKING SPACES		72 SPACES

PROJECT: EXPANSION OF NAPLETON ARLINGTON HEIGHTS CDJR

PROJECT No. 18.NPL.C01

SHEET No. C2

OF 5 SHEETS

3650 N. WILKE RD.

ARLINGTON HEIGHTS, IL

rtm

engineering consultants

650 E. Algonquin Rd., Ste 250 Schaumburg, IL 60173 T:647.756.4180 www.rtmassociates.com

DESCRIPTION	DATE	NO.
PRELIMINARY ENGINEERING	8/27/18	1
REVISIONS PER VILLAGE	10/10/18	1



NOTES:

1. PROPOSED ELEVATIONS SHOWN ON PROPOSED CURB LINES ARE FLOW LINE ELEVATIONS/TOP OF PAVEMENT, UNLESS NOTED OTHERWISE. ADD 0.50' TO OBTAIN TOP OF CURB ELEVATIONS.
2. A CONSTANT SLOPE SHALL BE MAINTAINED BETWEEN SPOT GRADES.
3. RIM GRADES ALONG CURBS ARE FLOW LINE ELEVATIONS.
4. ALL GRADING, BACKFILLING, COMPACTION, EXCAVATION, ETC., SHALL BE IN ACCORDANCE WITH THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL INVESTIGATION REPORT. REFER TO THE REPORT FOR ADDITIONAL INFORMATION NOT TRANSFERRED TO THESE PLANS.
5. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING SPOT ELEVATIONS PRIOR TO ANY CONSTRUCTION AND REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY.
6. OWNER'S REPRESENTATIVE TO VERIFY THAT BUILDING FOUNDATION AND PAVED ARE SUBGRADE SOILS ARE SUITABLE AND COMPACTED PER GEOTECHNICAL REPORT.
7. BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY INTECH CONSULTANTS DATED JULY 24, 2018.

GRADING PLAN LEGEND

RIDGE LINE	---
TOP OF CURB	TC:XX.XX
TOP OF WALK	W:XX.XX
TOP OF PAVEMENT	P:XX.XX
TOP OF DEPRESSED CURB	D:XX.XX
FLOW LINE	F:XX.XX
EDGE OF PAVEMENT	EP:XX.XX
FINISHED GRADE	G:XX.XX
MATCH EXISTING	ME:XX.XX

STORMWATER SUMMARY

VILLAGE OF ARLINGTON HEIGHTS:
TOTAL SITE = 77,170 S.F.

EXISTING PERVIOUS AREA = 42,854 S.F. = 0.984 AC.
EXISTING IMPERVIOUS AREA = 34,316 S.F. = 0.788 AC.
WEIGHTED "C" FACTOR = 0.70
STORAGE REQUIRED PER VAH SPREADSHEET = 0.46 AC.FT.

PROPOSED PERVIOUS AREA = 33,808 S.F. = 0.776 AC.
PROPOSED IMPERVIOUS AREA = 43,362 S.F. = 0.995 AC
WEIGHTED "C" FACTOR = 0.75
STORAGE REQUIRED PER VAH SPREADSHEET = 0.470 AC.FT.

DIFFERENCE STORAGE REQUIRED TO BE PROVIDED = 0.044 AC.FT.
= 1,901 CU.FT.

STORAGE PROVIDED IN PROPOSED BASIN = 0.045 AC.FT.
= 1,944 CU.FT.

VILLAGE OF ARLINGTON HEIGHTS ALLOWABLE RELEASE RATE = 0.18 CFS/ACRE
SITE AREA = 0.788 ACRES
ALLOWABLE RELEASE RATE = 0.32 CFS
PROVIDE 2.5" DIAMETER PLATE RESTRICTOR AT ELEV. 711.74
ACTUAL RELEASE RATE AT HWL 715.00 = 0.30 CFS (OKAY)

MWRD VOLUME CONTROL SUMMARY:
TOTAL AREA = 34,639F. = 0.80

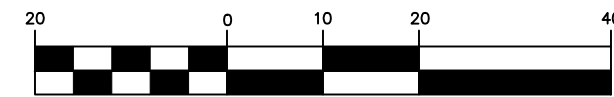
IMPERVIOUS AREA = 21,107 S.F. = 0.48 AC.

VOLUME CONTROL REQUIRED = 21,107 * $\frac{1}{12}$ = 1,758 CU.FT.

VOLUME STORAGE PROVIDED = 1,944 CU.FT.

PROJECT:	EXPANSION OF NAPLETON ARLINGTON HEIGHTS CDJR	3650 N. WILKE RD. ARLINGTON HEIGHTS, IL	SHEET No. C3 OF 5 SHEETS	PROJECT No. 18.NPLC01	DESCRIPTION	No.	DATE	No.	DATE	DESCRIPTION
						1	8/27/18			
						2	10/10/18			
						3				
					PRELIMINARY ENGINEERING					
					REVISIONS PER VILLAGE					

rtm
engineering consultants
650 E. Algonquin Rd., Ste 250 Schaumburg, IL 60173 T:847.756.4180 www.rtmassociates.com



141.02

11. ROUTE 53

L=388.06° M (338.04° R) R=625.00°
CH=381.85° CB=N38°03'03"W

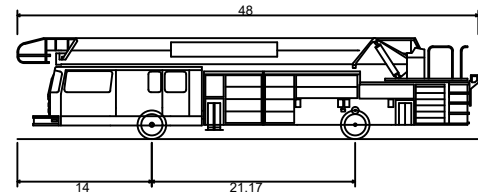
N89°52'30"E 284.15'

