

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 1 COMMENTS
FEBRUARY 25, 2019

RESPONSES TO BUILDING AND LIFE SAFETY DEPARTMENT COMMENTS

A. 44 S. Highland and 225 W. Campbell:

1. Clearly indicate on the plans all property lines.

Response: Duly noted and will comply.

2. The buildings shall be classified as high-rise, and meet all the requirements in 2009 IBC Section 403.

Response: Duly noted and will comply.

3. Provide the proposed construction type for each building.

Response: Our renderings reflect the intended ultimate appearance of these buildings. Power Construction Company has been engaged to explore “solid masonry” structural types that will meet code, provide construction and maintenance cost benefits, and help to better our construction timelines. The Highland Building and Campbell Building are anticipated to use Type I-B construction.

4. Exterior wall ratings shall meet the requirements of 2009 IBC Table 602.

Response: Duly noted and will comply. Will be included in CDs.

5. Each building will be reviewed as separated mixed use of S-2, M, and R-2. Provide the proposed hourly separation between each use per 2009 IBC Table 508.4.

Response: Duly noted and will comply.

6. Separation for incidental use areas shall follow the requirements of 2009 IBC Table 508.2.5.

Response: Duly noted and will comply.

7. The buildings shall comply with the 2018 Illinois Accessibility Code which went into effect on November 1, 2018.

Response: Duly noted and will comply.

8. Provide a height and area calculation for each building.

Response: Heights and area calculations for each building are included in the submitted documentation as well as the “Zoning Matrix” provided by the Village and completed by Petitioner.

9. A Fire Command Center shall be provided for each building per 2009 IBC 403.4.5, and meet the requirements of Section 911 of the IBC.

Response: Duly noted and will comply.

10. Provide the proposed construction type of the bridge at 225 W. Campbell.

Response: The previously shown overhead bridge at 225 W. Campbell has been removed from the Plans.

11. At least one elevator in each building shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provide the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

Response: Duly noted and will comply.

12. The trash termination rooms shall comply with the requirements of Table 508.2.5 and Section 708.13.1.

Response: Duly noted and will comply.

13. Provide a proposed occupant load for each building, including for the assembly uses on the roofs of each building.

Response: Will be included in CDs.

14. Each building shall be provided the proper number of area of refuges with two-way communication and shall comply with the requirements of 2009 IBC Section 1007.6.

Response: Duly noted and will comply.

15. Provide details on the tunnel for the 44 S. Highland building. Where does the tunnel connect? Include construction details, dimensions, and distances to exists.

Response: Additional design information for the tunnel has been included in the revised drawings.

16. At the time of permit submittal for each building, structural calculations shall be provided for all structural components and any/all roof top elements, amenities.

Response: Duly noted and will comply.

17. Automatic smoke detection shall be provided and comply with IFC 907.2.13.

Response: Duly noted and will comply.

B. 33 S. Chestnut:

1. Provide the proposed construction type for the building.

Response: Our renderings reflect the intended ultimate appearance of these buildings. Power Construction Company has been engaged to explore masonry-clad frame structural types that will meet code, provide construction and maintenance cost benefits, and help to better our construction timelines. The Chestnut Building is anticipated to use Type V-A construction.

2. Exterior wall ratings shall meet the requirements of 20009 IBC Table 602.

Response: Duly noted and will comply.

3. The building will be reviewed as separated mixed use of S-2, and R-2.

Response: Duly noted.

4. Provide the proposed hourly separation between each use per 2009 IBC Table 508.4.

Response: Will be included in CDs.

5. Separation for incidental use areas shall follow the requirements of 2009 IBC Table 508.2.5.

Response: Duly noted and will comply.

6. The building shall comply with the 2018 Illinois Accessibility Code which went into effect on November 1, 2018.

Response: Duly noted and will comply.

7. Provide a height and area calculation for the building.

Response: Heights and area calculations for each building are included in the submitted documentation as well as the “Zoning Matrix” provided by the Village and completed by Petitioner.

8. At least one elevator in each building shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provide the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for

emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

Response: Duly noted and will comply.

9. The trash termination room(s) shall comply with the requirements of Table 508.2.5 and Section 708.13.1.

Response: Duly noted and will comply.

10. Provide a proposed occupant load for the building, including for the assembly uses on the roof of the building.

Response: Will be included in CDs.

11. The building shall be provided the proper number of area of refuges with two-way communication and shall comply with the requirements of 2009 IBC Section 1007.6.

Response: Duly noted and will comply.

12. At the time of permit submittal for the building, structural calculations shall be provided for all structural components and any/all roof top elements, amenities.

Response: Duly noted and will comply.

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 1 COMMENTS
FEBRUARY 25, 2019

RESPONSES TO FIRE SAFETY DIVISION COMMENTS

1. All currently adopted codes shall apply including the 2000 Edition of the Life Safety Code, NFPA 101.

Response: Duly noted and will comply.

2. The entrance off of Highland Ave shows a width of 17 feet with additional width on either side using brick pavers. Brick pavers are not an approved surface for fire lanes.

Response: The unit paving product data and technical information will be provided that indicate compliance with Village requirements.

3. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

Response: Duly noted and will comply.

4. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.

Response: Duly noted and will comply.

5. At least one of the required access routes for aerial fire apparatus shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.

Response: Duly noted and will be provided with length of parallel position on buildings to be Code compliant.

6. The truck auto-turn drawing shows fire apparatus entering the complex from S. Highland Ave and while turning the front end is extending beyond the roadway over the parkway. No obstructions should be permitted in this area.

Response: No obstructions will be permitted in turning radius area. The autoturn diagrams have been updated in the updated Traffic Study.

7. The truck auto-turn shows fire apparatus traveling through the complex and existing on to Campbell Street and in the process traveling under the building connection. It is not clear if fire apparatus would clear the height of the portion over the roadway.

Response: Although height clearances meet IDOT requirements under the Campbell building, Petitioner is not anticipating that the Campbell entry/exit be considered an apparatus access road. Apparatus access roads will be from Highland to Chestnut and through the courtyard.

8. There is no auto-turn drawing showing fire apparatus accessing the area of the “courtyard” for accessing the exposure of the west side of the 44 S. Highland building.

Response: The autoturn diagrams for this movement are included in the updated Traffic Study.

9. The main fire lane to circle is made of brick pavers. Brick pavers is not an allowable surface for fire lanes.

Response: Plans have been revised to incorporate a mountable fire lane that is installed and properly located with Code compliant reinforced lawn pavers.

10. The “reinforced lawn” area is using brick pavers which is not allowable. In addition, drawings show that there are structures and other obstructions in this area that would prevent fire apparatus from traversing the entire length of the building as required.

Response: An approved 26’-0” wide fire lane will be provided as required with Code compliant reinforced lawn pavers. Landscaping plans will be revised to remove any structures and other obstructions in this area that would prevent fire apparatus from traversing the Code required length of the building.

11. Fire apparatus access roads shall extend to within 150 feet of all portions of buildings and all portions of the exterior walls of the first story of buildings as measured by an approved route around the exterior of each building.

Response: Duly noted and will comply, other than east side of 44 S. Highland building due to location of Village parking garage.

12. Fire apparatus access roads (non-aerial operations) shall have an unobstructed width of not less than 20 feet, exclusive of shoulders.

Response: Although height clearances meet IDOT requirements under the Campbell building, we are not anticipating that the Campbell entry/exit be considered an apparatus access road. Apparatus access roads will be from Highland to Chestnut and through the courtyard. Dimensions have been

added to engineering plans for clarity.

13. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all weather driving capabilities.

Response: Duly noted and will comply.

14. New buildings four or more stories above grade plane, except those with a roof slope greater than four units vertical in 12 units horizontal, shall be provided with a stairway to the roof. Stairway access to the roof shall be in accordance with Section 1009.12. Such stairways shall be marked at street and floor levels with a sign indicating that the stairway continues to the roof. Where roofs are used for roof gardens or for other purposes, stairways shall be provided as required for such occupancy classification.

Response: Duly noted and will be included in CDs.

15. Where required and in all buildings classified as high-rise buildings by the International Building Code, a fire command center for fire department operations shall be provided.

Response: Petitioner will work with the Village Fire Department to meet all applicable codes.

16. The location and accessibility of the fire command center shall be located on the first floor and approved by the fire chief. The fire command center shall be separated from the remainder of the building by not less than a 1 hour fire barrier or horizontal assembly or both.

Response: Duly noted and will be included in CDs.

17. The fire command center shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet. A layout of the fire command center and all features required by this section to be contained therein shall be submitted for approval prior to installation.

Response: Duly noted and will be included in CDs

18. The fire command center shall comply with HFPA 72 and shall contain the following features:

- a. The emergency voice/alarm communication system control unit.
- b. The fire department communications system.
- c. Fire detection and alarm system annunciator.
- d. Annunciator unit visually indicating the location of the elevators and whether they are operational.
- e. Status indicators and controls for air distribution systems.
- f. The fire-fighter's control panel required by Section 909.16 for smoke control systems installed in the building.
- g. Controls for unlocking stairway doors simultaneously.

- h. Sprinkler valve and water-flow detector display panels.
- i. Emergency and standby power status indicators.
- j. A telephone for fire department use with controlled access to the public telephone system.
- k. Fire pump status indicators.
- l. Schematic building plans indicating the typical floor plan and detailing the building core, means of egress, fire protection systems, fire-fighting equipment and fire department access, and the location of fire walls, fire barriers, fire partitions, smoke barriers and smoke partitions.
- m. Work table.
- n. Generator supervision devices, manual start and transfer features.
- o. Public address system, where specifically required.
- p. Elevator fire recall switch in accordance with ASMEA17.1.
- q. Elevator emergency or standby power selector switch(es), where emergency or standby power is provided.

