

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 2 COMMENTS
MARCH 15, 2019

RESPONSES TO FIRE SAFETY DIVISION COMMENTS

1. The fire lane for the south Highland building (high rise) shall be a hard surface approved by the Fire Chief capable of supporting the loads of fire apparatus to include point loads generated from outriggers of the aerial truck. Soft turf of any kind is not an approved surface.

Response: Duly noted. Petitioner will utilize brick pavers for the fire lane between the Highland Building and the Chestnut Building. As an alternative, Petitioner believes that Tufftrack Model No. TT-24, reinforced lawn pavers, which have a compressive strength of 81,744 pounds per square foot, would be an equally effective and more aesthetically pleasing option. Petitioner will discuss this alternative with Staff and the Fire Department, and will comply with the final decision of both.

2. All fire lanes shall be of appropriate width without encroaching into adjacent use areas and shall be maintained free from the parking/standing of any vehicle at any time. Appropriate fire lane signage shall be placed along the routes of all fire lanes.

Response: Agreed. The revised plans show that the drop-off area north of the Chestnut Building has been removed. In addition, the drive north of the Highland Building has been widened to provide an unobstructed 26' fire lane in addition to the drop-off area. Signage for fire lanes and parking shall be provided as determined with Staff.

3. Elevated curbs crossing fire lanes shall not be approved. Entrances to fire lanes from other areas or fire lanes shall be of minimal elevation to prevent compromise of apparatus mounting elevated surfaces.

Response: Understood and agree. The auto turn diagrams for inbound fire truck maneuvers are on driving surfaces. The overhang of the vehicle will encroach on the adjacent curbing, which will be designed to be free of any obstruction. The auto turn diagrams have been updated accordingly.

4. Provide a detailed explanation showing how the east side of the building along Highland will be accessible in order to meet the requirement that all first floor areas be accessible within 150 feet of fire apparatus/hose lines.

Response: The entire length of the Highland Building from north to south measures 244 feet. A fire truck located on the north and south side of the

Highland Building can collectively cover more than 150 feet, as can two fire trucks parked on the west side of the Highland Building on the north and south ends of the fire lane.

5. Provide acknowledgment that the fire lane provided for the Highland Building along the west side shall not be removed for any reason once it is established. It is believed there was discussion about removing this area prior to the second phase of the project and that this would not be permitted, however, no comments were provided acknowledging the understanding that this would not be allowed.

Response: Acknowledged and agreed. The fire lane provided on the west side of the Highland Building will not be removed for any reason once it has been constructed.

6. It is requested that language be added to the ordinance that would prevent the erection of any structure or placement of any obstruction into the fire lane along the west side of the Highland building.

Response: Understood and agreed. No structure or obstruction shall be in the 26' wide fire lane on the west side of the Highland Building.

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RESPONSES TO FIRE DEPARTMENT COMMENTS

1. The fire lane between the Highland and Chestnut building needs to be free of obstructions and run the entire length of the building. The use of reinforced lawn pavers is not acceptable.

Response: Petitioner will utilize brick pavers for the fire lane. Plans have been revised accordingly. As an alternative, Petitioner believes that Tufftrack Model No. TT-24, reinforced lawn pavers, which have a compressive strength of 81,744 pounds per square foot, would be an equally effective and more aesthetically pleasing option. Petitioner will discuss this alternative with Staff and the Fire Department.

2. The auto turn diagram for the fire truck shows the use of the circle. Please provide more information as to how the circle is going to be built. The use of a "mountable fire lane" as is not acceptable.

Response: The circle will not include a "mountable fire lane". The plans have been revised to remove the note describing the "mountable fire lane", which will be renamed a "flat curb".

3. The auto turn diagram shows the truck using some areas that don't appear to be driving surfaces. For example, the inbound truck maneuver from Highland. The front overhang of the basket needs to also have a clear path.

Response: We believe that this issue has been eliminated with the redesign of the required Fire Lane. Please see the revised drawing.

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RESPONSES TO PLANNING AND COMMUNITY DEVELOPMENT COMMENTS

General:

74. The response to Comment #7 is noted. Based on a review of the revised plans, the following additional or amended approvals are needed:
- a. Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 12.2' setback along a public street frontage (Chestnut Street) for the Chestnut building where code requires a 20' setback.
 - b. Variation to Chapter 28, Section 5.1-14.2, Required Minimum Yards, to allow a 12'9" setback along an interior lot line (southern lot line) for the Highland building where code requires a 25' setback.
 - c. Variation to Chapter 28, Section 10.2-7, Size, to allow certain parking spaces within the Highland building garage to be 15.3' in depth where code requires 18' in depth.
 - d. Variation to Chapter 28, Section 6.15-2.2, Landscape Requirements between Zoning Districts, to waive the requirement for a 6-foot tall solid screen along the southern property line.

Response: Duly noted.