#3650
EX. 2-STORY BUILDING
FINISHED FLOOR = ± 716.0

K. BUILDING -
COLUMN (TYP.)

EX. INGRESS & EGRESS
EASEMENT

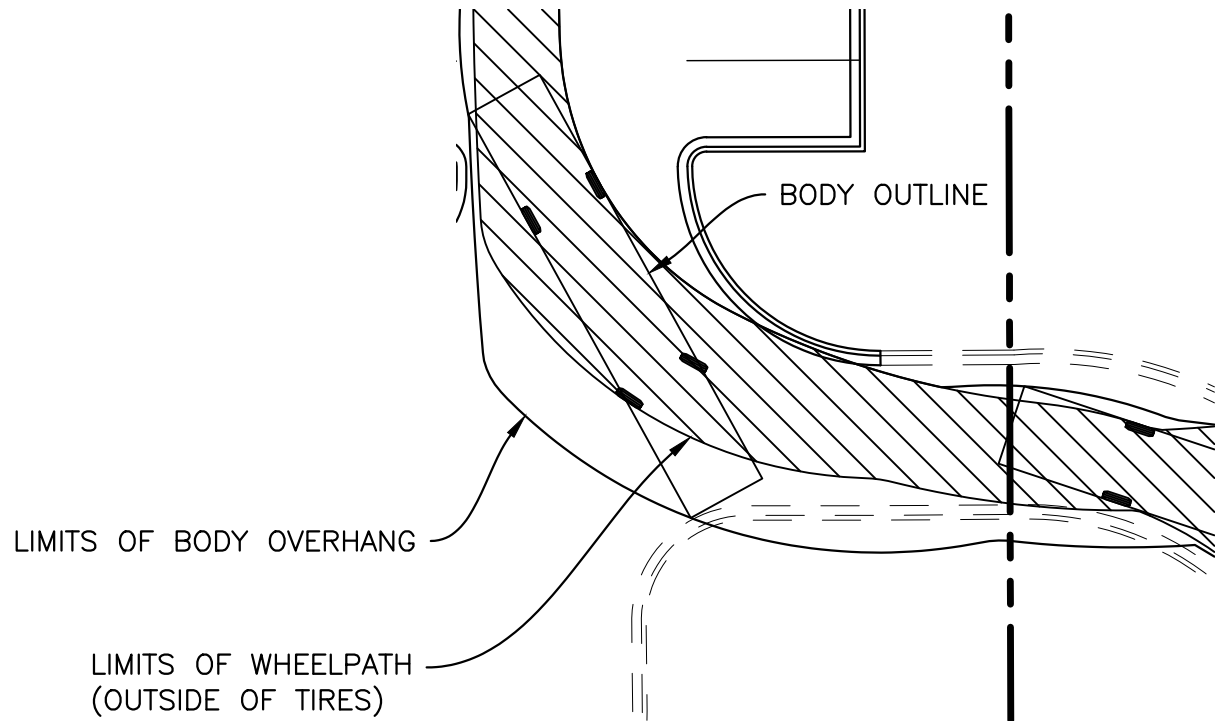
N. WILKE ROAD

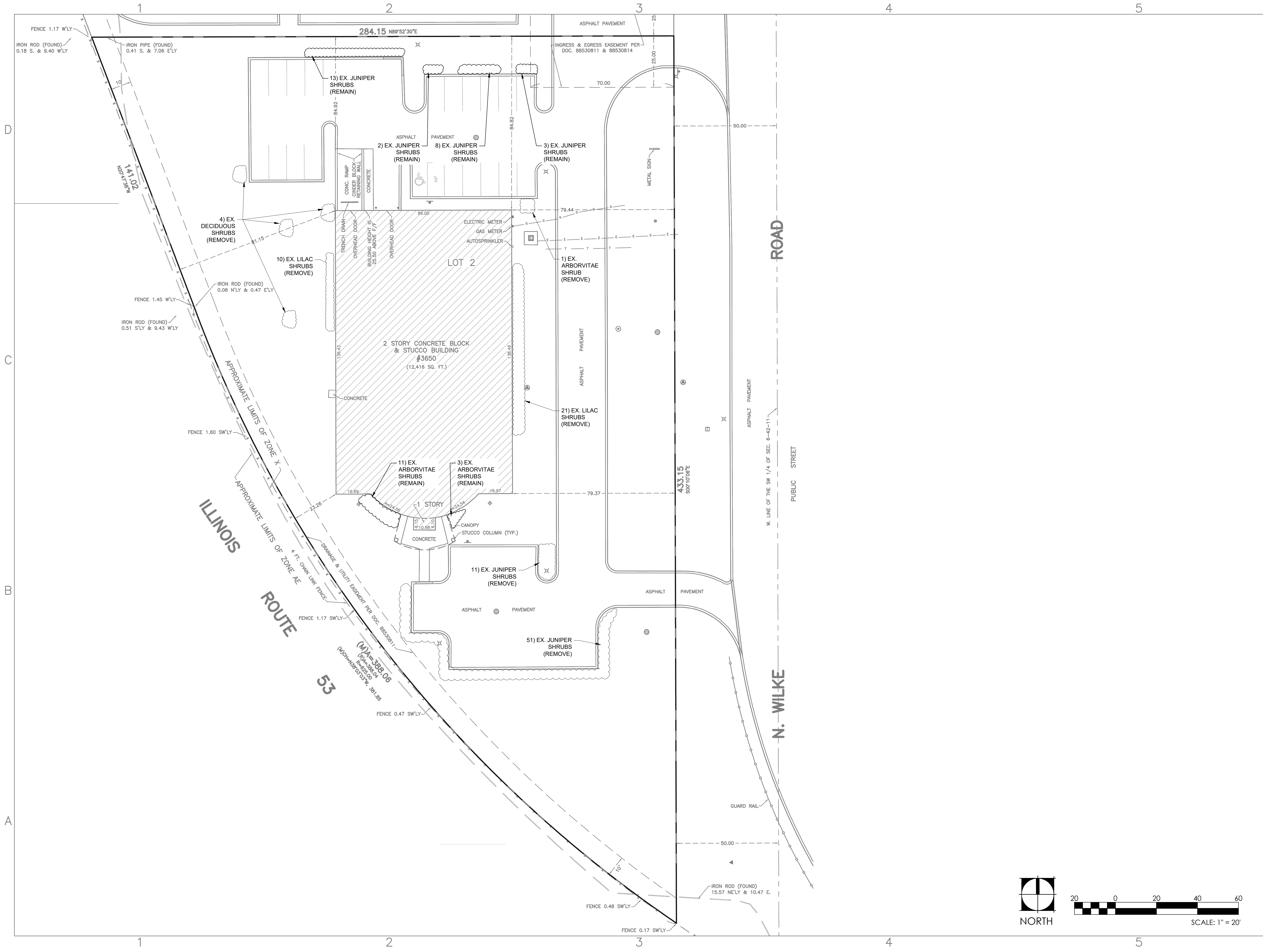


Arlington Heights Tower	
Overall Length	48.000ft
Overall Width	8.500ft
Overall Body Height	10.519ft
Min Body Ground Clearance	0.950ft
Track Width	8.500ft
Lock-to-lock time	4.00s
Max Wheel Angle	40.00°

ARLINGTON HEIGHTS TOWER 131

TURNING EXHIBIT LEGEND

[illegible]



Auto Repair Facility
3650 N. Wilke Road
Arlington Heights, IL
60004



1280 Iroquois Avenue
Suite 110
Naperville, Illinois 60563
Telephone: (630) 428-3134
Fax: (630) 428-3159
www.design-perspectives.net

REV.	COMMENT	DATE
1	ZONING APPLICATION APPROVAL	8/24/18

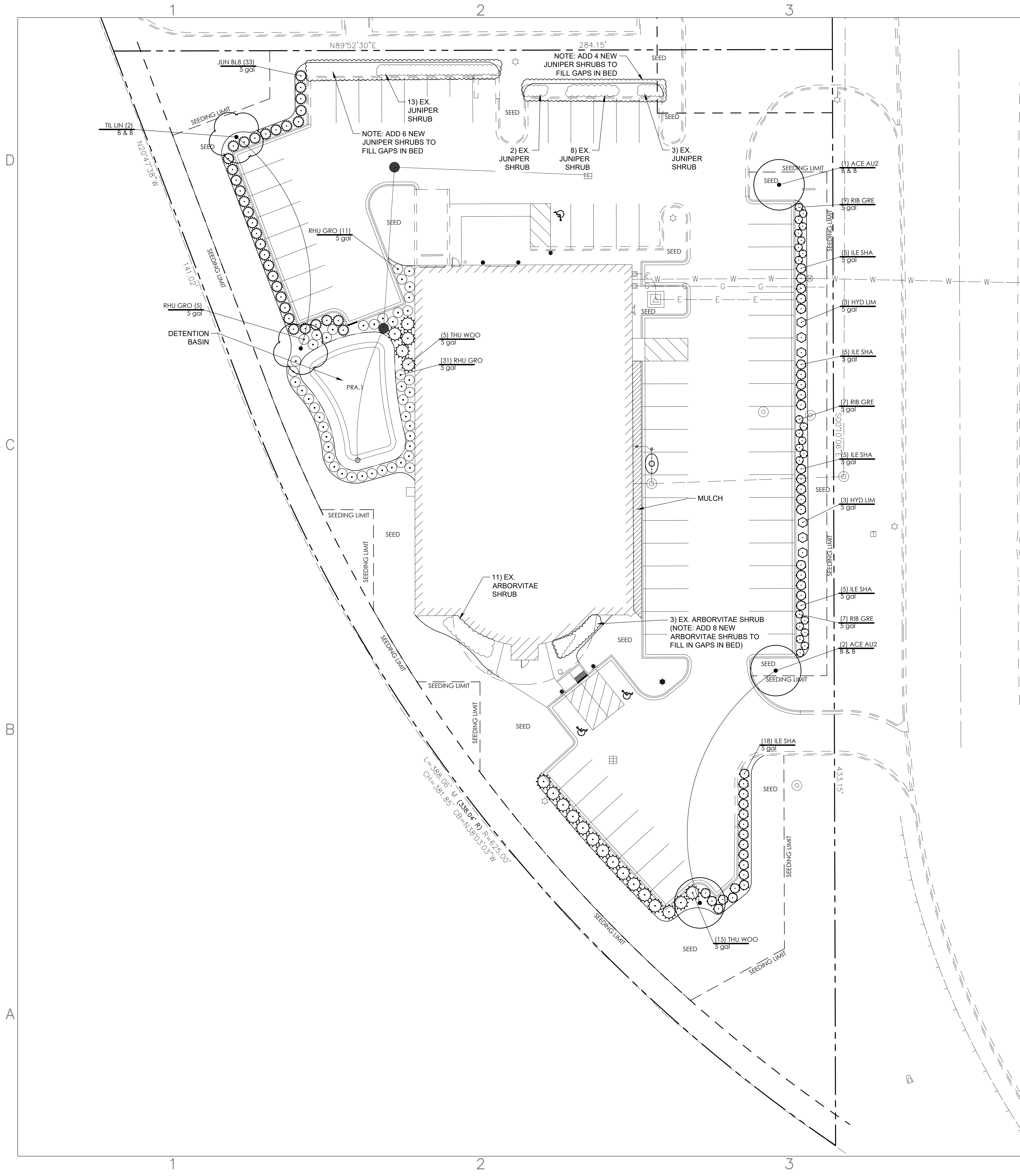
SEAL:



DATE: 6/13/2018
JOB NO.: 18-8004
DRAWN BY: CE
CHECKED BY: TS

DRAWING TITLE:
EXISTING
LANDSCAPE
CONDITIONS
SHEET NO.:

EX-100



PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	CAL	QTY
ACE AU2	Acer freemanii 'Autumn Blaze' / Autumn Blaze Maple	B & B	4"Cal	3
TIL LIN	Tilia americana / American Linden	B & B	4"Cal	2
SHRUBS	BOTANICAL NAME / COMMON NAME	CONT	SIZE	QTY
HYD LIM	Hydrangea paniculata 'Limelight' TM / Limelight Hydrangea	3 gal	12"H.	6
ILE SHA	Ilex glabra 'Shamrock' / Inkberry	3 gal	12"H.	38
JUN BL8	Juniperus virginiana 'Blue Mountain' / Blue Mountain Juniper	3 gal	12"H.	43
RHU GRO	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	3 gal	12"H.	47
RIB GRE	Ribes alpinum 'Green Mound' / Green Mound Alpine Currant	3 gal	12"H.	23
THU WOO	Thuja occidentalis 'Woodwardii' / Woodward Arborvitae	3 gal	12"H.	28
SEED	Bluegrass, Rye and Fescue Blend with Blanket		14,000 sf	
PRA.1	Stormwater Seed Mix with Blanket		1,600 sf	

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REV.	COMMENT	DATE
1	ZONING APPLICATION	8/24/18
2	APPROVAL REVISIONS PER VILLAGE	10/10/18

SEAL:

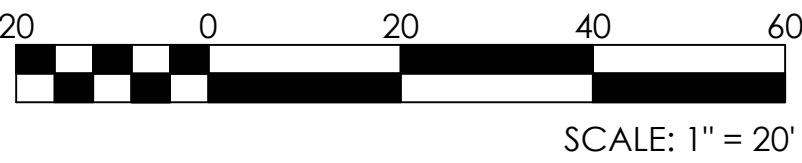


DATE:6/13/2018
JOB NO.:18-8004
DRAWN BY:CE
CHECKED BY:TS

DRAWING TITLE:
LANDSCAPE
PLAN

SHEET NO.:
LP-100

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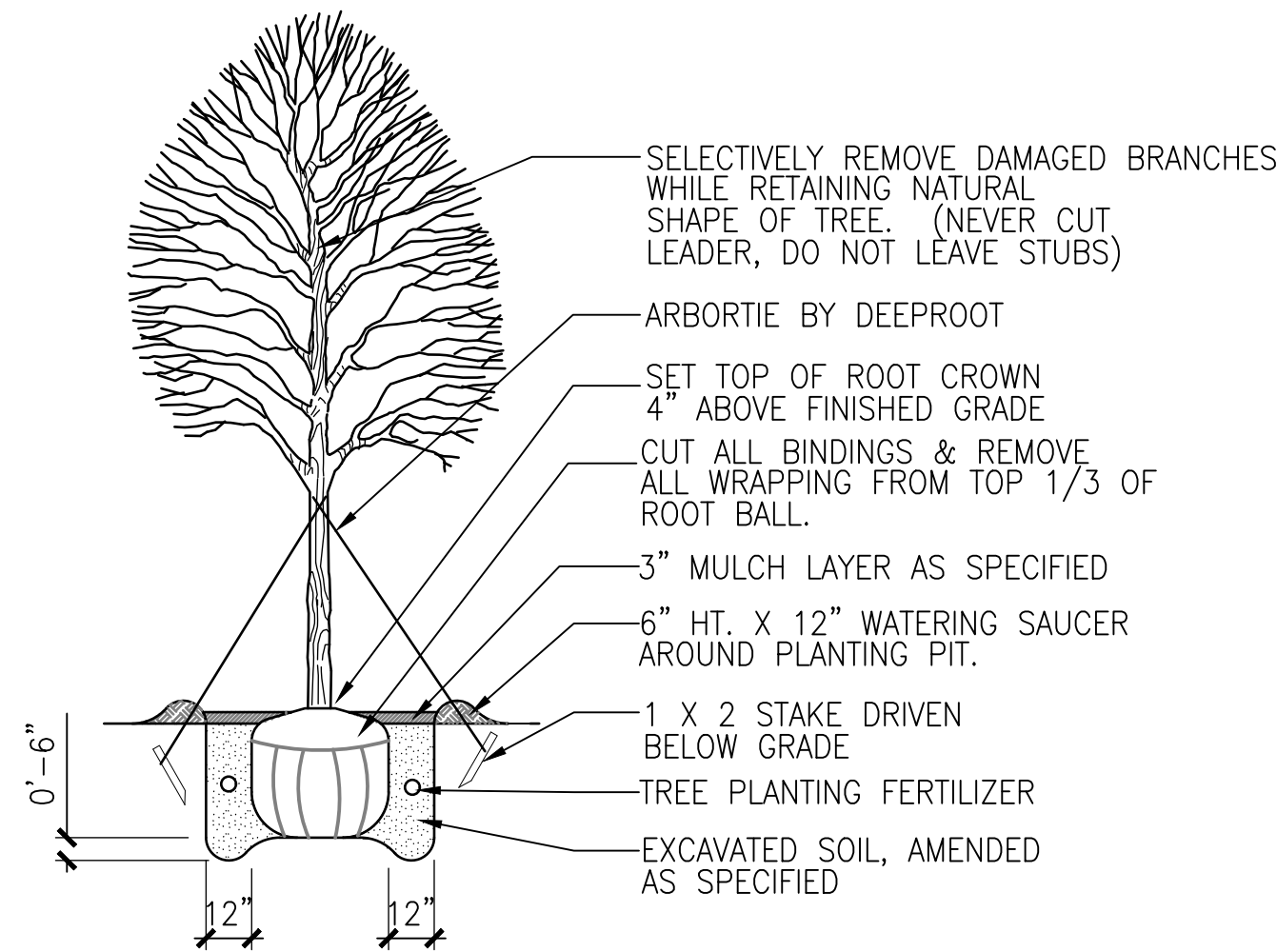


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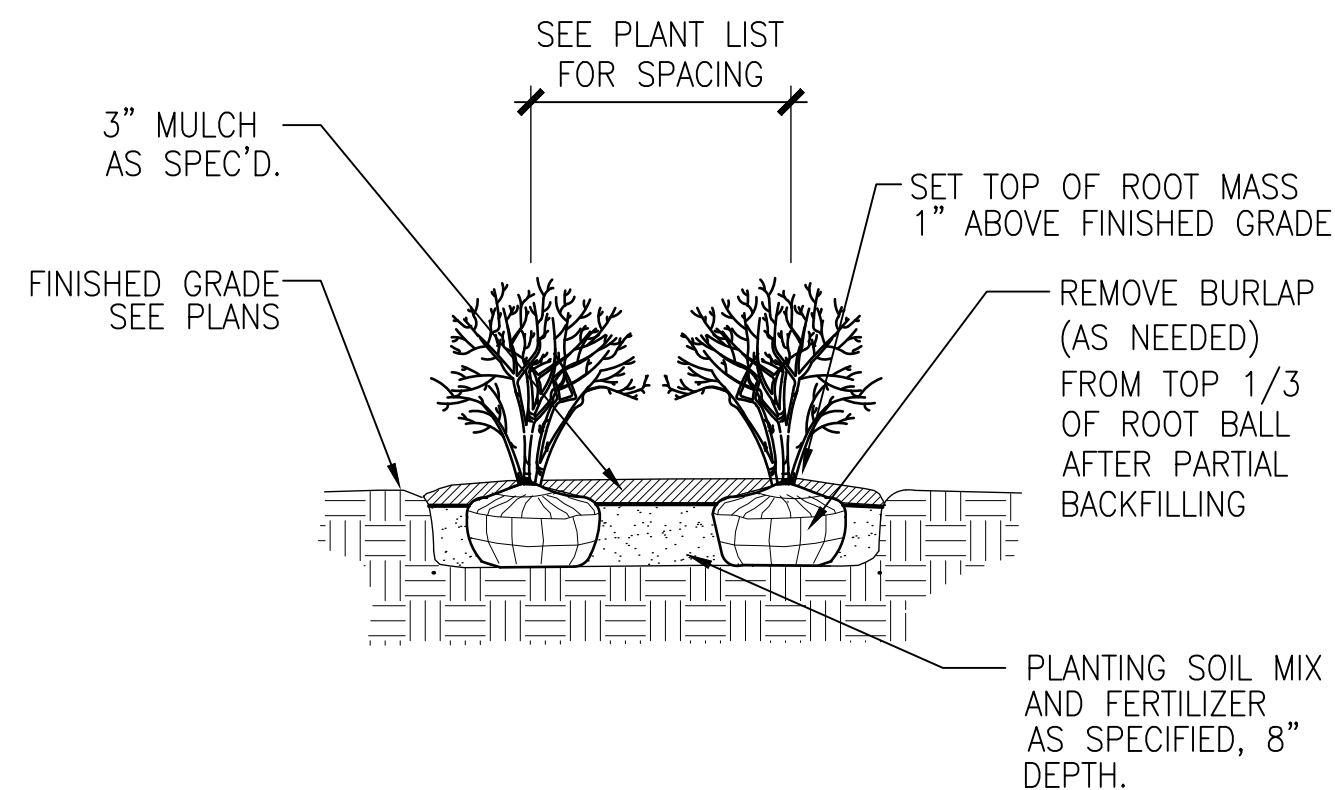
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B

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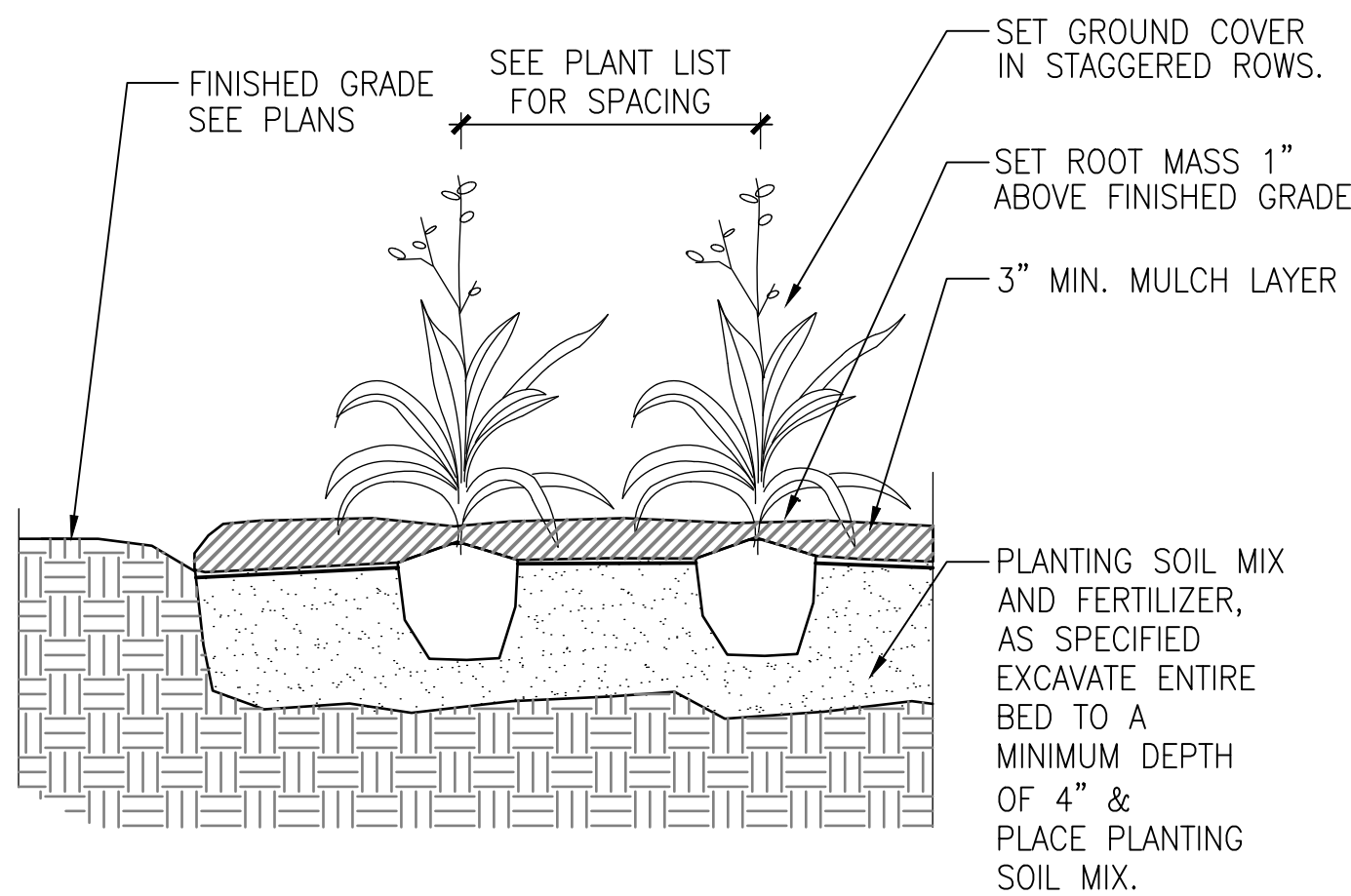


DT-tree-w-wire-gyn



ALL PLANTS TO BE INSTALLED IN STAGGERED ROWS UNLESS OTHERWISE NOTED ON PLANS

DT-shrub-gyn



DT-groundcover-gyn

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR WITH ALL UNDERGROUND UTILITIES AND STRUCTURES. SEE CONSTRUCTION NOTES.