Response: Duly noted and will be included in CDs.

19. Buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.

Response: Duly noted and will be included in CDs.

20. Emergency and standby power systems shall be provided where required per the International Fire Code and International Building Code.

Response: Duly noted and will be included in CDs.

21. 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: Duly noted and will be included in CDs.

22. Sprinkler access/equipment room should be located on the first floor.

Response: Duly noted and will be included in CDs.

23. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.

Response: Duly noted and will be included in CDs

24. An approved water supply, capable of supplying the required fire flow for fire protection, shall be provided.

Response: Duly noted and will be included in CDs.

25. Fire protection equipment and service rooms shall be identified in an approved manner.

Response: Duly noted and will be included in CDs

26. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

Response: Duly noted and will be included in CDs.

27. In buildings and structures where standby power is required or furnished to operate an elevator, the operation shall comply with current code requirements.

Response: Duly noted and will be included in CDs.

28. A fully functional fire alarm with zoning indicator capabilities shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

Response: Duly noted and will be included in CDs.

29. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.

Response: Duly noted and will comply.

30. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within close proximity to the front main entrance of the building or tenant space.

Response: Duly noted and will be included in CDs.

31. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

Response: Duly noted and will be included in CDs.

32. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.

Response: Duly noted and will be included in CDs.

33. Exit signs shall be illuminated at all times and have emergency power backup.

Response: Duly noted and will be included in CDs.

34. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.

Response: Duly noted and will be included in CDs.

35. In buildings where a required accessible floor is four or more stories above or below a level of exit discharge, at least one required accessible means of egress shall be an elevator with some exceptions.

Response: Duly noted and will be included in CDs.

36. In buildings four or more stories above grade plan, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal.

Response: Duly noted and will be included in CDs.

37. Buildings shall have approved address numbers.

Response: Address numbers are assigned by the United States Postal Service and are not the decision of the Petitioner.

38. 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: Duly noted and will be included in CDs.

39. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.

Response: Duly noted and will be included in CDs.

40. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department.

Response: Duly noted and will be included in CDs.

41. If the elevator uses an automatic dialer, the ten digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line.

Response: Duly noted and will be included in CDs.

42. Emergency Signs required for elevators shall be 7 inches by 5 inches and read as follows:
IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS.

Response: Duly noted and will be included in CDs.

43. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall be not less than 60 inches by 85 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

Response: Duly noted and will be included in CDs.

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 1 COMMENTS
FEBRUARY 25, 2019

RESPONSE TO ENGINEERING DEPARTMENT COMMENTS

- 1-10. No response required. Part of Engineering Department form.
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

Response: Petitioner acknowledges and accepts this understanding.

12. Since a subdivision is being proposed, the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineer's estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineer's estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be sidewalk, curb and gutter, widening of Chestnut Ave for parking, and street lighting. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

Response: The requested engineer's opinion of probable construction cost for public improvements will be provided to the Village as part of the final engineering submittal at least three weeks prior to the final Plan Commission meeting.

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

| | |
|-------------------------------|-------------------------|
| Projected Coordinate System: | 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 |

Response: The final engineering plans for the project will be georeferenced to the requested State Plane projection.

14. The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

Response: Petitioner accepts this understanding.

15. 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 Village Engineer for an editable version of the OUMA.

Response: The requested Onsite Utility Maintenance Agreement (OUMA) will be submitted and executed with the final engineering submittal.

16. The preliminary detention calculations are acceptable. Final approval will require final engineering plans including calculations for storage provided and details of the detention system. The detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. Restrictors between 2" and 4" must be in a trap in a catch basin. Regarding the hood, for reference is a removal hood detail from the Metropolitan Water Reclamation District. Provide a detail showing the restrictor catch basin.

Response: Understood and agreed. The requested restrictor catch basin detail has been added to Sheet 5 of the preliminary engineering plan set.

17. Provide a site photometric lighting diagram indicating lighting intensities. Also 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: Understood and agreed. Photometric lighting diagrams and associated catalog cuts for all roadway, parking lot, and building mounted luminaires will be prepared and submitted during design development phase.

18. The fire truck maneuver exhibits provided only show fire truck access to the Campbell St. building. Provide the necessary exhibits to show how the Chestnut Ave. and Highland Ave. buildings will be accessed.

Response: Plans have been revised to provide all required 26'-0" wide fire access roads. The updated fire truck turning maneuvers are included in the updated Traffic Study.

19. The existing conditions survey is from the year 2002 and does not show the existing Vail Garage structure over Highland Avenue. Other surface and/or underground improvements have been made in the interim. The existing conditions must be checked and updated to enable cogent comments.

Response: All existing condition information for the Highland Avenue R.O.W. area under the Vail Street garage have been added to the preliminary engineering plans.

20. Provide additional information to show the clearance of all trucks for the access off Campbell St., under the Campbell St. building.

Response: The clearance as indicated on the elevations will be 13'-6" high to meet IDOT requirements.

21. The maneuvers provided for all trucks (single unit, garbage and fire truck) appear to be problematic for the Campbell St. entrance, the drop off area on the north side of the Chestnut Ave. building, and the drop off area on the north side of the Highland Ave. building. In the event vehicles are parked in the drop off area, the trucks will not be able to complete the turn. Snow removal operations must take into consideration maintaining the space needed for all vehicles to maneuver.

Response: Duly noted and agree. "No parking or standing" signs will be provided at the drop-off areas to eliminate this condition.

22. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick. The proposed permeable pavers, brick pavers and reinforced lawn located in the fire lane must be designed with a cross section that meets or exceeds the structural number of the Village's heavy duty pavement section specified. The heavy duty pavement section must also be shown on the fire truck maneuver exhibits. Provide a cross section for the underground parking and reinforced lawn (fire lane).

Response: Petitioner has submitted calculations demonstrating that the structural number for the proposed permeable paver fire lane pavement section exceeds the structural number of the Village's heavy duty asphalt fire lane pavement section. For consideration, the product data and technical information of the reinforced lawn fire lane will be provided that indicate compliance with Village requirements. All other information in this comment is duly noted, and Petitioner will comply.

23. The fire lane between the Chestnut Ave. and Highland Ave. buildings is shown as "reinforced lawn". Fire lanes require a hard surface and must be plowed for year-round access.

Response: Fire lanes will be constructed and maintained for proper year-round access. Reinforced lawn fire lanes can be plowed for year-round access. Snow removal operators will lift blade 1” to remove snow without damaging the tray system or lawn.

24. Coordinate possible fire lane cross access with the parcel located south of the proposed development.

Response: Given significant site constraints and requirements, Petitioner does not believe that cross-access is achievable. Ownership has preliminarily discussed with the proposed petitioner of the adjoining property. Indications from that petitioner are that based on its currently proposed configuration of the property, fire lane access will not be possible.

25. The setback for the Chestnut Ave. building is shown from the existing right-of-way. Provide the setback to the proposed right-of-way.

Response: The setback dimension for the Chestnut building has been revised to the proposed R.O.W. line on Sheet 3 of the preliminary engineering plans as requested.

26. The setback shown on the south side of the Highland Ave. building is 12.4 ft. The information presented to the Village Board references a requested variance of 12.9 ft. for the Highland Ave. building. Clarify this setback.

Response: The setback along the south side of the Highland Ave has been revised to 12.9 ft on Sheet 3 of the preliminary engineering plan set.

27. The public sidewalk across all access points must meet the Public Right-of-Way Accessibility Guidelines, including 2% maximum cross slope. In the event there will be a stop sign or yield sign at a driveway, detectable warning panels will be required. The island at the Campbell St. access is within the pedestrian access route and should be revised to provide clear access across the entire access. Sidewalks take precedence through driveways. Driveway curb returns shall not go through sidewalks. Additional grades and details will be necessary at final engineering.

Response: The requested grading details will be included in the final engineering plans.

28. The plans do not accurately show the existing conditions near the intersection of Campbell St. and Chestnut Ave., including the current striping, crosswalk, and ADA ramp at the SE corner of Campbell St. and Chestnut Ave. Revise the plans accordingly.

Response: The existing conditions for the intersection of Campbell St. and Chestnut Ave. have been updated with the current striping, crosswalk, and ADA ramp.

29. The access to the underground parking for the Chestnut Ave. building is shown at 10% , which may present issues during inclement weather such as snow or ice. The petitioner may

want to consider providing a heating element.

Response: The Chestnut Avenue down ramp will include a heating element.

30. The preliminary grading plan shows a retaining wall along the entire south property line, ranging in height from ½ ft. to 4½ ft. Revise the grading and proposed elevations accordingly such that the retaining wall will not be necessary. The wall around the Chestnut Ave. access to the underground parking garage is acceptable.

Response: Due to the proposed underground parking structure between the Highland Ave. and Chestnut St. buildings, the retaining wall cannot be eliminated. As part of the final grading design, the design team will work to reduce the height of this wall as much as possible. The grading along the south side of the Highland Ave. building has been revised on Sheet 4 of the preliminary engineering plan set.

31. The proposed sanitary sewer service for the Highland Ave. building is less than 10 ft. from the proposed water service. This can be addressed at final engineering.

Response: This will be addressed as part of the final engineering design for the project.

32. The proposed sanitary sewer service for the Campbell St. building crosses the existing 10" water main along Campbell St. and may be in conflict. Verify the depth of the existing water main and show additional information for this and all crossings. This can be addressed at final engineering.