75. The response to Comment #9 is noted. A condition of approval will be recommended that shall require the recording of bylaws or covenants that established shared access and shared parking for the development should portions of the subject property be sold to separate owners.

Response: Duly noted.

76. The response to Comment #11 is noted. Please note that the project narrative refers to a "Special Use Permit" and "Written Justification for Special Use" for the "all residential" Chestnut building. The specific approval needed for the Chestnut building is a Land Use Variation (not a Special Use), and the project narrative and approval justification should be revised accordingly. Please note that approval criteria for a Land Use Variation is different than that for a Special Use Permit. Finally, please revise the previously submitted justification for variations to reflect the actual variations requested per #74 above, and please provide justifications for the newly identified variation.

Response: Duly noted. Petitioner's revised narrative and revised justifications are included in two letters that will be submitted to the Planning Department simultaneously with these responses.

77. The response to Comment #15 is not acceptable. We have not received the Power Construction site staging and logistics plan. Please provide this plan and note that the plan must identify preliminary estimates of any lane closures and closure timeframes. Since the description of what will be constructed in Phase 1 is vague, our comment asked for clarification on what will be constructed in each phase. Please outline, specifically, all infrastructure (both onsite and off-site), and common areas that will be constructed in Phase 1 and in Phase 2. Finally, please address how fire protection will be provided to the Highland Building if the underground garage for the Chestnut building causes the temporary removal of this fire lane.

Response: The Power Construction site staging and logistics plan is enclosed. During Phase I, we expect to close the parking lanes along Highland and Chestnut for a 9 to 12 month period. During Phase II (the Chestnut Building), we would close about 300 feet of the Chestnut parking lane for 6 to 9 months. All site infrastructure will be constructed during Phase I. This will include any portion of the Chestnut Building underground garage that will be under the fire lane between the Highland Building and the Chestnut Building. Once constructed, it will not be closed, removed, or obstructed at any time

78. The response to Comment #21 is not sufficient. Please revise the plans to show a 26' wide one-way fire lane, which will require the existing proposed 17' wide lane to extend to the north. A condition of approval will be recommended that will require the developer to implement two-way travel along this drive aisle if, after construction, it is determined that two-way travel is necessary for adequate circulation and traffic flow. Please verify if the underground connection in this location has the structural ability to support the two-way drive aisle.

Response: The plans have been revised to show the referenced 26' fire lane as unobstructed. This drive is to remain one-way in only.

79. The response to Comment #25 is not sufficient. The two loading spaces and garage access along Highland Avenue will result in the loss of at least nine public parking spaces and will result in congestion and truck turning movements adjacent to one of the entrances to the Vail Avenue garage. Please remove the two loading spaces and relocate them elsewhere on the interior of the site. Other options include:

- Placing them in the area where bike parking is located within the Highland building garage.
- To the west of the bike racks within the Highland building garage where the parcel pickup space is located.
- Locating them in a portion of the 2,869 sq. ft. space that is currently designated as retail within the Highland building.

Response: Petitioner seeks to minimize, to the greatest extent possible, the addition of more traffic onto Highland Avenue. Putting a loading zone near the main entrance to the Highland Building would create a bottle neck from loading trucks backing in and

out. Additionally, relocating to the north side of the building will cause traffic back up to the main entry to the development and create a visual disruption to the main building entry. The best location for the loading docks is under the existing Vail Avenue parking garage across from the drive aisles into the Vail Avenue parking garage. These loading areas are recessed and cause the least effect to the traffic flow.

80. The response to Comment #26 is noted. The Planning Dept. and Engineering Division are evaluating if certain spaces along Campbell may remain.

Response: Duly noted. Petitioner awaits the evaluation of the Planning Department and Engineering Division and will comply.

81. The response to Comment #27 is noted. A 6' tall solid screen (landscaping, fence, or berm) is required along the southern property line to comply with the screening requirements between zoning districts, or a variation is required. Please provide the required justification for this approval. The 42" tall fence in the exterior side yard in front of the Chestnut building must be an "open" style fence.

Response: This item is in progress. The most current landscape details have been included for reference. It is noted that the south fence adjacent to the fire lane and the Highland Building shall be solid, and the south fence adjacent to the Chestnut Building shall be open. Details will be updated accordingly as the project progresses.

82. The response to Comment #31 and #32 is noted. Since no details have been provided, a condition of approval will be recommended that will require all utility service lines to be underground, all ground mounted utility and mechanical equipment (switchgears, generators, transformers, etc.) to be appropriately located and screened, and all building mounted utility infrastructure (meters, utility/FDC connections, etc.) to be appropriately located and screened.

Response: Duly noted and will comply. Utilities will be properly screened as necessary.