2. DO NOT WILLFULLY PROCEED WITH PLANTINGS AS DESIGNED WHEN IT IS OBVIOUS THAT OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING THE DESIGN PROCESS. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE PROJECT MANAGER. THE LANDSCAPE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY NECESSARY REVISIONS AND COSTS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.

3. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUBCONTRACTORS AND/OR SUPPLIERS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.

4. THE LANDSCAPE CONTRACTOR IS TO RECEIVE THE SITE AT +/- 1/10TH OF AN INCH.

5. REFER TO SPECIFICATIONS FOR PLANTING REQUIREMENTS, MATERIALS, AND EXECUTION.

6. ALL TREES SHALL BE TAGGED BY THE PROJECT MANAGER AT A NURSERY SELECTED BY THE LANDSCAPE CONTRACTOR OR AT THE DISCRETION OF THE PROJECT MANAGER.

7. FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO APPROVAL OF THE PROJECT MANAGER PRIOR TO DIGGING ANY HOLES. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING PROJECT MANAGER ADEQUATE ADVANCE NOTICE FOR ON-SITE APPROVALS. THE LANDSCAPE CONTRACTOR IS TO THE FOLLOWING BEFORE BEGINNING INSTALLING PLANTINGS:

SHRUBS – LAY OUT THE ACTUAL CONTAINERS ON-SITE BEFORE DIGGING HOLES.

TREES – STAKE THE LOCATIONS BEFORE DIGGING HOLES. ANY TREE PLANTED WITHOUT ITS FINAL LOCATION APPROVED BY THE PROJECT MANAGER MAY BE REQUESTED TO BE RELOCATED AT THE SOLE EXPENSE OF THE LANDSCAPE CONTRACTOR.

8. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE PROJECT MANAGER AT LEAST 48 HOURS IN ADVANCE PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.

9. IF CONFLICTS ARISE BETWEEN THE ACTUAL SIZE OF AREAS ON THE SITE AND THE DRAWINGS, CONTACT THE PROJECT MANAGER FOR RESOLUTION.

10. IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO FURNISH PLANTS FREE OF PESTS AND/OR DISEASES. PRE-SELECTED OR "PROJECT MANAGER TAGGED" PLANT MATERIAL MUST BE INSPECTED BY THE LANDSCAPE CONTRACTOR AND CERTIFIED PEST AND DISEASE FREE. IT IS THE LANDSCAPE CONTRACTOR'S OBLIGATION TO WARRANTY ALL PLANT MATERIAL PER THE SPECIFICATIONS.

11. GROUNDCOVERS AND SHRUBS ARE TO BE TRIANGULARLY SPACED UNLESS INDICATED ON THE PLANS.

12. ALL TREES WITHIN A SPECIES SHALL HAVE MATCHING FORM, UNLESS OTHERWISE NOTED.

13. ALL TREES, SHRUB AND GROUNDCOVER AREAS (EXCLUDING TURF AND SLOPE AREAS) ARE TO BE MULCHED PER DETAILS.

14. ALL MULCH TO BE PREMIUM SHREDDED HARDWOOD MULCH, NATURAL BROWN COLOR.

15. TREES SHALL BE SET BACK A MINIMUM OF TEN FEET (10') HORIZONTALLY FROM UTILITY STRUCTURES, INCLUDING, BUT NOT LIMITED TO, MANHOLES, VALVE VAULTS, VALVE BOXES, FIRE HYDRANTS, TRANSFORMERS AND SWITCH CANS. TREES SHALL BE SET BACK A MINIMUM OF FIVE (5') HORIZONTALLY FROM SANITARY SEWER AND WATER SERVICES. CONTRACTOR TO MAKE NECESSARY ADJUSTMENTS UNDER THE APPROVAL OF OWNER. REFER TO CIVIL DRAWINGS PREPARED BY OTHERS.

16. PLANTING RESTRICTIONS: PLANT DURING ONE OF THE FOLLOWING PERIODS. COORDINATE PLANTING PERIODS WITH MAINTENANCE PERIODS TO PROVIDE REQUIRED MAINTENANCE FROM DATE OF SUBSTANTIAL COMPLETION.

1. SPRING PLANTING: 4/1 – 6/15
2. FALL PLANTING: 9/1 – 11/1

DT-plantnote-gyn

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60004



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REV.	COMMENT	DATE
1	ZONING APPLICATION APPROVAL	8/24/18

SEAL:



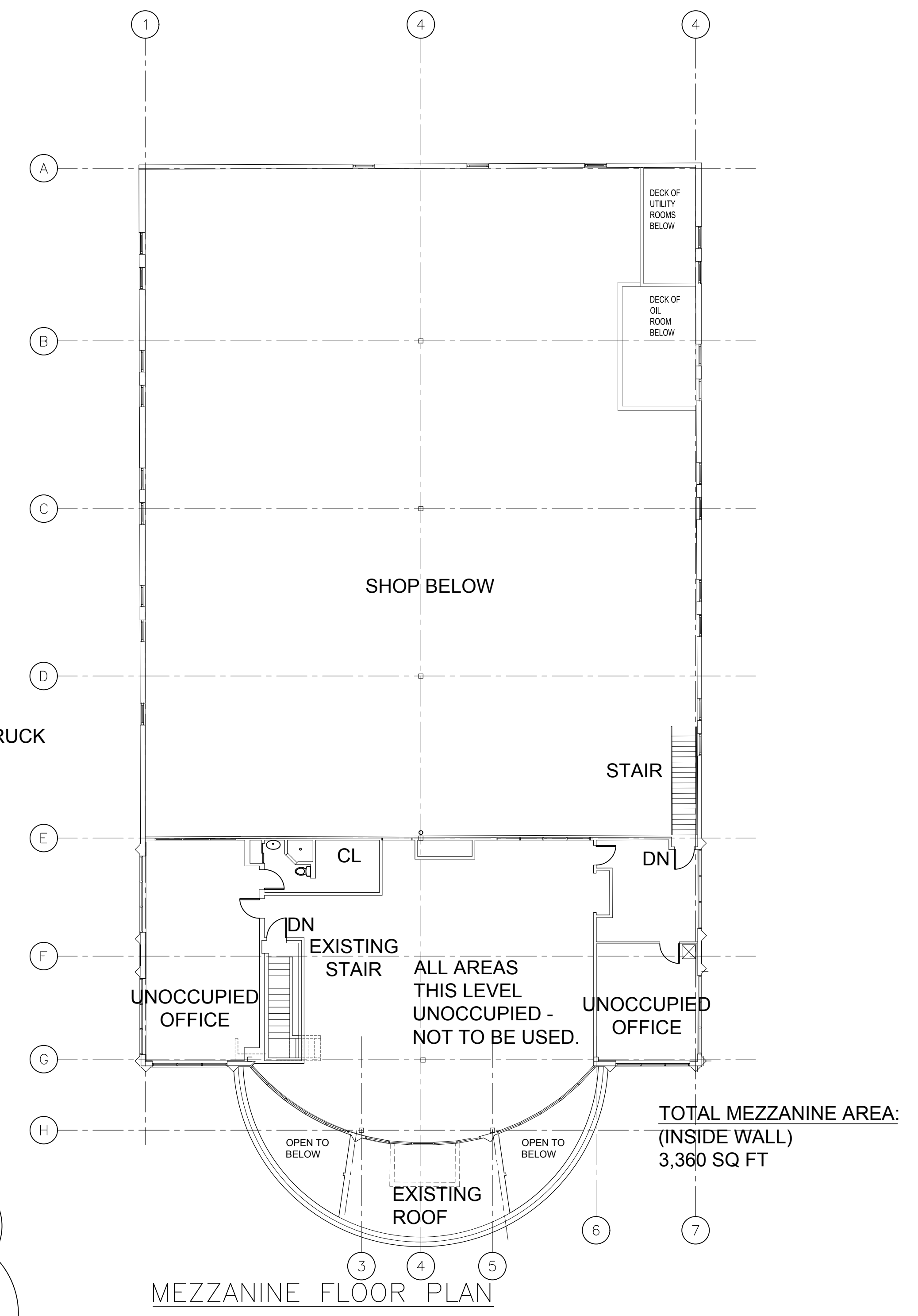
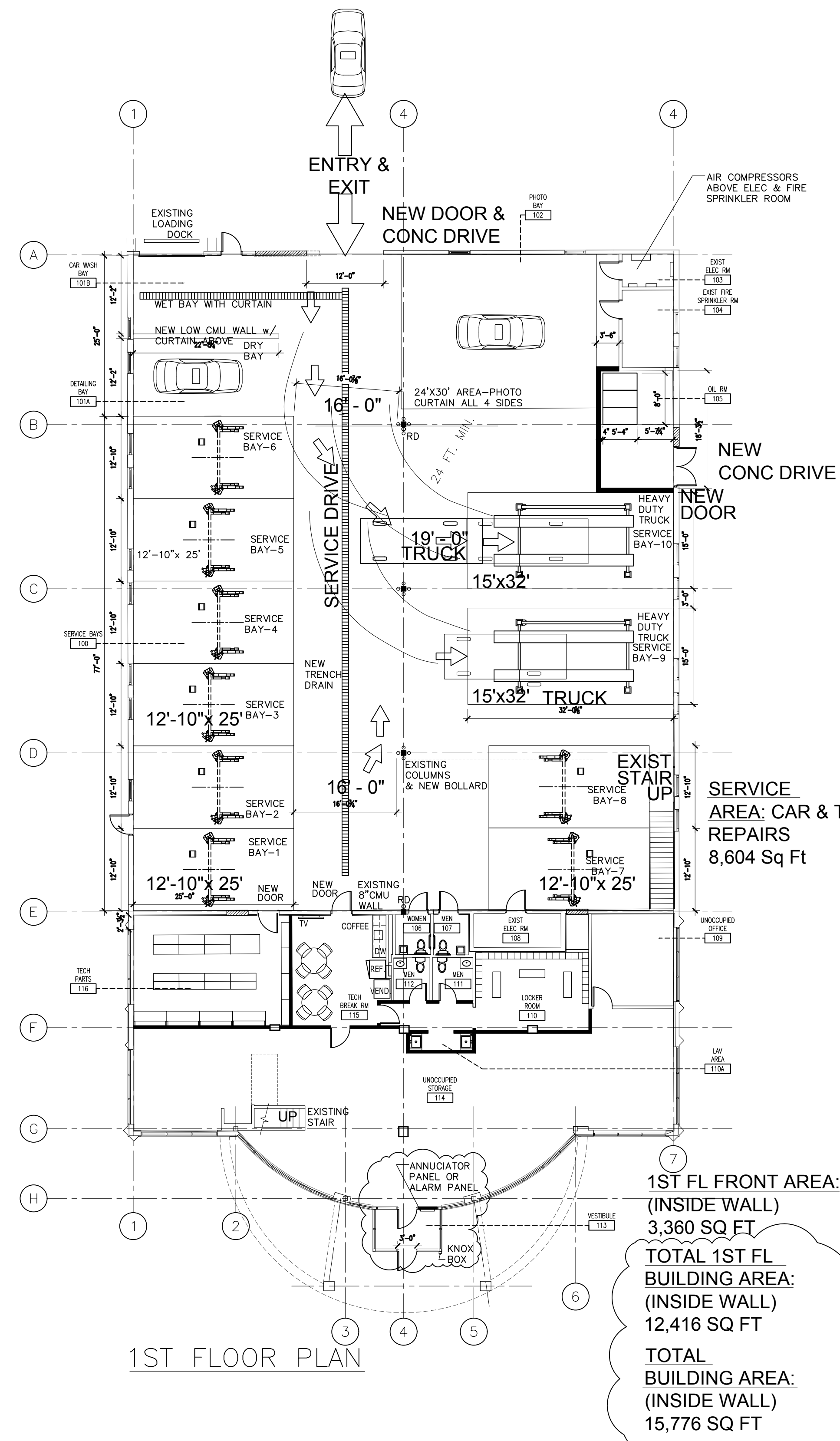
DATE:6/13/2018
JOB NO.:18-8004
DRAWN BY:CE
CHECKED BY:TS