Response: This will be addressed as part of the final engineering design for the project.

33. The submittal references that the project will be constructed in two phases, with the Chestnut Ave. and underground parking garage being constructed as the second phase. Additional information should be provided to show the limits of the two phases, the limits of the underground garage to be constructed in the first phase, and verify that the fire access will not be affected during construction of Phase II.

Response: Phase II includes the underground garage in the courtyard and the 4-story building with basement parking on Chestnut. We will work with the Fire Department on various options if we construct the courtyard garage later or will otherwise include it in Phase I.

34. Provide preliminary information on how the utilities will be provided to the buildings (ComEd, Nicor, etc.) and how any existing utilities will be addressed.

Response: Utilities: ComEd, NICOR, ATT, COMCAST; will be serving the development with underground services to each building. Existing utilities on the property will be relocated underground to the public way then run overhead as is the current installation. Meetings have been held with ComEd and NICOR and each are preparing service plans.

Preliminary Plat of Subdivision:

35. The Subdivision Code requires the dedication of eight feet of right-of-way along the west side of Highland Ave. The Village is still evaluating whether a variation to waive the dedication of the portion of the side along Highland Ave. that abuts the Vail Ave. garage is reasonable.

Response: An 8' right-of-way dedication has been added to the preliminary Plat along the west side of Highland Avenue, except within the Vail Street Garage footprint.

36. All building setback lines shall be shown on the plat.

Response: Building setback lines have been added to the preliminary plat.

37. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512.

Response: This information will be added to the final plat of subdivision.

Traffic:

38. Reconcile the differences between engineering and architect's plans regarding width and paving material of internal roadways, driveways, sidewalks, drop off/loading lanes, and on-street parking. Chestnut Building driveway must be 24 ft. width by code.

Response: Drawings have been adjusted to comply.

39. Provide driveway curb cut width of Campbell Street driveway. Curb returns for driveway and at intersections should be 25 ft. radius typical, 20 ft. min.

Response: Drawings have been adjusted to comply.

40. Include the Village standard detail for the streetscape cross section for paving brick, concrete ribbons, tree placement, etc.

Response: Duly noted and agree. Streetscape details for paving brick, concrete ribbons, tree placement, etc. will be provided during design development phase.

41. The traffic report identifies the need to establish proper sight distance for driveways and street intersections. Provide exhibit showing required sight triangles. Modify on street parking accordingly.

Response: Exhibits showing the sight distance triangles will be prepared and are included in the updated plans.

42. All intersections at existing stop signs must comply with state law: No Parking 30 ft. in

advance of and 20 ft. departing a stop sign; No Parking within 15 ft. of a fire hydrant.

Response: Drawings and Traffic Study have been adjusted to comply.

43. Show pedestrian access from the proposed site to the existing Vail Garage at the north entrance at Highland Avenue. Since there is no pedestrian walkway on the west side of Highland underneath the Vail Garage, north-south pedestrian movement along Highland Avenue needs to be along the existing walk on the east side of the street underneath the garage.

Response: Architectural and Civil Plans will be adjusted to show pedestrian access across Highland.

44. The proximity of drop off lanes adjacent to the single inbound and outbound lanes of the proposed Campbell Street driveway poses possible conflicts with opening car doors, cars queuing to use this feature, cars double parking to unload passengers, and vehicle occupants moving across the lanes to get to the section of the building opposite from where they are being dropped off. Is there a center barrier between lanes to prevent crossing pedestrian movements? Provide comment on how to mitigate these concerns.

Response: The drop off areas are located off to the side of the drive aisle, similar to on-street parking. There is adequate room for vehicles to pass by vehicles that are stopped to allow for the boarding and alighting of passengers, which will occur on the curb side. Further, pedestrian movements across the lanes will be minimal since each building will have its own designated drop-off lane. There is a center island, and a pedestrian crossing will be incorporated across the center island.

45. Show centerline striping on Highland Avenue south of Campbell Street to channelize traffic for the entrance to the Vail Garage.

Response: The requested centerline striping on Highland Ave. has been added to Sheet 3 of the preliminary engineering plans.

46. Suggest protection of the side panels of the Vail Garage panels by placement of bollards or concrete Jersey wall type barriers adjacent to opening.

Response: Existing bollards protecting the Vail garage opening will be maintained.

47. Southbound traffic from Campbell Street from under the Campbell building when entering the traffic circle needs pavement marking, arrows, and/or signage in the median showing the one-way counter-clockwise flow for the circle.

Response: The requested pavement markings and signage have been added to Sheet 3 of the preliminary engineering plans.

48. Since traffic from the Campbell Street driveway can access the Highland building parking garage entrance at the northwest corner of the building, only a right turn into the garage

driveway is permitted. Signage or pavement markings to prohibit vehicles from continuing easterly needs to be provided.

Response: The requested pavement markings and signage have been added to Sheet 3 of the preliminary engineering plans.

49. The same informational striping, arrows, and/or signage needs to be provided for westbound traffic from Highland Avenue entering the traffic circle.

Response: The requested pavement markings and signage have been added to Sheet 3 of the preliminary engineering plans.

50. Traffic exiting this garage exit at the northwest corner of the Highland building can only turn left and proceed around the traffic circle. Provide pavement markings and/or signage prohibiting right turns out of the driveway.

Response: The requested pavement markings and signage have been added to Sheet 3 of the preliminary engineering plans.

51. Based on the traffic counts, this driveway is the predominate access point to the Highland building garage. Traffic turning in, coming from the east turning left into the garage, results in a lot of required turns and forced traffic flow in a very compressed area. Provide comment on how to mitigate these concerns.

Response: Vehicles turning left into the garage from the east and turning right into the garage from the west will be under free flow conditions. Vehicles exiting the garage will be under stop sign control and will be restricted to left-out only turning movements. Further, signage indicating the turning restriction and one-way travel will be provided. Further, a majority of the residential garage traffic will enter/exit from the south Highland entry. See the updated Traffic Study for further information

52. The magnitude and impact of this project on adjacent roadways has the potential to be significant and cause surface and sub-surface damage. Final engineering plans should include pavement patching and resurfacing of the half streets adjacent to the development. The Village reserves the right to require street reconstruction should that be required based on actual damage. Current standards for streets with one sided parking is 32 ft. b-b of curb, (for Chestnut Avenue) and two sided parking cross section is 43 ft. b-b of curb, (for Highland Avenue).

Response: Duly noted and will comply.

53. The existing truck loading operations on the east side of Highland Avenue often congest traffic along the street. When trucks occupy the loading bay, other trucks staging do not have a clear area while waiting. Introduction of two more loading docks within 50 ft. south of this area would suggest freight clutter staging along Highland Avenue. Provide anticipated truck delivery operations, scheduling, and number of trucks that would be necessary to service these buildings. Additionally, the location where this is shown requires modification to the

Vail Garage structure to remove the existing concrete skirt panels that are only 8-9 ft. above grade, limiting vertical clearance.

Response: Walker Consultants has determined that these panels are the appropriate existing Vail Street garage panels to be removed. Other panels in other locations will have negative structural consequences. We intend to relocate the Highland Building loading dock south to be just north of the garage entry. The exact location is subject to the Vail Street garage column locations.

54. Will the existing Vail Garage require shoring or steel sheeting to retain footing integrity once excavation for the Highland Building commences?

Response: Shoring or sheeting of the Vail Garage is not anticipated.

55. At Chestnut Avenue, and also necessary at the Highland Avenue intersections with Campbell Street, the existing overhead high mast lighting must be provided to provide required street intersection illumination.

Response: Plans have been revised to indicate one existing overhead mast light at the intersection of Chestnut St. and Campbell St. and one new overhead mast light at the intersection of Campbell St. and Highland Ave.

56. Where on the property will bicycle parking be provided?

Response: There is bicycle parking shown in the Highland garage and in the basement of the Campbell Building. Additional required bicycle parking will be provided and coordinated with staff.

57. As part of the final plans, a preliminary construction management schedule, maintenance of traffic plan, identification of potential utilization of Village Streets for construction staging, public sidewalk closures, areas for materials storage, and requested detour routing, must be provided. The finalized construction schedule, maintenance of traffic, and construction staging plan must be submitted by the contractor as part of the building permit.

Response: Power Construction has presented a site logistics plan which addresses these issues. A final plan will be presented once the zoning is approved. Our intent is to begin construction of Phase I in Spring/Summer of 2020 with a 2 year construction period. Phase II start will be subject to market conditions.

58. Traffic Report Figure 3, is incorrect for the all way stop signage shown at Wing St. and Vail Ave.

Response: The updated Traffic Study addresses this condition.

59. Traffic Report Figure 4 must be corrected for 'Inset B', which shows three intersecting driveways along the north side of the street. However, the text on page 8 refers to four driveways.

Response: The “third” driveway to the east is actually a garage that has two ingress and egress garage doors, but acts as one driveway off Campbell Street. The Traffic Study has been updated accordingly.

60. Traffic Report Table 1 Accident Data, I.D.O.T. summary seems to underrepresent the accident experience based upon the retrieval of AHPD accidents at the Highland and Campbell intersection. Accident reports for the four intersections adjacent to the site must be retrieved from the Police Department for analysis.

Response: A cursory review of the accident data provided by the Arlington Heights Police Department shows that there was, on average, one or less incidents per year at each of the respective intersections within a six-year period. As such, there is a low volume of accident history overall on the surrounding roadway network.