83. The response to Comment #32 is noted. Since no preliminary analysis has been provided, a condition of approval will be recommended that prohibits all construction activities from damaging the Vail Avenue garage. A full structural analysis and soil borings will be required at time of building permit. The Village reserves the right to review any proposed modifications to the Vail Avenue garage and the ability to require certain upgrades to the garage as necessary to facilitate the proposed development (e.g. additional interior lighting, re-routing of electrical lines, etc.). Costs of any garage modifications, insurance, and bonds shall be the developers responsibility.

Response: Duly noted. A site staging and logistics plan has been provided. Retaining the structural integrity of the Vail Avenue garage is of paramount importance. No damage will occur to the Vail Avenue garage during construction of the Highland

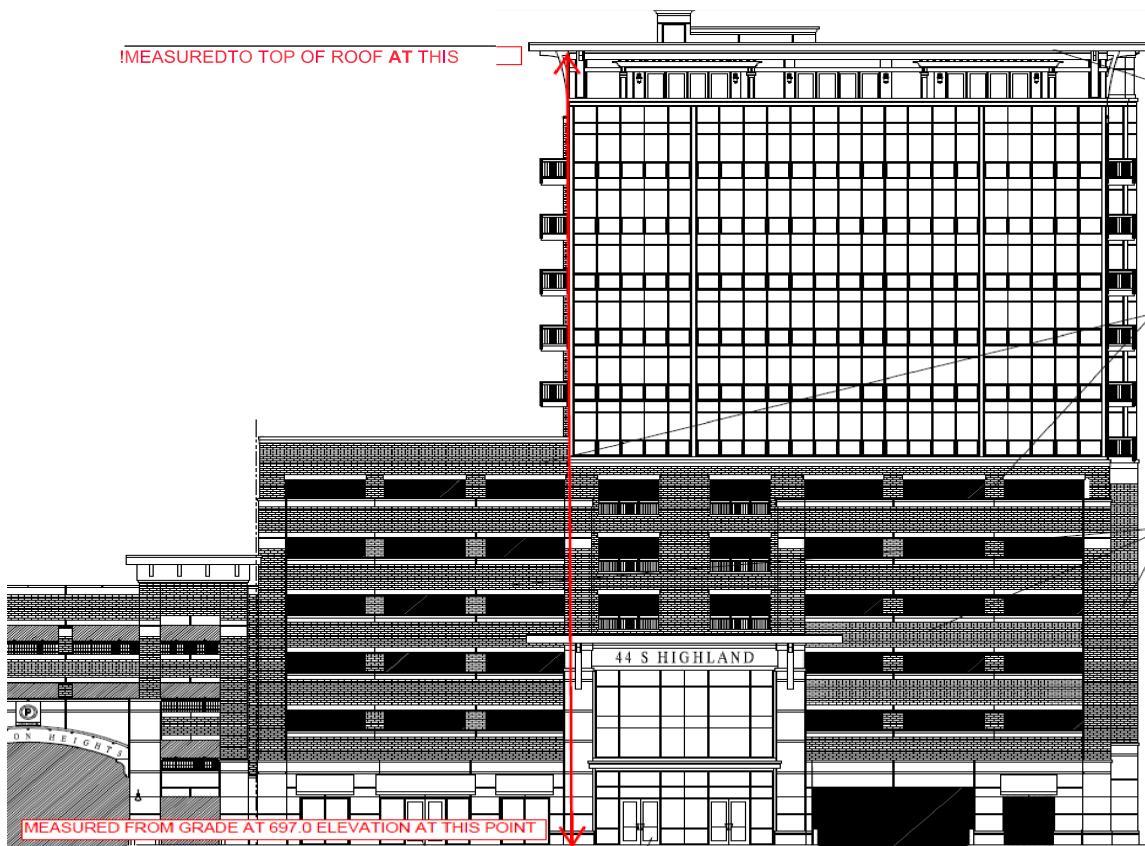
Avenue garage, but modifications to non-bearing wall panels will be required at the loading dock area. These will be designed by a structural engineer and shall be subject to the Village approval.

84. The response to Comment #35 is noted. Staff is evaluating restrictions that would be placed on move-in/move-out days, times and locations.

Response: Duly noted. Petitioner awaits Staff's evaluation.

85. The response to Comment #42 is noted. The 140'-0" measurement is not accurate based on the code definition of building height. The code definition does not include the parapet wall. Provide an elevation and height measurement from elevation 697.00 at the north façade adjacent to the front entrance, which is what we've interpreted the established grade to be opposite the middle of the front of the building. See graphic below for clarification:

Response: Architect plans will be revised to indicate 140' measurement from elevation 697.00 to the top of the roof.



86. The response to Comment #45 is not sufficient. Please provide on the plans details for the screen walls (height, material, compatibility to building architecture, style and appearance of gates, etc.).

Response: Please see the revised plans. The elevations for the Campbell Building on Sheets CA.3 and CA.4 have been revised to include the details for the screen walls around the loading zones.