DRAWING TITLE:
PLANTING
DETAILS

SHEET NO.:

LP-500

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EXPANSION of NAPLETON
ARLINGTON HEIGHTS COJR
3650 Wilkie Road
Arlington Heights, IL

ZONING APPLICATION	10-12-18
RESUBMITTAL	
ZONING APPLICATION	8-24-18
APPROVAL	
CONSTR ISSUE:	
PERMIT ISSUE:	
BID ISSUE:	
DRAWING ISSUE HISTORY	
PROJECT NO:	09-000-83
DRAWING DATE:	8/21/18
DRAWN BY:	DG
CHECKED BY:	DG
DRAWING SCALE:	NOT TO SCALE

1ST FLOOR PLAN &
MEZZ FLOOR PLAN

A1.0

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Lighting Layout For:
Napleton Automotive Group
Arlington Heights Service Building
3650 Wilke Road

STAMP

REVISIONS		
NO	DATE	BY

DRAWN BY:
WPROCTOR
ISSUE DATE
7/17/18
DRAWING CHECKED BY: RT

SHEET SIZE ARCH: Expanded D (36.00 X 24.00 inches)

CB13483-SITE1

LIGHTING NOTES:

- Existing 20'+/- tall light poles are to have new LED fixtures installed by E.C. One existing pole is being relocated as noted on the plan.
- Existing wall packs are to be replaced with new LED fixtures unless noted otherwise. These are mounted on the parapet wall at approximately 26' A.F.G.
- Footcandle values are calculated at grade.

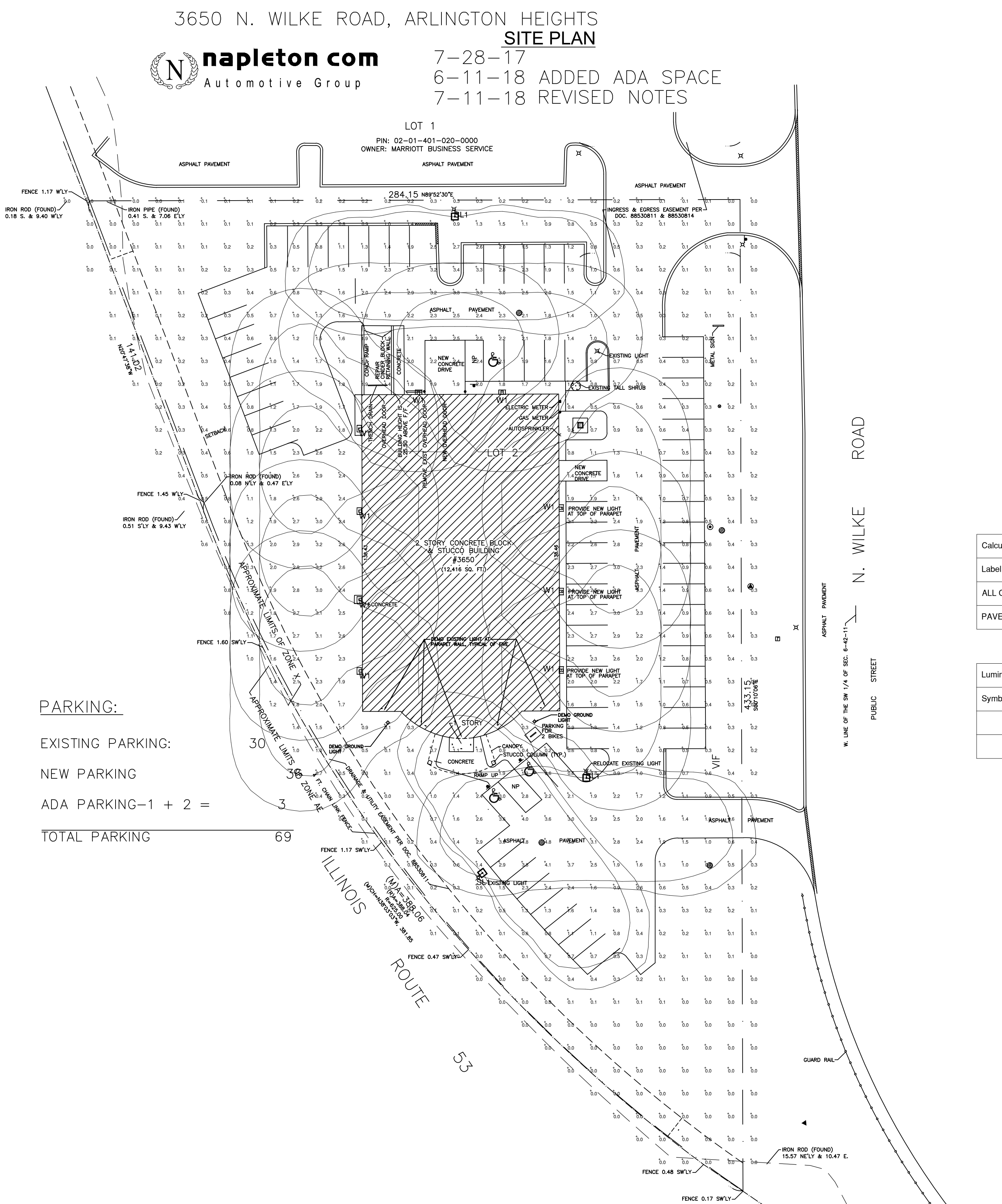
National Lighting Vendor:

For pricing and technical assistance contact: Rob Thomson of CBMC INC, tel# 317-828-4119 / rthomson@cbmcinc.com
William Proctor - Lighting Consultant - wproctor@cbmcinc.com



Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Avg/Min
ALL CALC POINTS	Illuminance	Fc	0.96	4.8	0.0	N.A.
PAVED AREAS	Illuminance	Fc	1.55	4.8	0.1	15.50

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Description	Lum. Watts	Total Watts
+	9	W1	SINGLE	WALL MOUNT DL119453 / TYPE FT OPTIC / 76 WATT LED / 5000K	76	684
→	3	SL1	SINGLE	SINGLE DL131470 - DL103167 / TYPE 3 OPTIC / INTERNAL LOUVER/ 93 WATT LED / 5000K	93.1	279.3