61. Traffic Report page 13, has a typo for access to the Highland Building from Chestnut Avenue. In addition, the discussion suggesting loading operations along the widened section of Chestnut Avenue is not supported.

Response: The Traffic Study has been updated accordingly.

62. Traffic Report page 14, explains the number of internal drop off/loading areas, but provides evaluation of the competition for use of the areas between pedestrians and delivery vehicles.

Response: The Traffic Study has been updated accordingly.

63. Evaluate the motorists’ sight distance exiting the driveway from the Highland Building under the Vail Garage.

Response: A sight distance study has been completed and will be included in the updated Traffic Study.

64. Traffic Report page 17, needs to provide some discussion to explain the use of ITE land use code 220, rather than utilizing codes 221, 222, or 223 as more representative of these buildings. Please provide calculations and pages cited from the ITE 10th edition. Also provide the Retail, Restaurant, and Office generation rates.

Response: ITE data is included in the appendix of the updated Traffic Study. ITE Land Use Code 220 was used to provide for a conservative study since it has the highest rates compared to the Land Use Code 221 or Land Use Code 222 as shown in the table below.

| ITE Land Use Code | Weekday AM Average Rate | Weekday PM Average Rate | Weekday Daily Average Rate |
|-------------------|----------------------------|----------------------------|-------------------------------|
| 220 | 0.46 | 0.56 | 7.32 |
| 221 | 0.36 | 0.44 | 5.44 |
| 222 | 0.31 | 0.36 | 4.45 |

65. Traffic Report page 19, Figure 7: It is confusing why southbound traffic on Chestnut from Campbell Street generates 22, (23) vehicles S.B. that seem to bypass the site.

Response: Site traffic assignments have been modified in the the updated Traffic Study.

66. Traffic Report page 19, Figure 7: Similarly, for southbound Highland traffic from Campbell Street, 34, (45) S.B. trips bypass the garage driveway into the Highland Building seemingly not entering or exiting the site.

Response: Site traffic assignments have been modified in the updated Traffic Study.

67. Traffic Report page 19, Figure 7: Internal trip generation values from the Highland Building northwest corner driveway should be provided since this seems like the higher volume generator from that building.

Response: Trip assignments at the internal garage access are included in the updated Traffic Study.

68. Traffic Report page 19, Figure 7: There are arithmetic errors on the exhibit that do not equal the values shown in Table 2.

Response: The figures are updated in the updated Traffic Study. It is important to note that the capacity analyses used the correct traffic volumes.

69. Traffic Report page 21: There are numerous errors for the summation of values of Figures 7 & 8 suggested as the final projected counts for the intersections of Ridge, Chestnut, and Highland with Campbell Street, as well as the Intersections of Chestnut and Highland with Sigwalt Street. Revise and correct these counts and rerun the Synchro analysis to verify the accuracy of the LOS values as required.

Response: The figures are updated in the updated Traffic Study. It is important to note that the capacity analyses used the correct traffic volumes.

70. The report did not discuss weekend or nighttime traffic count or parking data when the other business have their peak hour of the generator.

Response: Traffic counts were conducted at the intersections of Campbell with Chestnut, Highland, and Vail, and at the Highland and Sigwalt intersection on Thursday, February 7, Friday, February 8, and Saturday, February 9 from 4:00 P.M. to 10:00 P.M. each day. The attached tables show the volume of traffic by hour traversing each intersection highlighting the peak hour of each intersection. As shown in each table, the weekday evening peak hour is higher than the nighttime hours. Further, the Saturday volumes are lower than the weekday volumes. As such, the weekday evening peak hour analyzed in the Traffic Study represents the peak traffic conditions in the area.

71. Traffic Report page 28: As suggested above, provisions for pedestrian crosswalks are needed at the intersection of Highland and Campbell.

Response: Duly noted. These are public streets and pedestrian crosswalks are subject to the Village requirements. Petitioner will cooperate with regard to crosswalk requirements located on the Property.

72. See comments #19. The Traffic report must be updated based on the actual conditions of Highland Avenue under the Vail Garage. Provide a LOS for the intersections of Highland Avenue and the two garage ramps.

Response: The updated Traffic Study includes capacity analyses for the two ramps off Highland Avenue in the Vail garage.

73. Traffic Report page 32: The description of the Chestnut Avenue passenger/loading zones infers proprietary use of the on-street loading zone for this site's residents. However the discussion on the next page about the number of onsite passenger/loading areas make on street loading zones unnecessary. Village policy and enforcement will not support on street loading zones.

Response: The provision of the passenger loading zone on Chestnut is necessary in order to provide direct access to the building lobby that will front Chestnut.

74. Traffic Report page 36 & 37: Provide ITE backup and calculations to support the findings in tables 7 & 8.

Response: The parking analysis has been updated in the updated Traffic Study.

ARLINGTON 425 – PC#: 19-001

PETITIONER RESPONSES TO ROUND 1 COMMENTS FEBRUARY 25, 2019

RESPONSE TO FIRE DEPARTMENT COMMENTS

1. The buildings are to be fully sprinkled.

Response: Duly noted and will comply.

2. A Knox Box containing keys to access necessary parts of the building shall be at the main front entrance of the buildings and for each commercial/office space. The Fire Department will be requesting additional Knox Boxes for the buildings as plans get finalized due to the size and complexity of the project.

Response: Duly noted and will comply.

3. The Fire Department Connection shall be located at the main front entrance of the buildings, be fully visible, and accessible. It shall be located within a maximum travel distance of 100 feet to the nearest accessible fire hydrant capable of delivering the required fire flows. We also request an additional FDC be located at the southeast side of the “Highland Building” and a fire hydrant be located in the circular drive area between the three buildings.

Response: Duly noted and will comply.

4. Install a fully operational annunciator panel or alarm panel at the main front entrance door of each building.

Response: Duly noted and will comply.

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 1 COMMENTS
FEBRUARY 25, 2019

RESPONSE TO HEALTH SERVICES DEPARTMENT COMMENTS

1. The requirements of IAC Section 233.6 Multi-story Housing apply.

Response: Duly noted and will comply.

2. All Common Use and Public Use Spaces on all floors (levels) shall be accessible in compliance with the applicable requirements of the Code per Section 233.6.1.

Response: Duly noted and will comply.

3. 20 percent of the dwelling units in each building shall be designed and constructed as either accessible or adaptable dwelling units and shall be distributed throughout each building to provide a variety of sizes and locations per IAC Section 233.6.4 in accordance with Section 812.

Response: Duly noted and will comply.

4. Petitioner shall supply a unit listing of 20% accessible/Adaptable dwelling units for each building in a variety of sizes and locations as required by IAC Section 233.6.4.

Response: Duly noted and will comply.

5. An Accessible Route into and within all adaptable dwelling units to all rooms and spaces shall provide wheelchair maneuvering clearances at all doors as required by IAC Section 233.6.5.2 in accordance with Section 404.2.4.

Response: Duly noted and will comply.

6. An accessible route per IAC Section 233.6.5.3 shall be provided into and within all private patios, terraces, balconies and garages designated for use by adaptable dwelling units.

Response: Duly noted and will comply.

7. Entrance Doors to all individual dwelling units shall provide clear floor wheelchair maneuvering space in compliance with IAC Section 404.

Response: Duly noted and will comply.

8. Identify Areas of Refuge where persons unable to use stairways can remain temporarily to

await instructions or assistance during emergency evacuation per IAC Section 506.6.

Response: Duly noted and will comply.

Sheet HL. 1 of 12 Ground Floor Parking Garage:

9. Identify the Circulation path from Accessible Parking spaces to the Elevator Lobby.

Response: See revised drawings. Required accessible parking spaces are located directly across from the elevator lobby on the 1st and 2nd floors of the garage plans.

Sheet CA. 1 of 12 Second Floor Plan:

10. Bridge - Changes in level are not permitted in the required maneuvering clearances at doors per IAC Section 494.2.4.4 and shall comply with IAC Section 302.

Response: Duly noted and will comply.

Sheet CS – “Drop Off” locations:

11. Identify Passenger Loading Zones complying with IAC Section 503 for every continuous 100 linear feet of loading zone space, or fraction thereof with markings per IAC Section 209.2.1.

Response: Constructions documents will comply and identify code-compliant IAC accessible routes for the loading zone.

12. Identify the accessible route via curb ramp or other means adjoining the passenger loading zone with the sidewalk per IAC Section 503.3.

Response: Constructions documents will comply and identify code-compliant IAC accessible routes for the loading zone, as required.

Federal Fair Housing Accessibility Requirements:

13. **Important Note:** In elevator buildings all public and common use areas and 100 percent of the dwelling units are covered by the Federal Fair Housing Accessibility Guidelines (See Fair Housing Amendments Act, 42 U.S.C. §3601 et seq.)

The ten “Safe Harbor” Equivalents detailing the 7-Requirements of Accessibility
<https://www.fairhousingfirst.org/faq/safeharbors.html>

Requirement 1. Accessible building entrance on an accessible route.

Requirement 2. Accessible and usable public and common use areas.

Requirement 3. Usable doors.

Requirement 4. Accessible route into and through the covered dwelling unit.

Requirement 5. Light switches, electrical outlets, thermostats and other environmental controls in accessible locations.

Requirement 6. Reinforced walls for grab bars.

Requirement 7. Usable kitchens and bathrooms.

Response: Duly noted and will comply.