87. The response to Comment #47 is noted. A condition of approval will be recommended that would prohibit the Campbell Building and the Highland Building from being converted to condominiums unless an amendment to the PUD is approved.

Response: Duly noted. Petitioner does not currently anticipate converting any part of Campbell Building or the Highland Building into condominiums.

88. The response to Comment #53 is noted. Based on the new area of ROW dedication, the building setback at the southeast of the property needs to jog in to accommodate for this ROW area. Please revise the plat to make this change.

Response: Duly noted. Please see the revised plans.

89. The response to Comment #55 is noted. The parking table on pages 39-41 do not include the newly shown auxiliary basement retail space within the Campbell Building. Please revise the parking study to accommodate for this new retail space. The “Arlington 425 Unit Mix Parking” document should be revised to be consistent with the square footages as shown within the parking study.

Response: The auxiliary basement space will be used solely as a storage and food preparation area for the first floor retail. This area does not require parking per the Village ordinance therefore was not included in the parking analysis. The “Arlington 425 Unit Mix Parking” includes the most current square footage information. The parking study will be revised to coordinate.

90. The response to Comment #66 and #67 does not provide enough specificity to address the comments. Before we can make a recommendation on this project, a detailed parking plan outlining how parking will function is required. Please provide said plan. The plan must explain how parking for the commercial, restaurant, and office uses will be accommodated, as well as the residential portion of the development. The Highland building will provide shared parking as per the KLOA study and an explanation detailing how these spaces will be shared is therefore necessary. Will certain spaces be designated for residential parking only or commercial/office parking only? How many spaces will be allocated to residential uses vs. commercial/office uses (both customer and employees)? How will access to these spaces be restricted and monitored? Will all spaces be open to any user? All residential parking shall be unbundled. What system will be in place to collect payment for parking? Will parking be free for customers and employees of the businesses?

Response: The parking between the residential and retail/commercial users will be controlled by an electronic control system and access/entry gates. The residential access will be controlled by a FOB system with access off of Highland Avenue and the north building entry. Within the garage, the residential parking will be on the upper levels and accessed through a second gate. If a residential user does not utilize

the second gate to park, they will be restricted from exiting. The second gate can be adjusted depending on the actual number of residential parking spaces utilized from time to time. The current plan is that resident parking spaces will not be assigned.

Retail/commercial and resident guest parking will enter from the north side of the building using a gated ticket system. For residential guests and customers of the development's retail/commercial users, exiting will be through a validation or pay system. The exact amount of charges for parking, if any, will be determined subject to market conditions. Petitioner has engaged Walker Parking Consultants to advise and assist in the design and operation of the Highland garage. The Petitioner will use the most efficient and up to date technology to control the access, circulation and separation of the parking between the building residents and non-residents.

91. The response to Comment #73 is noted. The parking charts provided show only weekday parking demand. In previous shared parking analyses that have been provided to the Village on other mixed use projects, they have shown residential parking spaces at 90%-98% occupancy after 6:00pm on a weekday and weekend, whereas the parking study shows between 72% and 82% parking space occupancy on a weekday (with no weekend data provided). Additionally, these studies have shown a higher peak parking demand for restaurants during the weekend as opposed to weekday. Please address these two points. Under two of the shared parking scenarios ("modified" Village Code + ITE and ITE only), please analyze the weekend parking demand to determine if there is adequate shared capacity on the weekends.

Response: The TIS was updated to include parking analysis for the weekday parking demand under the two requested shared parking scenarios. Under both scenarios, the peak parking demand occurs at 7:00 PM, which is when both the restaurant uses and the residential uses are peaking. For the ITE only scenario, the analysis shows a parking surplus of 54 parking spaces. For the "modified" Code + ITE requested scenario, the analysis shows a parking deficit of approximately 86 parking spaces. It is important to note that the parking analysis assumes all "new" vehicles arriving for the non-residential uses, rather than applying a reduction for patrons of these uses that may live in the development itself or nearby that may arrive by walking, or may use another form of transportation that does not require a parking space. The requested parking analyses are attached and will be included in the revised, forthcoming TIS pending traffic related comments from the Village Public Works and/or Engineering departments.

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RESPONSES TO LANDSCAPING COMMENTS

1. Provide additional foundation plantings along Highland and Campbell.
The revisions are noted and per the response, movable plants will be provided.

Response: No response required.

2. Provide a detail of the proposed fence and retaining wall along the south property line.
Please include details as part of the plans.

Response: This item is in progress. The most current landscape details have been included for reference. It is noted that the south fence adjacent to the fire lane and the Highland Building shall be solid, and the south fence adjacent to the Chestnut Building shall be open. Details will be updated accordingly as the project progresses.

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.
The revisions are noted.

Response: No response required.

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

Response: No response required.

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. All utilities must be fully screened with landscaping.
The revisions are noted.

Response: No response required.

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

Response: No response required.