PARKING:
EXISTING PARKING:
NEW PARKING
ADA PARKING-1 + 2 =
TOTAL PARKING 69

1 LIGHTING PLAN
SCALE: 1 = 30



AUTO REPAIR FACILITY

3650 N. Wilke Road
Arlington Heights, IL 60004
18.NPL.C01

August 27, 2018
Revised October 10, 2018

PRELIMINARY STORM WATER COMPUTATIONS



LICENSE EXPIRES: 11/30/19

SIGNED: 10/10/2018

Expansion of Napleton Arlington Heights CDJR

3650 N. Wilke Road

Existing Conditions Stormwater Detention Requirements

Site area = 1.77 Acres
 Allowed Release Rate (Area x 0.18 cfs/Ac.) = 0.32 cfs
 Total Impervious Area (0.95) = 0.788 Acres
 Total Pervious Area (0.50) = 0.984 Acres
 Weighted "C" Factor = 0.70

A	B	C	D	E	F	G	H	J	K
Runoff Factor "C"	Storm Duration		Rainfall Intensity	Site Area	Inflow Rate (CxlxA)	Release Rate	Storage Rate	Storage Required	
	(min)	(hrs)	"I" (in/hr)	"A" (acres)	(cfs)	(cfs)	(cfs)	(cu-ft)	(Ac-ft)
0.70	5	0.08	10.92	1.77	13.55	0.32	13.23	3,810	0.087
0.70	10	0.17	10.02	1.77	12.43	0.32	12.11	7,413	0.170
0.70	15	0.25	8.20	1.77	10.17	0.32	9.85	8,869	0.204
0.70	30	0.50	5.60	1.77	6.95	0.32	6.63	11,932	0.274
0.70	60	1.00	3.56	1.77	4.42	0.32	4.10	14,753	0.339
0.70	90	1.50	2.75	1.77	3.41	0.32	3.09	16,702	0.383
0.70	120	2.00	2.24	1.77	2.78	0.32	2.46	17,714	0.407
0.70	180	3.00	1.62	1.77	2.01	0.32	1.69	18,265	0.419
0.70	240	4.00	1.28	1.77	1.59	0.32	1.27	18,279	0.420
0.70	300	5.00	1.08	1.77	1.34	0.32	1.02	18,382	0.422
0.70	360	6.00	0.95	1.77	1.18	0.32	0.86	18,575	0.426
0.70	420	7.00	0.83	1.77	1.03	0.32	0.71	17,920	0.411
0.70	480	8.00	0.75	1.77	0.93	0.32	0.61	17,621	0.405
0.70	540	9.00	0.68	1.77	0.84	0.32	0.53	17,010	0.391
0.70	600	10.00	0.63	1.77	0.78	0.32	0.46	16,667	0.383
0.70	660	11.00	0.59	1.77	0.73	0.32	0.41	16,369	0.376
0.70	720	12.00	0.55	1.77	0.68	0.32	0.36	15,713	0.361
0.70	780	13.00	0.52	1.77	0.65	0.32	0.33	15,281	0.351
0.70	840	14.00	0.49	1.77	0.61	0.32	0.29	14,580	0.335
0.70	900	15.00	0.46	1.77	0.57	0.32	0.25	13,612	0.312
0.70	960	16.00	0.43	1.77	0.53	0.32	0.21	12,376	0.284
0.70	1020	17.00	0.41	1.77	0.51	0.32	0.19	11,631	0.267
0.70	1080	18.00	0.39	1.77	0.48	0.32	0.17	10,707	0.246

Max Volume = 0.426 Acre Feet
 18,575 cu-ft

Expansion of Napleton Arlington Heights CDJR

3650 N. Wilke Road

Existing Conditions Stormwater Detention Requirements

Site area = 1.77 Acres
 Allowed Release Rate (Area x 0.18 cfs/Ac.) = 0.32 cfs
 Total Impervious Area (0.95) = 0.995 Acres
 Total Pervious Area (0.50) = 0.776 Acres
 Weighted "C" Factor = 0.75

A	B	C	D	E	F	G	H	J	K
Runoff Factor "C"	Storm Duration (min)	(hrs)	Rainfall Intensity "I" (in/hr)	Site Area "A" (acres)	Inflow Rate (CxlxA) (cfs)	Release Rate (cfs)	Storage Rate (cfs)	Storage Required (cu-ft)	(Ac-ft)
0.75	5	0.08	10.92	1.77	14.56	0.32	14.24	4,101	0.094
0.75	10	0.17	10.02	1.77	13.36	0.32	13.04	7,981	0.183
0.75	15	0.25	8.20	1.77	10.93	0.32	10.61	9,553	0.219
0.75	30	0.50	5.60	1.77	7.47	0.32	7.15	12,866	0.295
0.75	60	1.00	3.56	1.77	4.75	0.32	4.43	15,940	0.366
0.75	90	1.50	2.75	1.77	3.67	0.32	3.35	18,078	0.415
0.75	120	2.00	2.24	1.77	2.99	0.32	2.67	19,209	0.441
0.75	180	3.00	1.62	1.77	2.16	0.32	1.84	19,886	0.457
0.75	240	4.00	1.28	1.77	1.71	0.32	1.39	19,987	0.459
0.75	300	5.00	1.08	1.77	1.44	0.32	1.12	20,184	0.463
0.75	360	6.00	0.95	1.77	1.27	0.32	0.95	20,477	0.470
0.75	420	7.00	0.83	1.77	1.11	0.32	0.79	19,858	0.456
0.75	480	8.00	0.75	1.77	1.00	0.32	0.68	19,623	0.450
0.75	540	9.00	0.68	1.77	0.91	0.32	0.59	19,052	0.437
0.75	600	10.00	0.63	1.77	0.84	0.32	0.52	18,769	0.431
0.75	660	11.00	0.59	1.77	0.79	0.32	0.47	18,533	0.425
0.75	720	12.00	0.55	1.77	0.73	0.32	0.41	17,915	0.411
0.75	780	13.00	0.52	1.77	0.69	0.32	0.37	17,535	0.403
0.75	840	14.00	0.49	1.77	0.65	0.32	0.33	16,869	0.387
0.75	900	15.00	0.46	1.77	0.61	0.32	0.29	15,914	0.365
0.75	960	16.00	0.43	1.77	0.57	0.32	0.25	14,671	0.337
0.75	1020	17.00	0.41	1.77	0.55	0.32	0.23	13,956	0.320
0.75	1080	18.00	0.39	1.77	0.52	0.32	0.20	13,049	0.300

Max Volume = 0.470 Acre Feet
 20,477 cu-ft

Existing Site Required = 0.426 Acre Feet
 Proposed Site Requires = 0.470 Acre Feet
Difference in Storage to be provided with project = 0.044 Acre Feet
 1,901 Cubic Feet

PROPOSED CONDITIONS

ORIFICE/WEIR STRUCTURE RATING ANALYSIS

10/10/2018

PROJECT NAME: Expansion of Napleton Arlington Heights CDJR
PROJ. NO.: 18.NPL.C01

OUTLET:

SITE AREA = 1.77 ACRES
ADDITIONAL TRIB. DISTURBED AREA = 0.00 ACRES
TOTAL TRIBUTARY DETENTION/VOLUME CONTROL AREA = 1.77 ACRES
ALLOWABLE RELEASE RATE (0.18 CFS/ACRE) = 0.32 CFS

OUTLET:

ORIFICE:	2.5 IN. DIA. @ ELEV	711.74
WEIR:	10 FEET WIDE @ ELEV	715.10

ORIFICE FLOW EQUATION: $Q = C_d A (2gH)^{0.5}$

WEIR FLOW EQUATION: $Q = 3.0L(H)^{1.5}$

HYDRAULIC DIMENSIONS

	# 1
ORIFICE AREA (ft ²)	0.0341
ORIFICE DIAMETER (in)	2.50
ORIFICE DISCHARGE COEFFICIENT	0.61
ORIFICE ELEV. (ft-NAVD88)	711.74
TAILWATER OR CENTROID (ft-NAVD88)	711.844
WEIR LENGTH (ft)	10.00
WEIR COEFFICIENT	3.0
WEIR ELEV. (ft-NAVD88)	715.10

ELEVATION-DISCHARGE RELATIONSHIP

Elevation (feet)	Q-Orifice (cfs)	Q-Weir (cfs)	Q-Total (cfs)
711.74	0.00	0.00	0.00
712.00	0.07	0.00	0.07
713.00	0.18	0.00	0.18
714.00	0.25	0.00	0.25
715.00	0.30	0.00	0.30

Detention HWL

PROPOSED STORMWATER VOLUME				
			Cumulative total	
ELEV.	Contour area	Storage	CU.FT.	ACRE-FEET
715.00	1596	1307	1944	0.045
714.00	1017	446	637	0.015
713.50	766	192	192	0.004
713.00	0		0	0.000



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building & Life Safety Department
Subject: 3650 N Wilke Rd – Rezoning from M-1 to B-3, Variation
PC#: 18-019 – Round 1
Date: September 14, 2018

Sam –

I do not have any objections to the rezoning or variation requested.

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SEP 14 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety

Date: 9/4/2018

P.C. Number: 18-019

Project Name: Rezoning from M-1 to B-3

Project Location: 3650 N. Wilke Rd

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. All currently adopted codes shall apply for any work proposed.
2. The fire sprinkler shall be NFPA compliant and capable of protecting the proposed use. Verification will be required before occupancy is approved.
3. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
4. Fire protection equipment and service rooms shall be identified in an approved manner.
5. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
6. 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.
7. 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.
8. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
9. Buildings shall have approved address numbers.