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 1 COMMENTS
FEBRUARY 25, 2019

**RESPONSE TO PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT COMMENTS**

- 1-6. No response required. Part of Planning & Community Development Department form.
7. The Plan Commission must review and approve the following actions:
- a) Planned Unit Development to allow a 361 unit mixed use development.
 - b) Rezoning from the R-3, One-Family Dwelling District to the B-5, Downtown District, for four lots of the subject property.
 - c) Preliminary Plat of Subdivision to consolidate the subject property into one lot.
 - d) Land Use Variation to allow residential uses as a principal use in the B-5 District (Chestnut building).
 - e) Variation to chapter 28, Section 5.1-14.4, Conditions of Use, to allow dwelling units below the second floor (Chestnut building)
 - f) Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 7' setback along a public street frontage (Chestnut Street) for the Campbell building where code requires a 20' setback.
 - g) Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 12.3' setback along a public street frontage (Chestnut Street) for the chestnut building where code requires a 20' setback.
 - h) Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 12.4' setback along an interior lot line (southern lot line) for the Highland building where code requires a 25' setback.
 - i) Chapter 28, Section 10.2-7, Size, to allow certain parking spaces within the Highland building garage to be 15' in depth where code requires 18' in depth.
 - j) A variation may be required for the proposed pergola.
 - k) Chapter 29, Section 29-304(l), to allow a 50' wide right-of-way for a local street where code requires a 66' wide right-of-way for local streets, along certain portions of Highland Avenue.

Response: Duly noted. Due to the size and location of the emergency stairwells, there will be approximately 10 parking spaces which are 15'-4" deep in lieu of 18'-0" deep, which can be used for motorcycles or compact cars. These 10 parking spaces are among the 80+ parking spaces above the code requirements for all residential and commercial uses throughout the development. The proposed courtyard pergola has been removed in order to provide the required fire lane. Petitioner also notes that the setback along Chestnut Avenue is 12.23', and the setback along the south end of Highland Avenue is 12.9'.

8. 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. Additionally, all revised plans must incorporate any changes as recommended by the Design Commission.

Response: Duly noted and will comply.

9. Will any Bylaws or Covenants be established for the proposed development? Please provide these (in draft form) if so. How will shared parking and cross access be governed if individual buildings are taxed parceled off and sold to separate owners? Will easements be dedicated?

Response: Not at this time. The current plan is to have one owner. If the buildings have separate ownership in the future, there will be a Declaration of Easements, Covenants and Restrictions addressing these issues.

10. Impact Fees will be required for the residential portion of the development, in accordance with Village Code.

Response: Duly noted

11. Please revise the project narrative to provide information on any green features/ sustainable design elements that are proposed (other than the green roofs).

Response: Included in the revised project narrative.

12. A photometric plan is required.

Response: Photometric lighting diagrams and associated catalog cuts for all roadway, parking lot, and building mounted luminaires will be prepared during design development phase and will be submitted to the Village at that time. Please note that all future restaurants will be required to receive a Special Use Permit or will be required to obtain a Special Use Permit Waiver, if eligible.

13. Based on communications with the Engineering Division and the Fire Safety Division, brick pavers are potentially viable for a fire lane, but must be supported by a structural engineer review that certifies the brick paver pavement design will meet the AASHTO HS-25 loading and also the punch through loading from the tower truck outriggers.

Response: Documentation to be provided for staff review and acceptance for brick pavers in fire lanes.

14. Section 9.8(i) of the zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Please provide the required preliminary construction schedule, which includes information on the approximate date of construction start, the number of construction phases and the starting and completion date for each phase, and details on what will be constructed in each phase, as well as a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per

phase and whereby will be staged, the location of material storage, and information on anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure. Please note that the project narrative includes a general description of the construction phases, with phase one involving the construction of the “Highland building, Campbell building, and infrastructure and common areas”, and phase two involving the construction of the underground garage for the Chestnut building. Please clarify if construction of the common areas involves the courtyard landscaping, fire lane, and associated improvements within the courtyard area. If so, it is assumed that the construction of the underground garage for the Chestnut building will involve the removal of the previously constructed elements within the courtyard and will then involve their replacement. Please address this situation and confirm with the Fire Safety Division if temporary removal of the fire lane will be permitted.

Response: This comment requires several responses.

(a) As noted in a part of Staff’s own comment above, the project consists of 2 Phases. Phase I includes the “Highland building, Campbell building, and infrastructure and common areas”. Phase II includes the Chestnut building and the underground garage for that building.

(b) No preliminary construction schedule has yet been created as no approvals have been obtained, no design development drawings have been completed, and therefore no financing or equity funding can be obtained. Petitioner currently plans to commence construction of Phase I in the spring/summer of 2020. However, there can be no exact time commitment when actual construction will commence. It is also currently anticipated that the construction of Phase I will take approximately 24 months to complete.

(c) Power Construction has submitted a Phase I site staging and logistics plan detailing the following:

- (i) construction staging;
- (ii) construction trailers;
- (iii) location of contractor parking;
- (iv) construction fencing;
- (v) crane roads;
- (vi) emergency muster points

(d) Petitioner is currently studying the construction of the Chestnut garage under the courtyard fire lane, understanding that there must be a code compliant fire lane access at all times between the Highland and Chestnut buildings.

(e) Other portions of this question will be addressed as Petitioner develops its final plans.

15. Please provide a response to the criteria outlined in Section 9.5 of the zoning code relative to variation approval standards for variations associated with a PUD.

Response: This will be further addressed as a part of Petitioner's submission of revised Plan and these responses.

16. Please be aware that the PUD will be reviewed in relation to the criteria contained in Section 9.10 of the Zoning code. An analysis demonstrating the economic benefits of this project shall be required.

Response: Included in the Petitioner's submission of the revised plans and these responses to Staff comments.

17. For any new variations identified in these review comments, please provide a written response to the hardship criteria for variation approval, as outlined on page 2B of the zoning application and summarized below:

Variations and Land Use Variations:

- The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
- The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
- The proposed variation is in harmony with the spirit and intent of this Chapter; and
- The variance requested is the minimum variance necessary to allow reasonable use of the property.

Response: It does not appear that any additional variances are required.

Site Plan Related:

18. The site plan must be redesigned to accommodate for the fire lane concerns from the Fire Safety Division.

Response: Revised Site Plan includes the accommodation of the fire lane.

19. Please include the necessary zoning analysis on the site plans, as attached to the end of these review comments. All missing information within the tables must be filled out.

Response: Attached.

20. Please revise the site plan to accommodate for the potential future conversion of the one-way drive aisle from Highland Avenue to the internal courtyard to a two-way drive aisle (which would be added on the northern side of this drive aisle and may need the screen wall of the loading area to be shifted slightly to the north).

Response: Based on neighborhood discussions and feedback, as well as communications from Village Trustees, minimizing traffic on Highland Avenue was

preferred. The required fire lane will be provided when brick paver documentation is accepted, and no widening of this drive aisle will be required. There is no intention to convert this access point to a two-way driveway.

21. The project narrative states that the southern setback of the Highland building will be 12.9', however, the engineering plans show a 12.4' setback. Please clarify and revise the plans accordingly.

Response: The updated Site Plan clarifies this inconsistency

22. Please provide an elevation of the proposed retaining wall along the southern property line, as well as details on the retaining wall (color, materials, etc.).

Response: Final details will be provided as part of the CDs, as Petitioner has been asked to minimize the height of this grade wall. The exposed portions of the grade wall will have a masonry face to match the stone base of the Chestnut Building.

23. The ramp wall for the Chestnut garage appears to encroach on a visibility triangle. Please show all visibility triangles on the plans and propose a solution to the visibility issue for cars exiting the Chestnut garage ramp.

Response: Visibility triangle diagrams are included in the updated Traffic Study.

24. Please evaluate alternative locations for the loading zones within the Highland building that would allow the preservation of parking spaces along Highland and would not interfere with traffic along Highland. One option could be a loading zone along the drive aisle (similar to the loading zone along the west side of the 200 W. Campbell building). Or perhaps the loading zones in that building could be moved south to be combined with the drive aisle entrance / exit to the garage.

Response: Due to the location of the 240' long Village parking garage, which is on the property line, it is necessary to provide a curb cut into the Highland garage (and building) at certain locations. These loading docks will provide necessary services for the project's buildings. Also, due to existing structural components of the Village garage, access points to Petitioner's property are very limited.

25. Please evaluate the on-street parking spaces on the east and west side of the porte-cochere entrance/exit of the Campbell building. The spaces on each side of the entrance / exit may not be viable to allow for suitable room and visibility for turns in / out of the porte-cochere.

Response: Visibility triangle diagrams are included in the updated Traffic Study which indicates that all parking spaces on the south side of Campbell will need to be eliminated as a result of the visibility study contained in the updated Traffic Study. It should be noted that if all downtown buildings were required to observe similar visibility requirements, most on-street parking in the downtown would be eliminated.

26. Please revise the plans to provide details on the proposed fence along the southern property

line and in front of the Chestnut building (height, style, materials, etc.)

Response: The plan will be to provide a 42-inch ornamental metal fence in a design submitted at permitting and in black color.

27. Please revise the plans to include details of the proposed pergola at the southern end of the property. Additionally, please note that pergolas are considered accessory structures, and as such must be located in a rear yard only (i.e. completely behind the rear of the building). Pergolas are also restricted to 300 square feet in size, 15' in height, and must be setback 5' from a rear lot line. Please clarify if a variation is requested and provide the necessary written justification for any such variation.

Response: The pergola has been removed to provide for the required fire lane.

28. Please revise the plans to provide additional details on the proposed fireplace at the rear of the property (setback, size, height, open fire pit? Fireplace with chimney? Outdoor grilling station?).