7. Provide a site furnishings package. It is recommended that large free standing planters be provided on the private property along Campbell and Highland.
Please include details as part of the plans.

Response: This item is in progress. The most current landscape details are included for reference. Products and details will be updated accordingly as the project progresses.

8. Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.
As part of the plans, incorporate the bump-outs along Campbell Street and Highland.

Response: Petitioner shall coordinate all street parking and potential curb bump-outs with Staff Departments in the future and as approved.

9. Along Campbell and Highland there is a large spans 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.
Please evaluate the corner area and incorporate relief through the use of planters. This is a focal point and the space should be further developed. It is recommended that raised planters similar to the planters along Harmony Park be incorporated along Campbell and Highland in front of 225 W. Campbell Street east of the Campbell drive aisle and north of the Highland drive aisle.

Response: Bump-outs can be shown as landscaped with the same ornamental railing used at Harmony Park.

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

Response: No response required.

11. The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape.
The response is noted; however, please incorporate the details within the plans.

Response: This item is in progress. The most current landscape details are included for reference. Products and details will be updated accordingly as the project progresses.

12. As more detailed plans are provided additional comments may be forthcoming.
The response is noted.

Response: No response required.

13. Provide an interim landscape plan for each phase.
Please provide the interim landscape plan.

Response: The interim landscape and planting plan has been provided for reference. If phasing is changed in the future, a revised plan will be provided.

14. Landscaping has been removed along the south property line in the southwest corner adjacent to the drive. Per Chapter 28, a six foot high screen is required since the site is zoned B-5 and is adjacent to the residential district. Please incorporate upright evergreen trees if space permits or request a variation. If evergreen trees are provided, the placement must consider site lines.

Response: A fence (opaque in style) is indicated on the plan. In-progress details have been included for reference and will be updated as the project progresses to indicate the requested six foot screen fence.

15. Along the south property line adjacent to the parking garage provide a decorative metal fence. Previously a fence was shown on the plan.

Response: A fence (opaque in style) is indicated on the plan. In-progress details have been included for reference and will be updated as the project progresses to indicate the requested six foot screen fence.

16. Along Campbell Street and Highland please include pavers within the drive aisle for the portion that is part of the pedestrian walkway. The pavers should match the downtown streetscape.

Response: Duly noted and agree. The plans will be revised accordingly.

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RESPONSES TO ENGINEERING DEPARTMENT COMMENTS

75. The petitioner's response to Comment Nos. 11 through 17 are acceptable.

Response: No response required.

76. The petitioner's response to Comment No. 18 is not acceptable. Although an exhibit has been added to show fire access to the courtyard between the Chestnut Ave. and Highland Ave. buildings, there are still issues with the maneuvers shown at several other locations. The drop off lanes shall not be considered part of the necessary 26 ft fire lane. Revise the plans accordingly.

Response: The drive aisle geometry north of the Highland Building has been revised so that the fire lane width is 26 feet exclusive of the drop-off lane. The drop-off lane north of the Chestnut Building has been removed. Please see Sheet 3 of the revised preliminary engineering plan set. The auto turn diagrams are updated and included in the revised Traffic Impact Study.

77. The petitioner's response to Comment No. 19 is noted. The existing conditions of the portion of Highland Ave. under the parking garage have been added to the preliminary engineering plans, however; they are not shown on the plat. Revise the plat accordingly.

Response: The existing conditions under the Highland Ave. garage have been added to the revised Preliminary Plat of Subdivision.

78. The petitioner's response to Comment No. 20 is acceptable.

Response: No response required.

79. The petitioner's response to Comment No. 21 is not acceptable. Per Comment No. 76, the drop off lanes shall not be considered part of the necessary 26 ft wide fire lane. The maneuvers provided for all trucks appear to still be problematic and several of the maneuvers conflict with the drop off lane and mountable center median. The fire lanes shall be revised to 26 ft minimum and all exhibits revised accordingly.

Response: Fire lanes have been revised and no longer have issues with drop off zones. The auto turn diagrams are updated and included in the revised traffic impact study.

80. The petitioner's response to Comment No. 22 is noted. The structural number provided references a concrete layer coefficient of 0.50. Provide additional information from the manufacturer and/or a Structural Engineer verifying that the layer coefficient for the

heavy duty pavers is equivalent to the concrete layer coefficient. It should also be clarified that the structural number applies to both the permeable pavers and the brick pavers in the fire lane. The heavy duty pavement section must also be shown on the fire truck maneuver exhibits, on the geometric plan and the details. Revise the plans accordingly. The reinforced lawn is not acceptable. The plans shall be revised to provide a hard surface that meets or exceeds the structural number of the Village's heavy duty pavement section. Provide the cross section for the underground parking and fire lane.