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SEP - 5 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Date 09-04-18

Reviewed By:


Fire Safety Supervisor

Village of Arlington Heights
Public Works Department

Memorandum

To: Sam Hubbard, Planning & Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: September 13, 2018
Subject: 3650 N. Wilke Road, P.C. #18-019 Round 1

With regard to the proposed rezoning, I have the following comments:

- 1) The existing water meters and RPZ's have been inactive and are considered obsolete, they must be replaced as a condition of reuse;
 - a. 6" x 3" compound meter
 - b. 6" RPZ
 - c. 1.5" RPZ
- 2) Further comments will be submitted upon receipt of plans with plumbing schedule. A suitable grease trap/oil separator will also be needed.

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

C. file

RECEIVED
SEP 21 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-019
 Petitioner: EFN Dundee Property, LLC
One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Owner: EFN Dundee Property, LLC
One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Contact Person: Ryan Ponton
 Address: One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Phone #: (630) 455-2946
 Fax #: (630) 321-1190
 E-Mail: RYAN@napleton.com

P.I.N.# 02-01-401-021-0000
 Location: 3650 N. Wilke Road Arlington Hts, IL
 Rezoning: ☒ Current: ☐ Proposed: ☐
 Subdivision: ☐
 # of Lots: ☐ Current: ☐ Proposed: ☐
 PUD: ☐ For: ☐
 Special Use: ☐ For: ☐
 Land Use Variation: ☐ For: ☐
 Land Use: ☐ Current: ☐
 Proposed: ☐
 Site Gross Area: 77,170 sq. ft.
 # of Units Total: ☐
 1BR: ☐ 2BR: ☐ 3BR: ☐ 4BR: ☐

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

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

a. Underground Utilities

Water NOSanitary Sewer NOStorm Sewer NO

b. Surface Improvement

Pavement NOCurb & Gutter NOSidewalks NOStreet Lighting NO

c. Easements

Utility & Drainage NOAccess NO

2. PERMITS REQUIRED OTHER THAN VILLAGE:

- a. MWRDGC ☒ b. IDOT ☐
 c. ARMY CORP ☐ d. IEPA ☐
 e. CCHD ☐

3. R.O.W. DEDICATIONS?
 4. SITE PLAN ACCEPTABLE?
 5. PRELIMINARY PLAT ACCEPTABLE?
 6. TRAFFIC STUDY ACCEPTABLE?
 7. STORM WATER DETENTION REQUIRED?
 8. CONTRIBUTION ORDINANCE EXISTING?
 9. FLOOD PLAIN OR FLOODWAY EXISTING? ...
 10. WETLAND EXISTING?

YES	NO	COMMENTS
☐	☒	
☐	☒	SEE COMMENTS
☐	☒	N/A
☒	☐	NEGOT
☒	☐	
☐	☒	
☐	☒	
☐	☒	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RYM ENGINEERING
 DATE OF PLANS: 8-27-18

Director

Date

Michael J. Fager 9/14/18

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SEP 17 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #18-019
Napleton Automotive Group
Auto Repair Facility
3650 N Wilke Rd
Rezoning from M-1 to B-3 variation
Round 1

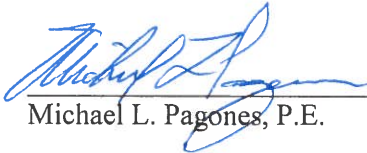
1. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, 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.
2. 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

3. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Interim Director of Engineering for an editable version of the OUMA.
4. Regarding the release rate for the detention basin, additional information must be provided. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. 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 Bulletin 70 rainfall data. 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.

TRAFFIC

5. The request to waive the requirement for a traffic and parking study is not endorsed since there are several traffic concerns related to the proposed use at this site. Responses to the following topics should be supplemented by a technical memorandum addressing the following:
 - a.) Based upon the existing building square footage, what code required parking is necessary for this zoning use.
 - b.) A comparison of the existing 40 stall parking lot to the proposed 72 parking stalls must be further explained.
 - c.) The anticipated trip generated values for inbound and outbound traffic during peak morning and evening roadway rush hours should be provided.
6. The revision to the existing southerly driveway removing the right turn only operation is not supported. This driveway exists on the apex of a compound reverse curve in the roadway to the south with limited sight distance. The right turn only configuration must be kept. Verify that the Fire Department's tower truck can maneuver through the right turn only.
7. All light fixtures must be mounted parallel with the ground and shining down, and not out away from the building.

 9/14/18
Michael L. Pagones, P.E. Date

Interim Director of Engineering

Attachments:



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-019

Project Name

Napleton Repair Facility

Project Location

3650 N. Wilke Road

Planning Department Contact Sam Hubbard

General Comments

Round 1:

- 1) The Fire Department will defer to Don Lay from the Fire Safety Division as to whether the change of occupancy changes any code requirements for an existing structure. Sprinkler flow requirements are of particular concern.
- 2) A Knox Box will be located at the main front entrance.
- 3) Install a fully operational annunciator panel or alarm panel at the main entrance.
- 4) The Fire Department Connection is to be fully visible and assessable by the Fire Department.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date September 12, 2018

Reviewed By:

LT. Mark Aleckson

Arlington Heights Fire Department

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-019
 Petitioner: EFN Dunder Property, LLC
One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Owner: EFN Dunder Property, LLC
One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Contact Person: RYAN PONTON
 Address: ONE OAKBROOK TERRACE, Suite 600
OAKBROOK TERRACE, IL 60181
 Phone #: (630) 455-2946
 Fax #: (630) 321-7190
 E-Mail: RYAN@napleton.com

P.I.N.# 02-01-401-021-0000
 Location: 3650 N. Wilke Road, Arlington Hs, IL
 Rezoning: ☒ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 77,170 sq ft.
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

No comments from this Department

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SEP 13 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner 9/11/18

Environmental Health Officer

Date

James McCalister 9/11/18

tor

Direc
Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-019
 Petitioner: EFN Dundee Property, LLC
One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Owner: EFN Dundee Property, LLC
One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Contact Person: RYAN PONTON
 Address: One Oakbrook Terrace, Suite 600
Oakbrook Terrace, IL 60181
 Phone #: (630) 455-2946
 Fax #: (630) 321-1190
 E-Mail: RYAN@NAPLETON.COM

P.I.N.# 02-01-401-021-0000
 Location: 3650 N. Wilke Road, Arlington Hts, IL
 Rezoning: ☒ Current: ☐ Proposed: ☐
 Subdivision: ☐
 # of Lots: ☐ Current: ☐ Proposed: ☐
 PUD: ☐ For: ☐
 Special Use: ☐ For: ☐
 Land Use Variation: ☐ For: ☐
 Land Use: ☐ Current: ☐
 Proposed: ☐
 Site Gross Area: 77,170 Sft.
 # of Units Total: ☐
 1BR: ☐ 2BR: ☐ 3BR: ☐ 4BR: ☐

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

YES NO

1. ☒ ☐ COMPLIES WITH COMPREHENSIVE PLAN?
2. ☒ ☐ COMPLIES WITH THOROUGHFARE PLAN?
3. ☒ ☐ VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. ☐ ☒ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. ☐ ☒ SUBDIVISION REQUIRED?
6. ☐ ☒ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

SEE ATTACHED COMMENTS

SAM HUBER

9.17.18

Date

Planning & Community Development Dept. Review

September 17, 2018



REVIEW ROUND 1

Project: 3650 N. Wilke Rd.
Rezoning from M-1 to B-3, Variation to Waive Traffic and Parking Study

Case Number: PC 18-014

7. The following approvals have been requested:
 - a. **Rezoning from the M-1, Research, Development, and Light Manufacturing District to the B-3, General Service, Wholesale, and Motor Vehicles District.**
 - b. **Variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study by a qualified professional engineer.**
8. Please ensure that all plans resubmitted as a result of the Round 1 review comments include a revision date.
9. The Palatine Township Assessor's office is compiling a list of all PIN #'s of property within 250' of the subject property. Please reach out to the Palatine Township assessor to obtain this list. You must use the method as described by the township office to look up the property owner information for each of the PIN's on the list. Please note that the public notification letter must go to the taxpayer of record of each PIN, and not to the actual property address of the PIN. Please provide a draft of the notification letter to me at your convenience.
10. Previous correspondence indicated that there may be a small retaining wall along Wilke. The plans do not show this wall, is it no longer necessary? Additionally, will the rear detention area include a retaining wall?
11. Sheet C2 includes a F.A.R. calculation for the site, showing that the proposed F.A.R. at 199%. Per my calculations, site FAR is 32.17% (1st floor is 12,416 sq. ft., 2nd floor is 12,416 sq. ft. including mezzanine and volume space, for a total of 24,832 sq. ft.). Please clarify how the 199% F.A.R. was calculated. Please correct the table on sheet C2 if there is an error.
12. Sheet C-2 indicates the building lot coverage to be 15,324 sq. ft. Based on the Plat of Survey, the building footprint is 12,416 sq. ft. and there are no other roofed structures on the site. Please correct the table on sheet C2 or clarify why the building lot coverage is listed at 15,324 sq. ft.
13. Please add a note to the site plan clarifying that the proposed bike rack will include space for a minimum of 4 bicycles.
14. The project narrative indicates that the lot will not be used for automobile storage and that the only vehicles that will be stored overnight are vehicles awaiting repairs. How many vehicles are anticipated to be stored overnight on a typical day? Will any of these automobiles have collision damage or other physical damages to where they could be considered unsightly? Will any of the vehicles brought to and stored on the site be inoperable?
15. Please explain the need for 72 parking spaces. Per the zoning code only 55 parking spaces are required. In addition to the 72 exterior spaces, there are 10 interior spaces/bays for automobiles, which brings the total onsite automobile storage capacity to 82 vehicles. This is 50% surplus above code requirements. Per the project narrative, around 40 vehicles will be serviced on a typical day. In combination with the estimated 14 employees, it appears that parking for around 55 spaces may be sufficient to accommodate typical demand.