Response: The fireplace has been removed to provide for the required fire lane.

29. Please provide a detailed explanation of all utility relocations that will be necessary to facilitate this development, outlining which lines will be removed, what utilities are on those lines, and where those utilities will be re-routed. Will any new lines / poles or changes to existing lines / poles be needed to facilitate the utility removal? Will any upgrades to the utilities be required to accommodate for the proposed development? Please provide an update on all communications with utility companies regarding the ability of existing utilities in the area to accommodate for the proposed development and any upgrades that may be required.

Response: It is not possible to provide a detailed explanation of utility relocations at the present time as they have not yet been determined. The overhead utility lines running north-south and east-west will be removed, and if necessary, relocated as required by the affected utility company (ies). Meetings have been held with ComEd and NICOR and each are preparing service plans. Both have been notified of the pending Chestnut Street work scheduled for the summer of 2019.

30. As previously requested, please provide a separate exhibit that shows all building mounted, ground mounted, and interior utilities, switch gear, generators, meters, transformers, pedestals, and other mechanical equipment. For all exterior equipment, the exhibit should address how these items will be screened. The Plans should also include preliminary information on expected locations / routing of gas lines, electric lines, cable lines, etc. It is understood that this plan will be conceptual and that final placements may need revisions as more detailed plans are developed.

Response: At this time, on a project of this size, it is impossible to know all of the utility connections, locations and details necessary for the public services. Petitioner will work with staff to properly shield and screen all utilities structures as required by code once they are known. Some gas meter and transformer locations have been

indicated on the updated Site Plan, and screening shown on the updated Landscaping Plans, as possible locations.

31. Please provide details of any preliminary structural review of the Vail Avenue garage and the ability to construct the Highland building adjacent to the garage. Will any improvements to the garage be needed? Do the proposed access points to the Highland building (loading spaces, garage entrance / exit) conflict with any structural elements of the garage?

Response: We do not foresee any excessive architectural detailing or structural modifications at this time. Final drawings for construction will include all necessary structural detailing, and Petitioner will work with staff to ensure compatibility and integrity of the Vail garage. The Vail garage panels are all connected with weld plates at the interior, and can be accessed easily from within. Walker Consultants is a part of Petitioner's team, and they were the designers of the Vail garage.

Building Related:

32. Clarify if the rooftop restaurant is proposed at this time. The plans do not currently show this restaurant however, the traffic and parking study has taken into account a restaurant within the amenity space. Will this restaurant be 2,500 sq. ft.? The plans should be revised to show this space if approval is being sought. A condition of approval may be recommended that would restrict the rooftop area from operating as a bar only (i.e. if liquor is to be served, the space would be required to have a full kitchen).

Response: The Highland Building roof top will serve as the development's amenity center. The space includes a fitness center, lockers, outdoor decks with lounge seating, fireplaces, business center, conference room, and an internet lounge. The goal is to attract a restaurant with full kitchen, maybe a limited menu, and full service bar area of approximately 2,500 square feet. Once an operator is found that believes that a full-service restaurant is viable at this location, ownership will formalize a plan. If unsuccessful, it will be used to expand the project amenity space.

33. For each building, please provide a detailed explanation of how trash collection will function. Where will pick-up locations be? If collection will occur on the outside of a building, where will the dumpsters be stored on collection day? What time of day will trash collection likely occur? How many days a week will trash collection be needed?

Response: Each building has internal trash and recycling collection rooms. The Highland and Campbell pick up will be in the loading areas per the plans, and Chestnut pickup will be at the bottom of the garage ramp. Time and number of pickups will be controlled by the property management company and applicable service contractors.

34. For each building, please provide a detailed explanation outlining loading / drop-offs, deliveries (commercial and residential), and move-ins / move-outs. Where will each of these functions occur? Will there be any restrictions on times / days for such operations? Will there be an onsite doorman for residential deliveries?

Response: Building move-ins and move-outs will be controlled by the property management company. Campbell and Highland Buildings have dedicated loading areas, and Chestnut will have a loading area in the courtyard by the northeast entry. Appropriate resident and commercial tenant rules and regulations will be developed for these purposes. Petitioner is planning for consolidated package drop off facilities in the Highland and/or Campbell Building. Please provide a basement floorplan for the Highland building / garage and Campbell Building.

Response: Additional basement drawings have been provided in the updated plans.

35. Please provide a breakdown of the square footage of each floor for each building (including basements).

Response: Square footage breakdown for each floor were included as a part of Petitioner's application.

36. Please provide a typical unit layout for each unit type.

Response: At this time, typical floor plan unit mixes have been provided. Full unit layouts will be provided as part of the CDs.

37. Please dimension all parking spaces (width and depth) and provide drive aisle dimensions for both the Highland building and Chestnut building garages. Additionally, please dimension all exterior loading spaces and drop-off spaces.

Response: Interior parking garage stall dimensions are included in the revised Plans. Civil Engineering drawings dimension all exterior loading spaces as requested.

38. How will the 6th Floor roof on the Highland building be used? Will this roof be accessible to residents? Some elevations show trees on this roof; please clarify and provide details on the floor plans.

Response: At the present time Petitioner's intent is that this will be a "green roof", accessible to tenants of the building for additional seasonal outdoor space, and serve to enhance on-site storm water management.

39. Building sections should include the underground connection between the Highland building and Campbell building.

Response: Architectural drawings have been revised to show the underground connection as requested.

40. Please confirm that the height of the Highland building as shown on the elevations was measured per the definition of "Building Height" within the Zoning Code.

Response: The Highland building is currently shown as a maximum 140'-0" which is measured from the main drive aisle entry, to the top of the roof parapet.

41. Please confirm that the balconies on the northern elevation of the Campbell building will not encroach over the property line and into the public way. If so, an indemnification agreement with the Village will be required. Additionally, please confirm that all balconies will be constructed of a suitable material to allow for BBQ grills.

Response: Petitioner has not reviewed the dimensioned balconies and whether they encroach over the property line into the right-of-way. If they do, Petitioner will execute the requested indemnification agreement. Petitioner confirms that all balconies will be constructed of a suitable material to allow for BBQ grills.

42. Please confirm that the Highland building loading spaces will have 14' of vertical clearance.

Response: Confirmed.

43. Please revise the plans to include details on the screening walls for the loading zones of the Campbell building (height, material, etc.).

Response: Landscape screening has been provided

44. Please revise the floor plans to provide details on the amenity space within the Highland building. Will this space include a fitness room? Meeting rooms? Business center? Clubroom / lounge room with a kitchen?

Response: Final amenity space allocations have not yet been determined, but will be included in final CDs, and Petitioner's intent remains to provide all of the stated amenities in some fashion.

Market Study:

45. Previous correspondence indicated that the Chestnut building could potentially be developed as a condominium, however, the market study does not support a condominium development of a size as proposed in the Chestnut building. Please confirm that this building will be developed as rental and acknowledge that conversion to a condominium would require an amendment to the PUD and would need to be justified by a market study.

Response: Ownership is developing the Chestnut Building as a residential structure with no commercial areas and with underground parking. Subject to market conditions, ownership will decide the type of residential use to best fit for the village and ownership. Ownership has a long history of developing residential and mixed use developments and will decide at that time which is best for a successful development.

46. The market study states that storage lockers are a necessary feature in class A rental developments. No storage lockers were shown on the floor plans. Please confirm that each unit in the development will have a storage locker and outline the locations of such lockers on the floorplans.

Response: Storage will be provided; final locations have not yet been determined, but will be included in final CDs.

47. The market study suggests that the development include an outdoor pool, which is a desired amenity in class A rental developments such as the Arlington 425 proposal. Please address the lack of swimming pool within the plan.

Response: While the Market Study Consultant believes that a swimming pool would enhance the market appeal of the property, they have also advised Petitioner that is not critical to the success of the development. Comparable projects such as One Arlington have been able to target the luxury renter without providing a swimming pool amenity.

48. The market study identified some concern over the large size of many of the units and a concern that their large size may affect the ability to achieve the desired price point per square foot. Please address this situation.

Response: Unit sizes have been adjusted and are included in the current Plans.

Plat of Subdivision:

49. Dedication of land along Highland Avenue is required per the regulations of Chapter 29 of the Municipal Code and therefore a variation will be necessary to waive this requirement. The Village is currently evaluating whether the dedication of 8' of land is necessary along Highland Avenue where the subject property does not abut the Vail Avenue garage. If this dedication is required, it must be shown on the Plat.

Response: Per our meeting with staff on February 6, 2019, the 8' dedication along Highland will be required north and south of the existing Vail Street parking garage. The Site Plan has been updated to reflect compliance with this requirement.

50. An easement for the sidewalk along the east side of the Campbell building may be necessary if 8' of land is **not** dedicated along that side of the site.

Response: No longer applicable; see response to Question #50 above.

51. The required building setbacks must be shown on the Plat (20' along the Chestnut Avenue property line as measured from the east side of the dedicated area and 25' along the southern property line).

Response: The proposed Plat has been revised to show the required building setbacks.

52. Please check with the Engineering Division to determine if easements will be required along the east, west, and southern property lines per Section 29-309 of Chapter 29.

Response: The Engineering Department Comments did not include a comment requiring easements along the east, west, and southern property lines.

Parking and Traffic:

53. The floor plans did not include the breakdown of square footage for restaurant space within the development.

(a) Please confirm that the numbers within the KLOA study represent the breakdown of total uses, and provide details on which floor each portion of the square footage for retail, office, and restaurant are located. The floor plans should also be adjusted to make this clear.