Response: Plans have been revised to include the requested brick paver fire lane within the courtyard. Cross sections for the underground parking and fire lane will be provided as part of construction documents. Additionally, the auto turn diagrams are updated and included in the revised TIS. As an alternative to brick pavers, Petitioner believes that Tufftrack Model No. TT-24, reinforced lawn pavers, which have a compressive strength of 81,744 per square foot, would be an equally effective and more aesthetically pleasing option. Petitioner will discuss this alternative with Staff and the Fire Department.

81. The petitioner's response to Comment No. 23 is not acceptable. See Comment No. 80.

Response: Plans have been revised to include the requested brick paver fire lane within the courtyard. Cross sections for the underground parking and fire lane will be provided as part of construction documents. Additionally, the auto turn diagrams are updated and included in the revised TIS. As an alternative to brick pavers, Petitioner believes that Tufftrack Model No. TT-24, reinforced lawn pavers, which have a compressive strength of 81,744 per square foot, would be an equally effective and more aesthetically pleasing option. Petitioner will discuss this alternative with Staff and the Fire Department.

82. The petitioner's response to Comment No. 24 is noted. The adjoining property has not submitted preliminary plans for staff to review and Comment. The Village would have a similar request of the adjoining property to coordinate cross-access with Arlington 425. When revising the site plan, the possibility of cross-access should still be taken into consideration.

Response: Duly noted.

83. The petitioner's response to Comment Nos. 25 through 29 are acceptable.

Response: No response required.

84. The petitioner's response to Comment No. 30 is noted. The retaining wall shall not be located on the property line, assess the possibility of accounting for the change in elevation at the garage. If a retaining wall is still necessary, the maximum height shall be 3 ft. Provide a detail of the retaining wall and footing. Revise the grading and proposed elevations accordingly.

Response: Duly noted. The final design and details for the south retaining wall will be included in the final engineering submittal.

85. The petitioner's response to Comment Nos. 31 through 32 is acceptable.

Response: No response required.

86. The petitioner's response to Comment No. 33 is not acceptable. The fire access between the Chestnut Ave. and Highland Ave. buildings must be fully constructed in Phase I and not disturbed by Phase II. Provide preliminary Phase I and Phase II plans.

Response: A site logistics plan has been provided. The fire access between the Chestnut Ave. and Highland Ave. buildings will be constructed in Phase I and will not be closed, removed or obstructed during Phase II construction. Construction documents will be provided as soon as they are available.

87. The petitioner's response to Comment No. 34 is noted. Provide the service plans from the respective utilities as they become available.

Response: Duly noted. The utility service plans will be provided to the Village as soon as they are available.

88. The sidewalk along Chestnut Ave., at the south end, should continue at 1 ft from the new right-of-way and not angle back to the current alignment, including through the 35 S Chestnut driveway. Revise the plans accordingly and adjust the grades as necessary for the new location of the sidewalk through the driveway. Future development of the adjoining property will address the remaining section of sidewalk.

Response: Please see the revised plans. The sidewalk along Chestnut Ave. has been revised as requested.

89. The Village is considering constructing a north/south pedestrian crossing of Campbell St. at the SE corner of Highland Ave. and Campbell St., possibly by installing a "bump out". The petitioner is made aware that this may affect the alignment of the sidewalk ramp at the SW corner of Highland Ave. and Campbell St. Any necessary modifications to the plans can be addressed at final engineering.

Response: Duly noted.

Preliminary Plat of Subdivision:

90. The petitioner's response to Comment No. 35 is noted. Provide the length for the 8' wide dedication south of the garage.

Response: The length for the 8' wide dedication south of the garage has been added to the Preliminary Plat of Subdivision.

91. The petitioner's response to Comment Nos. 36 and 37 are acceptable.

Response: No response required.

92. In reference to Comment No. 77, revise the preliminary plat to show the existing conditions of the Highland Ave. R.O.W. area under the Vail Street Garage.

Response: The existing conditions under the Highland Ave. garage have been added to the revised Preliminary Plat of Subdivision.

Traffic:

93. The petitioner's responses to Comments 38, 40, 43, 44, 45, 46, 47, 48, 49, 50, 52, 54, 55, 56, 58, 59, 60, 64, 65, 66, 68, 71, 72 are satisfactory.

Response: No response required.

94. The response provided by the petitioner to Comment #39 is noted. The existing radii at the S.E. corner of Campbell St. and Chestnut Ave. and the S.W. corner of Campbell St. and Highland Ave. is less than 25 ft. The corners can remain provided no changes are planned, however; in the event that corner bump outs are installed for ADA ramps, the corners must have a minimum back of curb radius of 25 ft.

Response: Duly noted.

95. The petitioner's response to Comment #41 is noted. The exhibit showing the site triangles supports a recommendation to establish all-way stop at the intersection of Campbell St. and Highland Ave. Refer also to Comments #89 and #94.

Response: The Traffic Impact Study has been revised to support all-way stop sign control at the Campbell/Highland intersection.