Prepared by: SAM J. WISNIEWSKI

3650 N. Wilke Road
PC 18-019
September 13, 2018

Landscape Issues

- 1) The ends of all parking rows must include a 4" caliper shade tree. (Chapter 28, Section 6.15-1.2b).
- 2) Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Please increase the size of the plant material so that it is a minimum of 3 feet high at time of installation.
- 3) Per Chapter 28, landscaping must be provided at the perimeter of the detention basin.
- 4) Provide foundation plantings adjacent to the proposed building. The proposed plantings are minimal and should consist of a mix of shrubs and perennials.
- 5) It is recommended that trees be provided along the Route 53 frontage.
- 6) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at time of permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.

October 12, 2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: B. _____ Response to Comments from Village of Arlington Heights Department of Building & Life Safety (Fire Safety)

3650 N. Wilke Road, Arlington Heights, IL ("the "Property")

Dear Mr. Hubbard:

1. Agreed.
2. Agreed.
3. Agreed.
4. Agreed.
5. Agreed. See attached Floor Plan A1.
6. Agreed.
7. Agreed. See attached Floor Plan A1.
8. Agreed.
9. Agreed.

October 12, 2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: C. _____ Response to Comments from Interim Director of Engineering (Michael L. Pagones, P.E.)

3650 N. Wilke Road, Arlington Heights, IL ("the "Property")

Dear Mr. Hubbard:

1. Understood and acknowledged.
2. The topographic survey was collected on the requested coordinate system. The coordinate system data has been added to the Title Sheet Numbered C0. See attached Title Sheet C0.
3. Petitioner, via its vendor RTM, will coordinate the OUMA, Onsite Utility Maintenance Agreement, prior to Final Engineering approval.
4. The basin will drain via the French Drain. The flow through the gravel trench will limit the runoff to 1.3 cfs. Since this exceeds the Village Allowable rate of 0.18 cfs/acre, a 2.5" restrictor has been added to the new Catch Basin #2, which restricts the outflow from the basin to 0.30 cfs, which is less than allowable rate of 0.32 cfs. See attached Exhibit C4.

TRAFFIC

5. Petitioner hereby requests that our waiver of a traffic study be reconsidered. The number of repair jobs in a day would likely range from 30-60. The number of vehicles being brought over to the Property will be dispersed throughout the day with a slight uptick before and after peak traffic hours at the start and end of the day. Further Wilke Road is not heavily trafficked and the slight increase caused by the vehicles brought in for repair will be negligible.
 - 5a.) The current code required parking necessary for the zoning use is 37 spaces.
 - 5b.) The need for additional parking spaces is because of the anticipated number of cars on the Property during the repair process. The 12-14 bays will at any time have roughly that number of cars on the racks being serviced throughout the day. The great majority of the repairs done are for customers who drop off their vehicles in the morning and pick them up after 5PM, or even at a later date. If



one extrapolates the number of cars that will have to sit on the property before and after being serviced until they are delivered to the owners, along with the spaces necessary for our 12-14 employees, the need for the additional spaces is necessitated.

- 5c.) Please see analysis from Eriksson Engineering Memorandum, attached.
6. The two-way improvement has been removed from the improvements and the existing driveway will remain. A Truck Turn Exhibit has been provided to demonstrate the Fire Department's tower truck can maneuver the site and reconfigure drive aisles. Please see attached Turning Exhibit T1.
7. Understood and acknowledged.

October 12, 2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: D. _____ Response to Comments from Arlington Heights Fire Department (Lt. Mark Aleckson)

3650 N. Wilke Road, Arlington Heights, IL ("the "Property")

Dear Mr. Hubbard:

1. Pending Mr. Lay's comments.
2. Agreed. Please see Floor Plan A1.
3. Agreed. Please see Floor Plan A1.
4. Understood and acknowledged.

October 12, 2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: E. _____ Response to Comments from Arlington Heights Police Department (Brandi Romag, Crime Prevention Officer)

3650 N. Wilke Road, Arlington Heights, IL ("the "Property")

Dear Mr. Hubbard:

1. Agreed.
2. Understood and acknowledged.
3. Agreed.
4. Agreed.
5. Agreed
6. Please see attached emergency contact card.

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)	Napleton Automotive Group
Address/City	One Oakbrook Terrace , Suite 600, Oakbrook Terrace, IL 60181
Telephone Number	630-350-3955
Date Information Obtained	10/11/2018

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name	Rick Viceri
Address/City	One Oakbrook Terrace , Suite 600, Oakbrook Terrace, IL 60181
Telephone Number	630-350-3955
Cell Number	847-571-3687

Contact #2

Name	Stephanie Brennan
Address/City	One Oakbrook Terrace , Suite 600, Oakbrook Terrace, IL 60181
Telephone Number	630-350-3955
Cell Number	248-798-4065

Alarm System

☐ No

☒ Yes

Phone number:

312-545-0291

Alarm Company Name

Specialty Alarm Engineering



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Re: F. _____ Response to Comments from Arlington Heights Public Works Department
(Chris Papiernak, Assistant Director of Public Works)

3650 N. Wilke Road, Arlington Heights, IL ("the "Property")

Dear Mr. Hubbard:

1. Understood and acknowledged. The meters will be replaced and plans submitted at building permitting.
2. Awaiting comments upon submitted Site Plan C2.

October 12, 2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: G. _____ Response to Comments from Arlington Heights Planning & Community
Development Department Review (Sam Hubbard, Development Planner)

3650 N. Wilke Road, Arlington Heights, IL ("the "Property")

Dear Mr. Hubbard:

7. Agreed
8. Understood and acknowledged.
9. Letters sent out on October 5, 2018. Please see copy attached as Exhibit G9.
10. The Property will not have any retaining walls. There will be no retaining wall along Wilke and the rear detention area will not include a retaining wall.
11. Zoning Matrix has been revised. Please see attached Site Plan C2.
12. Zoning Matrix has been revised. Please see attached Site Plan C2.
13. Done.
14. The anticipated number of vehicles to be stored overnight on a typical day is roughly 20-40. These would be vehicles awaiting repairs, in the process of repair but awaiting parts, and vehicles that have completed repairs and awaiting delivery to customer. The Petitioner's automobile repair facility will not be equipped for collision damage repair. Therefore, the Property will not have many vehicles, if any, with visible physical damage that would be considered unsightly. There may be visible physical damage to some vehicles brought in for repair, but the facility is not intended to be a "collision or body repair shop" so the number should be very small. There will be some vehicles brought in and stored for repair that will be inoperable until such time as the repairs are completed.
15. The anticipated need for 72 parking spaces is based on the projected volume of repairs on any given day as well as the nature of some of the vehicles to be serviced. The number of repair jobs per day will naturally vary. The 12-14 bays will at any time have roughly that number of cars in its bay being serviced. The average length of time for a repair job is 1



hour. The approximate total number of repairs in a day is therefore 112 (8 hours x 14 bays). There will also be a need for employee parking for 12 to 14 employees. (However, if the actual bays contain vehicles, the number of remaining vehicles requiring parking is reduced by 14, making it a net draw.) Furthermore, some of the vehicles being repaired may be larger, mid-size, commercial trucks and vans or vehicles of wider dimensions that require more surface area to park. Such vehicles would require more than one parking space. Finally, because many of the vehicles will be returned to the dealership upon completion of repairs, the number of cars that will have to be parked at any given time will be lower. Based on the above calculation, Petitioner believes 72 spaces will be adequate.

October 12, 2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: H. Landscape Issues

3650 N. Wilke Road, Arlington Heights, IL ("the "Property")

Dear Mr. Hubbard:

1. Petitioner requests a variance from the requirement of having 4" caliper shade trees at the ends of all parking rows. Trees are the natural enemy of automobile related facilities. Trees produce leaves, branches, animal excrement, and other potential detritus that is damaging to vehicles. Trees also have the potential of falling over in extreme weather that would also damage vehicles. Petitioner respectfully requests the Village allow it to plant 5 trees (instead of the required 11) at the locations indicated in the attached site plan. These trees will be placed at the ends of parking rows that are most visible to traffic on North Wilke Road and Route 53. To the extent this zoning requirement is for aesthetic purposes, having more than the 5 trees placed at the proposed locations is superfluous and will not provide the intended zoning result. Please see Landscape Plan LP-100.
2. Petitioner requests a variance from the requirement of having a 3-foot-high screen of plant material around the parking/paved areas on the Property. Petitioner's neighbor to the immediate southeast, Bob Rohrman's Lexus of Arlington car dealership, is observed to have a plant material screen that is 1-foot high. Petitioner respectfully requests its requirement be consistent with that of its neighbor. Having a plant screen at the same height as its neighbor's will maintain the aesthetic look and feel of the entire area. Petitioner has been made aware that the variance granted to Rohrman was its need to display vehicles for sale that would otherwise be covered by a 3-foot-high plant screen. However, Petitioner will advise the Village that not all of Rohrman's vehicles are necessarily new or visibly pleasing. Furthermore, Rohrman does not display vehicles on a large swath of its parking/paved areas but is still allowed to maintain a 1-foot-high screen. Again, Petitioner respectfully requests its requirements be consistent with the rest of the Village.
3. Understood and acknowledged. Please see Landscape Plan LP-100.
4. Petitioner requests a variance from the requirement of having foundation plantings adjacent to the proposed building. Due to Petitioner's need for additional parking in the area adjacent to the proposed building, there will be no space available for perennials and shrubs

along the foundation. Furthermore, because of the cars that will be parked in this area, any perennials or shrubs were it to be planted would not be visible to passersby.

5. Agreed. Petitioner will provide plantings (grasses and shrubs) along the Route 53 frontage to the extent the area is not controlled by the Illinois Department of Transportation.
6. Understood and acknowledged.