Response: The Traffic Study does not include this breakdown, but includes an estimate of space sizes and uses provided by Petitioner. At this point it is impossible to determine which portion of each floor will be used for retail, restaurants and office. However, Petitioner believes that in the Campbell building, the west ground floor space will include primarily service retail or office users, and the east ground floor is projected to be primarily restaurants and/or specialty retail.

(b) Additionally, is 2nd floor retail space viable? It seems more likely that any retail space on the 2nd floor would be used as office as opposed to retail.

Response: Petitioner believes that the second floor space is viable for a second floor commercial use, whether it be the second floor of a restaurant on the east, and/or other commercially allowed uses in the B-5 zoning district.

(c) If retail is proposed on the 2nd floor, please clarify how this will be viable.

Response: It would be viable a larger gatherings such as private parties and meetings, or large banquets or parties. Restauranters today look for private meeting and dining areas for large and small gatherings. During busy times it can also be used as additional customer dining space.

(d) Finally, please note that the KLOA study lists the size of the retail space within the Highland building at 2,000 sq. ft. and the floorplans show this space as 3,023 sq. ft.

Response: The loading berth for the Highland building has been revised. Retail space square footage now equals 2,869 sq. ft.

54. As previously mentioned, the downtown area may have a second evening peak in traffic, which occurs later than the 5:00 pm-6:00 pm peak identified in the KLOA study. The study did not contain any analysis of whether there is a second evening peak beyond the 5:00pm-6:00pm time. Please address this.

Response: Please see response to Engineering Department comment #70.

55. The traffic volumes during peak times do not show a need for two-lane egress along Campbell. Please revise to one lane of egress or clarify why two separate egress lanes have been provided.

Response: Plans have been revised to provide one lane of egress onto Campbell Street.

56. The traffic distribution shows low volumes of ingress traffic utilizing the Campbell Street entrance during peak times, and the vast majority of traffic exiting the site through this point during peak times is projected to loop back down to Sigwalt via Chestnut or Highland. One of the primary reasons for the Campbell Street access was to keep traffic off Chestnut and Highland, but the models do not show this occurring. Please address this situation.

Response: The modified traffic distribution is included in the updated Traffic Study.

57. The traffic volumes from Figure 7 of the KLOA study, when added to the volumes in Figure 8, do not equate to the volumes shown in Figure 9. Please revise these figures to model the correct traffic volumes.

Response: The volume figures have been revised and are included in the updated Traffic Study. It is important to note that the capacity analyses used the correct traffic volumes.

58. The parking study should be revised to include a parking analysis showing the residential uses parked at 1.5 spaces per unit, but the commercial / office / retail spaces parked per the 2018 Rich & Associates parking study of downtown parking demand (see below):

| Classification | Peak Hour Daytime Value (1:00 pm – 2:00 pm) | Peak Hour Evening Value (7:00 pm – 8:00 pm) |
|---------------------------------|--|--|
| Retail (per 1,000 sq. ft.) | 1.32 | 0.72 |
| Office (per 1,000 sq. ft.) | 1.62 | 0.23 |
| Restaurant (per 1,000 sq. ft.) | 3.61 | 10.82 |
| Metropolis Theater (per seat) | 0.13 | 0.32 |
| Residential (per dwelling unit) | 0.60 | 1.82 |
| Movie Theater (per seat) | 0.09 | 0.17 |
| Banquet Hall (per attendee) | .012 | 0.60 |
| Commuters | 0.95 | 0.17 |

Response: The shared parking analyses in the updated Traffic Study includes three scenarios: 1) based entirely on Village Code requirements, 2) based entirely on parking demand data provided by ITE, and 3) using the Village Code for residential and ITE for all other proposed land uses. The results show that the proposed development parking

supply exceeds Village Code by 6 parking spaces and exceeds ITE requirements by 56 parking spaces. The shared parking analyses under the third scenario shows a parking deficit of 10 parking spaces.

59. The traffic volumes from Figure 7y show that much of the traffic leaving the site will travel through the Campbell Street access point, with the majority of it ending up taking a right to loop south on Highland Avenue. Why wouldn't these cars instead take a more direct route of leaving the Highland building garage exit directly on Highland Avenue assuming that many of them are residents and have access to the egress point on Highland? What percentage of these trips are resident based vs. commercial / office / restaurant based?

Response: The updated Traffic Study includes an analysis of the intersections of Highland with Campbell and Sigwalt under two-way and all-way stop sign control.

60. Please clarify why the value at 6:00am in Table 7 for residential parking demand is 443 spaces ($307 \times 1.5 = 461$ spaces).

Response: An updated parking analysis is included in the updated Traffic Study.

61. Please note that the Village is still evaluating the need for stop controls at Campbell / Highland, Chestnut / Campbell, Chestnut / Sigwalt, and Highland / Sigwalt.

Response: The Traffic Study has been updated to include an analysis of the intersections of Highland with Campbell and Sigwalt under two-way and all-way stop sign control.

62. The KLOA study should distinguish between residential traffic and commercial / office / restaurant traffic.

Response: The Traffic Study has been updated to include separate traffic assignments for the residential and non-residential uses.

63. Given the reduction of on-street parking spaces along Campbell and Highland, combined with the increased demand for on-street parking spaces that will be created by the proposed retail / restaurant / office uses, please evaluate the possibility of opening up limited spaces within the development open for public parking.

Response: Until the entire project is completed and stabilized, it is not possible to evaluate the possibility of opening up the spaces within the Highland Building garage for public use. The garage will be controlled access.

64. Please provide a detailed explanation outlining how parking within the Highland Avenue garage will function for the commercial / office uses? How many spaces will be used for commercial / office uses? Where will they be located? How will access be restricted? How will customer parking be identified and assigned? How will employee parking be identified and assigned?

Response: The Highland Building garage design is to serve both the residential and commercial users. Petitioner has engaged Walker Parking Consultants to devise a plan for how and where the residential and commercial spaces will be accessed, located and paid for. It is currently contemplated that the upper floors of the garage will be used for the tenants and the lower floors for commercial user parking.

65. Please provide a detailed explanation for how parking for the residential units will be assigned. Will each unit have an assigned space, or will residential parking operate on a first come first served basis? Please note that the Rich & Associates 2018 parking study recommended that residential parking spaces are not assigned to specific units (i.e. they are unbundled). How will access to these residential only spaces be restricted? How many will there be and where will they be located?

Response: The residential spaces will be separately accessed and located on the upper levels. Although they will be numbered, it is not currently contemplated that they will be assigned. However, based on further consultation with the parking consultants, property management, and tenant demand, this could change.

66. The number of parking spaces shown on the Highland building section drawings do not add up to the 454 number contained within the project narrative. Please revise and clarify if the 15' deep parking spaces were included in the overall parking stall count.

Response: Ten 15'-4" parking spaces are included at this time that will accommodate compact cars and motorcycles. The correct parking count of 460 parking spaces, which include the aforementioned 10 parking spaces, are reflected on the revised plans, Zoning Matrix, and "Arlington 425 Unit Mix and Parking" documentation.

67. Recent changes to the IAC allow abutting handicap accessible parking spaces to share an access aisle. You are encouraged to take advantage of this provision, which would allow you to increase the parking stall count. In addition, please clarify the locations of all handicap parking spaces. It appears that the Highland building has only 5 handicap parking spaces where 9 would be required.

Response: Revised Plans indicate current IAC shared handicap access aisles. The second floor garage plan was not included in the drawing set, but includes the remaining 4 required handicap parking spaces.

68. Please confirm that all proposed office uses will be general office and not medical office uses. Due to the higher parking demand generated by medical office uses, a condition of approval limiting these spaces to general office is likely.

Response: The second floor will be split with general offices on the west side and either second floor spaces for the ground floor retailers or general office. If there are potential medical or dental users, Petitioner acknowledges that conditional approval will be required.

69. The floorplans should include a note outlining how many bicycle parking spaces will be

included within the Highland building. Will these spaces be available to the residents of each building, as well as the commercial / office tenants and the public? The streetscape improvements along Campbell should also include some sidewalk bicycle parking spaces.

Response: A generous bicycle parking area is shown on the first floor of the Highland building. Additional resident bicycle storage facilities will be provided within the basement of the Campbell building. Additional bicycle parking will be provided and coordinated with staff.

70. The number of required loading spaces will be determined once the square footage of each floor has been provided. A variation may be required.

Response: It is our understanding that code requires one 10' x 35' loading berth per building, with which Petitioner shall comply with. Additional off-street drop-off and pick-up areas are provided per the plan.

71. The parking study should be revised to include a parking analysis showing the residential uses parked at 1.5 spaces per unit, but the office / restaurant / retail spaces parked per the ITE parking generation rates. The text on page 36 is misleading and states that "Using ITE parking rates and hourly distributions, a shared parking analysis was conducted under two scenarios". However, it appears that the scenario in Table 7 assigns office / restaurant / retail demand per Village Code requirements and does not use ITE generation rates.

Response: See response to Planning & Community Development Department comment #60.

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 1 COMMENTS
FEBRUARY 25, 2019

RESPONSE TO LANDSCAPING COMMENTS

1. Provide additional foundation plantings along Highland and Campbell.

Response: Moveable planters will be provided to allow for outdoor dining space.

2. Provide a detail of the proposed fence and retaining wall along the south property line.

Response: Details for fence/wall on the south property line to be provided and resolved during the final planning process.

3. Along the south elevation of 44 S. Highland incorporate ornamental trees and shrubs in order to soften the large span of wall. In addition, provide shade trees on the north elevation of 44 S. Highland.