96. The response provided by the petitioner to Comment #42 is not satisfactory. The geometric layout of on-street parking stalls does not comply with these Illinois Rules of the Road setbacks. Revise geometric plan accordingly.

Response: The plan has been revised accordingly.

97. The response provided by the petitioner to Comment #51 is not satisfactory. The last statement made suggests that the south Highland parking garage driveway volumes are higher than the driveway out of the N.W. corner of the Highland building. However Figure 7 does not support this contention.

Response: A majority of the residential traffic (approximately two-thirds) is estimated to use the exclusive residential southerly access drive on Highland Avenue. Please refer to Figure 7A located in the Appendix of the Traffic Impact Study which shows the assignment of residential traffic only. Please refer to Figure 7B located in the Appendix of the Traffic Impact Study which shows the assignment of non-residential

traffic.

98. The response provided by the petitioner to Comment #53 is not satisfactory. The comment made disregards the 4 sentences requesting explanation of truck operations, anticipated volumes of truck deliveries, moving operations, and service and refuse activities that will occur. Additionally, discussion about anticipated truck delivery operation times should be provided that distribute and stage vehicles, and insure compliance with code noise and nuisance controls. The plans and exhibits shall be revised to show the new location of the loading docks.

Response: The first phase will have a property manager who will schedule all truck movements between the loading areas and adjacent buildings. Generally, trash pickup is in the early morning hours to avoid conflict with vehicular traffic, and other deliveries can be restricted to certain hours to avoid conflicts with move-ins and outs. The exhibits have been revised to show the proposed loading areas. Petitioner is working with property management on loading issues.

99. The response provided by the petitioner to Comment #57 is noted. Provide a preliminary construction staging plan at final engineering, a final construction staging plan will be required for permit.

Response: Duly noted and will comply.

100. The response provided by the petitioner to Comment #61 is satisfactory.

Response: No response required.

101. The response provided by the petitioner to Comment #62 is not satisfactory. Please identify where in the traffic report the utilization, designation, and operation of the on-site parking/drop off lanes is managed or regulated. Condo declarations or site management documents that clearly indicate movement of goods by utilization of the truck loading bays, or these on-site surface zones, to keep this activity off of the public streets.

Response: The Traffic Impact Study notes the location and uses of the on-site parking/drop off lanes under the Internal Circulation section of the report. Petitioner does not anticipate that any portion of the Highland Building or the Campbell Building will be converted to condominiums, although site management documents will clearly indicate that goods are to be moved via truck loading bays, or on-site surface zones.

102. The response provided by the petitioner to Comment #63 is not satisfactory. There is no sight triangle diagram for the south Highland Building driveway contained in the report.

Response: The sight triangle diagram exhibit (Figure G) is included in the appendix of the updated Traffic Impact Study.

103. The response provided by the petitioner to Comment #67 is not satisfactory. Again the

relocation of more traffic to the north Highland Building garage, rather than the south driveway results in more traffic moving towards the north. There still are a couple of arithmetic errors for the Campbell street driveway, and not summing correctly at the Chestnut @ Campbell intersection, as well as the Highland driveway into the site.

Response: The residential assignment (Figure 7A) included in the appendix of the Traffic Impact Study shows that approximately two-thirds of the residential traffic will enter from the southerly access drive off Highland Avenue. The Traffic Impact Study was revised with respect to volume balancing between intersections on Campbell Street and Highland Avenue.

104. The response provided by the petitioner to Comment #69 is not satisfactory. It is understood that the values have been corrected, and that original entries into the Synchro analysis did utilize the proper traffic volumes. However in the description of the intersection Levels of Service, the impact of bicyclist and pedestrian confluence is not represented or factored into the delay calculations.

Response: The capacity analyses were conducted using Synchro/SimTraffic software, which uses HCM methodology. As noted in the Traffic Impact Study, under projected conditions the pedestrian volumes were increased at all intersections for all approaches to account for increased pedestrian activity which are reflected in the resulting delays and levels of service

105. The response provided by the petitioner to Comment #70 is not satisfactory. Based upon the values evaluated, were any intersection modifications, channelization changes, pedestrian crosswalk, or sidewalk revisions indicated? It shall also be noted that the updated weekend and evening counts were conducted in February. Pedestrian and vehicular traffic is likely greater on weekends and evenings in warmer weather.

Response The Traffic Impact Study recommends consideration of all-way stop sign control at the intersections of Highland Avenue at both Campbell Street and Sigwalt Street, high-visibility crosswalks to be provided across proposed access drives, and removal of on-street parking spaces to improve sightlines along Campbell Street. It is important to note that previous counts were conducted in June 2018 at the intersection of Highland Avenue and Campbell Street. A comparison of those counts to the recent counts conducted in February 2019 shows that the traffic volumes and pedestrian volumes were higher in the February count compared to the counts in June. Please refer to Table A below.