Response: Plans have been revised to provide additional plant material. Please note that vines are proposed to grow on the building façade.

4. On the landscape plan, indicate the location of the below grade parking and the outline of the detention area.

Response: Plan revised to indicate below grade parking and detention areas.

5. Provide additional screening adjacent to the transformer that is located south of 225 W. Campbell Street. In addition, provide a utility plan that identifies all mechanical units that are located at grade and indicate how they will be screened.

Response: Plans revised to add screening. See revised Engineering Plans for preliminary utility plan.

6. In order to soften the mass of the proposed building at 33 S. Chestnut, incorporate ornamental trees along the west elevation.

Response: Plans revised to add ornamental trees.

7. Provide a site furnishings package. It is recommended that large free standing planters be provided on the private property along Campbell and Highland.

Response: Site furnishings package will be provided later. Freestanding planters

added to private property at Highland and Campbell.

8. Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.

Response: Bump outs not currently shown on Campbell and Highland corners and drive aisles.

9. Along Campbell and Highland there is a large span of brick pavers between the back of curb and the proposed building. It is recommended that the area be further evaluated and that raised planters similar to the planters along Harmony Park be incorporated. In addition, it is recommended that the space at the corner be evaluated. This is a focal point and the space should be further developed.

Response: Plans revised to include moveable planters at foundation and planters at the Highland and Campbell intersection. Landscape Architect to confirm preference of tree grates or planters on Campbell and Highland.

10. Provide landscaping adjacent to the screen wall for the loading area that is located south of 225 S. Campbell near Highland.

Response: Plans have been revised to add screening.

11. The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape.

Response: Duly noted.

12. As more detailed plans are provided additional comments may be forthcoming.

Response: Duly noted.

13. Provide an interim landscape plan for each phase.

Response: Interim landscape plan will be provided.

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 1 COMMENTS
FEBRUARY 25, 2019

RESPONSE TO POLICE DEPARTMENT COMMENTS

1. Character of use:

The character of use is consistent with the area. It will be necessary to limit access to the grounds, especially the pergola I firepit I courtyard- is this for residents only and does it have controlled access? This is recommended to limit access and loitering. The addition of Trespass signs is recommended.

Response: In order to provide the required fire lane, the pergola and fire pit areas will be removed from the courtyard. Proper signage will be installed and coordinated with the proper use of the courtyard.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- i.e. courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.

Response: Duly noted and will comply.

3. Present traffic problems?

There is not enough parking in the downtown area. Is the parking garage open to the public? If not, is there access control to restrict non-residents/non-permitted driver's access? Our Traffic Bureau has a number of concerns regarding parking enforcement, traffic patterns and other issues. The blue prints and Traffic Study have been forwarded by the Community Services Bureau to the Traffic Bureau for review.

Response: Access to the parking garage will be controlled and restricted, and not open to the public. The petitioner will work with staff to coordinate proper security and accessibility as required.

4. Traffic accidents at particular location?

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

Response: Duly noted.

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

-The area around the vehicle entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

-Although the Traffic Study indicated no need for a stop sign at Highland and Sigwalt, the Police Department has concerns about the traffic flow at Highland and Sigwalt and the need of a four way stop sign at that intersection.

Response: Duly noted and agree.

6. General comments:

a. Is 225 W Campbell two separate buildings attached by a façade? If so, this will create issues for emergency response for police and fire- the buildings should have different addresses.

Response: 225 Campbell is one building. One side will have the stretcher-sized elevator, and all will be coordinated as a part of the CDs. This elevator will access all parts of the building, including the roof. Appropriate signage will identify emergency access.

b. Regarding the parking garage pedestrian bridge, who has access to this bridge? If it is not a resident only access, we foresee issues with our homeless population seeking shelter in this area.

Response: The pedestrian bridge was a part of a previous plan and was removed from the project. The current plans reflect no bridge. Instead, we have planned an underground tunnel that will have controlled access

c. Is the existing parking garage and the new parking garage both going to have public access to entrances off of Highland? If so, will the two parking garages have clearly marked addresses delineating the two in the case of an emergency when a citizen is requesting assistance from 911?

Response: The new parking garage will have a resident-only access from Highland. Proper signage will be clearly marked indicating street address per staff.

d. Is the new parking garage going to have public access or is it a resident only parking garage?

Response: The new parking garage will have public access for retail and visitors.

e. Is the new parking garage designed in a way to reduce or eliminate members of our homeless population squatting there?

Response: The garage will be monitored by cameras as well as security personnel. There will also be a full-time on-site property manager for the project

- f. Who owns the parking garage? Privately owned or Village Owned?

Response: Privately owned

- g. 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: Duly noted and will comply

- h. Parking could become an issue if a larger percentage of residents than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.

Response: Duly noted and will comply

- i. The storage area, lower level, should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

Response: Duly noted and will comply.

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 1 COMMENTS
FEBRUARY 25, 2019

RESPONSE TO PUBLIC WORKS DEPARTMENT COMMENTS

1. It appears that 225 S .Campbell will be supplied by water and serviced by sewer in one location, verify this is the case.

Response: The 225 W. Campbell building is a continuous building above the ground level. At this time, a single water and sanitary sewer service to this building is anticipated.

2. The 4" water service on the west side of Highland is actually a 6" line and assumed to be abandoned.

Response: This has been revised on the preliminary utility plan.

3. The proposed hydrant relocation on the north side of the existing parking garage (Highland) must be relocated further from the parking garage (perhaps north of entry apron).

Response: This has been revised on the preliminary utility plan.

4. The watermain on Chestnut is assumed to be a 6" watermain.

Response: This is consistent with the preliminary utility plan.

5. Submit details for the underground detention basin and restricted outfall.

Response: The final details for the Highland Ave. building including the details of the underground detention vault will be included in the Final Architectural plans for the building. Per Engineering Department Response #6, the outlet control structure detail is included on the preliminary utility plan (Sheet 5).

6. Submit a maintenance plan for the underground detention basin and restricted outfall.

Response: The requested maintenance plan for the stormwater management system will be included as part of the Schedule R and Exhibit R documents from the MWRDGC WMO permit for the project.

7. The Village has an underground conduit for fiber optic and copper cable (communications). It is located within the east parkway of Chestnut between the sidewalk and curb. This must be reflected in the survey.

Response: These lines will be added to the final engineering plans for the project.

8. The connection to the existing (abandoned) combined/storm sewer must verify or complete the proper abandonment/plugging to the north.

Response: This will be noted on the final engineering plans for the project.

9. The Village needs structural review and field verification of the existing Vail Garage footings to be included in design of Highland Building.

Response: The Vail garage plans provided by the Village suggest that footings do not encroach onto Petitioner's property. Petitioner has requested as-builts but whether this condition holds true will have to be field verified after final CDs are approved and may result in a field change. In the event of an encroachment appropriate notice will be given and Petitioner will work with the Village for appropriate resolution of the situation from a design, construction and legal indemnification standpoint.

10. The Village needs plans and structural approval of all modifications needed to existing garage. It appears that changes are needed to accommodate the loading bays and south entrance onto Highland.

Response: See Response 9.

11. All downspouts need to tie into proposed detention basin to reduce surcharge experienced during extreme rain events.

Response: All of the proposed internal roof drains and downspouts from the proposed buildings will tie into the proposed detention vault located under the Highland Ave. Building. Overflow downspouts will operate as overflow only and will not dump onto the public way.

Attached table to Comment #70 of the Engineering Department Comments

| Time | Campbell/ Chestnut | Campbell/ Highland | Campbell/ Vail | Sigwalt/ Highland | Total |
|-------------|-------------------------------|-------------------------------|---------------------------|------------------------------|--------------|
| 4:00 PM | 342 | 338 | 554 | 358 | 1592 |
| 5:00 PM | 471 | 502 | 773 | 449 | 2195 |
| 6:00 PM | 361 | 439 | 712 | 386 | 1898 |
| 7:00 PM | 244 | 310 | 568 | 286 | 1408 |
| 8:00 PM | 161 | 187 | 326 | 180 | 854 |
| 9:00 PM | 130 | 178 | 253 | 124 | 685 |

Table B

Friday, February 8, 2019

| Time | Campbell/ Chestnut | Campbell/ Highland | Campbell/ Vail | Sigwalt/ Highland | Total |
|-------------|-------------------------------|-------------------------------|---------------------------|------------------------------|--------------|
| 4:00 PM | 355 | 366 | 579 | 395 | 1695 |
| 5:00 PM | 419 | 451 | 740 | 465 | 2075 |
| 6:00 PM | 394 | 469 | 812 | 376 | 2051 |
| 7:00 PM | 316 | 430 | 682 | 257 | 1685 |
| 8:00 PM | 179 | 263 | 472 | 199 | 1113 |
| 9:00 PM | 163 | 227 | 376 | 166 | 932 |

Table C

Saturday, February 9, 2019

| Time | Campbell/ Chestnut | Campbell/ Highland | Campbell/ Vail | Sigwalt/ Highland | Total |
|-------------|-------------------------------|-------------------------------|---------------------------|------------------------------|--------------|
| 4:00 PM | 277 | 329 | 583 | 258 | 1447 |
| 5:00 PM | 382 | 486 | 763 | 305 | 1936 |
| 6:00 PM | 337 | 465 | 789 | 316 | 1907 |
| 7:00 PM | 316 | 422 | 699 | 293 | 1730 |
| 8:00 PM | 154 | 287 | 428 | 156 | 1025 |
| 9:00 PM | 163 | 228 | 371 | 139 | 901 |