Table A

Highland Avenue and Campbell Street

Time	Vehicles		Pedestrians/Bicycles	
	June 2018	February 2019	June 2018	February 2019
5:00 PM	425	502	29	59

106. The response provided by the petitioner to Comment #73 is noted. The Planning Department is supportive of a condition to restrict move-in, move-out loading operations in the drop off zone. The Engineering Division concurs with this assessment. A provision should be contained in the Approved Village Ordinance prohibiting loading operations along Chestnut Avenue.

Response: Duly noted.

107. The response provided by the petitioner to Comment #74 is not satisfactory. There are several factors not addressed, and a confusing representation of the parking analysis that need to be redefined as identified below:

- a.) The traffic report suggests that for Transit Oriented Developments, (TOD) a 15% reduction is feasible, but it is unclear if this is an ITE study, or based upon the values in Table 6. If based upon Table 6 summary, there are too many variables that cannot be evaluated for these locations that may have factors to compensate parking in these towns by other methods. Please clarify if any parking reduction is applied as part of the study recommendations.

Response: No reduction was applied in the parking analysis. The 15% TOD reduction is based on US Census data and was only applied to the vehicle trip generation/traffic impact portion of the study.

- b.) The shared parking analyzes shown in Tables 7, 8, & 9, are confusing related to the following:

- How were Retail, Restaurant, and Office values calculated in Table 7
- Showing the total site parking requirement but including the 33 S. Chestnut building which is not part of the shared parking analysis is confusing.
- Provide the ITE parking rates that justify the values shown in Table 8.
- Why are the residential values between table 7 & 9 the same, and what is the difference that is trying to be shown?

Response: The shared parking analysis was originally conducted and was recently expanded in the updated Traffic Impact Study (refer to Comment #91 issued by the Planning and Community Development Department) to include the following five

scenarios.

- Village Code only (Table 7 in TIS). The residential is based on 1.5 parking spaces per residential unit. The Unit Mix Parking spreadsheet that tabulates the parking spaces that are required for each individual land use based on Village Code as well as the ULI hourly distributions are included in the Appendix of the TIS.
- ITE only for weekday conditions (Table 8 in TIS). The shared parking analysis uses the ITE rates and ULI hourly distribution for weekday conditions. ITE rates and ULI hourly distributions are included in the Appendix of the TIS.
- Village Code and ITE for weekday conditions (Table 9 in TIS). The shared parking analysis is based on Village Code for residential parking (1.5 spaces per unit) and ITE rates for the non-residential uses for weekday conditions. Hourly distribution for all land uses is based on hourly data provided by ULI.
- ITE/ULI only for weekend conditions (Table 10 in TIS). The shared parking analysis uses ITE and ULI rates and ULI hourly distributions for weekend conditions. The respective rates and ULI hourly distributions are included in the Appendix of the TIS.
- Village Code and ITE for weekend conditions. The shared parking analysis is based on Village Code for residential parking (1.5 spaces per unit) and ITE rates for the non-residential uses for weekend conditions. Hourly distribution for all land uses is based on hourly data provided by ULI (Table 11 in TIS).

Further, the tables were updated to eliminate the Chestnut Building parking (which is part of the development, but not part of the shared parking analysis), and supporting rates/hourly distributions are included in the Appendix

108. Bullets #5 & #6 in the conclusions contradict the findings, and responses provided in the previous comments listed above.

Response: The Conclusions section of the Traffic Impact Study has been updated accordingly.

ARLINGTON 425 – PC#: 19-001
PETITIONER RESPONSES TO ROUND 2 COMMENTS
MARCH 15, 2019

RESPONSES TO PUBLIC WORKS DEPARTMENT COMMENTS

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

Response: The final details of the Highland Building including the details for the underground detention basin will be included in the final architectural/structural plans for the building. The outlet control structure detail is included on the preliminary utility plan. Please see Sheet 5.

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

Response: The requested maintenance plan will be included in the final engineering submittal and as part of the Schedule R and Exhibit R documents for the MWRDGC WMO permit application for the project.

3. 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 incorporated into the existing conditions as part of the final engineering plans for the project.

4. 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.

5. Show complete site contours indicating rainfall overflow direction.

Response: The existing site contours have been included on the Preliminary Grading Plan. Please see Sheet 4. The lowest existing adjacent right-of-way elevations are located at the southeast corner of the site. Proposed condition overland flow arrows have been added to the preliminary grading plan. The overflow discharge location will be through the proposed outlet control structure located at the southeast corner of the site, towards the Highland Avenue right-of-way.

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

Response: It is understood that the Village will require structural review and field verification of the existing Vail Garage footings will be required as part of the design

of the Highland Building parking garage. Required documentation will be provided as part of the Construction Documents and amended if/as necessary during excavation for construction.

7. 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: It is understood that the Village will require plans and structural approval of all modifications needed to the existing Vail Garage. Required documentation will be provided as part of the Construction Documents.