

**ARLINGTON 425 – PC#: 19-001**  
**PETITIONER RESPONSES TO ROUND 3 COMMENTS**  
**APRIL 3, 2019**

**RESPONSES TO FIRE SAFETY DIVISION COMMENTS**

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1. Confirm that the length of the fire lane on the west side of 44 S. Highland is acceptable to the Fire Chief.

*Response:* Petitioner will confirm with the Fire Chief.

2. To confirm, brick pavers of any kind are not an approved surface for fire lanes.

*Response:* Duly noted. However, Petitioner understands that brick pavers are an approved surface for fire lanes provided that the proper evidence is submitted to show that the pavers are able support the weight of the heaviest fire truck and force impact of its outriggers. Petitioner will provide such evidence as part of final plat approval.

3. Provide the proposed width of the travel lane exiting onto West Campbell Street.

*Response:* The minimum drive aisle width in each direction is 14'-0" and dimensions will be added to the Architectural Site Plan.

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**APRIL 3, 2019**

**RESPONSES TO FIRE DEPARTMENT COMMENTS**

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1. The Fire Department would like a clear explanation and specs of what a "flat curb" will consist of and the locations where the "flat curb" will be.

*Response:* The "flat curb" was noted on a previous Architectural Site Plan at the entry into the courtyard fire lane and has been removed and is no longer noted.

2. Please show the area of the "Highland" and "Chestnut" buildings that will be reachable without ladder truck basket when operating from a shortened fire lane between the two buildings. Please specify the length of the fire lane.

*Response:* The 150' ladder basket aerial diagram is shown on Sheet AFD. In the event that the fire lane between the two buildings is shortened, Petitioner will show the reachable area without a ladder truck basket. The current fire lane distance between the two buildings is 245'.

3. The use of brick pavers for fire lanes is not acceptable.

*Response:* Duly noted. However, Petitioner understands that brick pavers are an approved surface for fire lanes provided that proper evidence is submitted to show that the pavers are able support the weight of the heaviest fire truck and force impact of its outriggers. Petitioner will provide such evidence as part of final plat approval.

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**APRIL 3, 2019**

**RESPONSES TO PLANNING AND COMMUNITY DEVELOPMENT COMMENTS**

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**General:**

92. The response to comment #79 is noted. Please continue to evaluate alternative interior locations for the two loading docks proposed along Highland.

*Response:* Duly noted. Petitioner will continue to evaluate but does not plan to move the two loading docks along Highland at this time. However, the two loading docks area has been revised to allow for two additional street parking spaces per the revised plan.

93. The response to comment #89 is noted. Please note that per Code requirements, this space must be factored into the parking calculations for the site. This was not factored in the parking study.

*Response:* As noted, the basement space is storage only and does not factor in parking calculations for residential parking.

94. The response to comment #90 is noted. Please provide a detailed parking plan for the proposed Highland Avenue garage.

*Response:* A detailed parking plan for the Highland Avenue garage will be provided.

95. Provide revised traffic distribution data assuming that the driveway off Campbell is eliminated and the driveway off Highland is two way.

*Response:* Traffic was redistributed assuming no access on Campbell Street and the access on Highland allows two-way traffic flow. Please see Figure A of the revised traffic study, which shows the total projected traffic volumes assuming this development access configuration. Please also see Table 1 of the revised traffic study, which shows the projected levels of service for the respective intersections that assumes all-way stop sign control on Highland Avenue with Campbell Street and Sigwalt Street. As shown, these intersections are projected to operate at acceptable levels of service assuming this development access configuration.

96. Please continue to evaluate the provision of affordable housing in advance of the Housing Commission meeting and continue discussions on this element with the Planning Department.

*Response:* The provision of affordable housing will continue to be evaluated. This is currently being discussed, and it will be the subject of a hearing before the Housing Commission.

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**RESPONSES TO LANDSCAPING COMMENTS**

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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:* Details of the fence and retaining wall along the south property line will be provided as a part of Petitioner’s final plans and subject to the review and approval of staff.

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.  
**The response is noted and please provide the details including the proposed movable planters.**

*Response:* Details of the free standing planters will be provided as a part of Petitioner's final plans and subject to the review and approval of staff.

8. Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.  
**The developer shall install bump-outs for the on-street parking spaces along the southern side of Campbell Street between Highland and Chestnut. This may include the relocation of an existing fire hydrant. (Additionally, the developer shall be responsible for installing bump outs for the proposed mid-block crosswalk at the eastern leg of the Campbell/Highland intersection.)**

*Response:* Duly noted. This will be addressed as part of final engineering.

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:* Duly noted. Petitioner will evaluate additional planters or working with the art commission to add a sculptural element.

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:* The details will be incorporated within the plans.

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.  
**Install the trees and plant mix along the west elevation of 44 S. Highland between the fire lane and the building as part of the phase one landscaping.**

*Response:* Duly noted. Trees and landscape along the west façade of the Highland building will be installed in Phase I.

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.  
**Instead of a solid fence, please incorporate a decorative open metal fence along the south property line. This will require a variation and staff is supportive of the variation.**

*Response:* Plans will be updated to reflect a decorative open metal fence along the south property line.

15. Along the south property line adjacent to the parking garage provide a decorative metal fence. Previously a fence was shown on the plan.  
**Staff is recommending a decorative open metal fence along the south property line. This will require a variation and staff is supportive of the variation.**

*Response:* Plans will be updated to reflect a decorative open metal fence along the south property line.

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.  
**The response is noted.**

*Response:* No response required.

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**PETITIONER RESPONSES TO ROUND 3 COMMENTS**  
**APRIL 3, 2019**

**RESPONSES TO ENGINEERING DEPARTMENT COMMENTS**

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109. The petitioner's response to Comment No. 75 is acceptable.

*Response:* No response required.

110. The petitioner's response to Comment No. 76 is noted. The widening of the fire lane has addressed the issues with the maneuvers through the site. Although pavement widths for one way entrances and exits are 14 ft maximum, this conflicts with the required fire lane width. The one way traffic flow through the site can be addressed with striping and any necessary signage. The "no parking fire lane" crosshatching is currently shown on the architectural site plan. The striping to designate the one way lane width and any necessary signage shall be shown on the civil site plans. This can be addressed at final engineering.

*Response:* Duly noted. The striping to designate the one way fire lane width and signage will be included on the final engineering plans.

111. The petitioner's response to Comment Nos. 77 thru 79 is acceptable.

*Response:* No response required.

112. The petitioner's response to Comment No. 80 is noted.

a. Information was not provided to support the concrete layer coefficient of 0.50 for the structural number of the brick pavers. 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. This can be addressed at final engineering.

*Response:* Manufacturer information for the proposed concrete pavers (including permeable pavers) will be included in the final engineering submittal.

b. 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. This can be addressed at final engineering.

*Response:* The heavy duty pavement section will be included on the fire truck maneuver exhibits and the final engineering plans.



- c. Provide the cross section for the underground parking and fire lane. This can be addressed at final engineering.

Response: A cross section for the underground parking and fire lane will be addressed at final engineering.

- d. The reinforced lawn for the fire lane is not acceptable.

Response: Duly noted. However, Petitioner understands that brick pavers are an approved surface for fire lanes provided that the proper evidence is submitted to show that the pavers are able support the weight of the heaviest fire truck and force impact of its outriggers. Petitioner will provide such evidence as part of final plat approval.

113. The petitioner's response to Comment No. 81 is noted. Per Comment No. 112, a reinforced lawn for the fire lane is not acceptable.

Response: See Petitioner's response to 112.d. above.

114. The petitioner's response to Comment Nos. 82 and 83 are acceptable.

Response: No response required.

115. The petitioner's response to Comment No. 84 is noted. Per prior comments, it would be preferred to adjust the grades to eliminate the retaining wall. In no case shall the wall exceed 3 ft in height.

Response: Duly noted. The final retaining wall grading will be included in the final engineering plans. Retaining wall drawings and structural calculations by the retaining wall manufacturer will be submitted to the Village as part of the permit submittal.

116. The petitioner's response to Comment No. 85 is acceptable.

Response: Duly noted.

117. The petitioner's response to Comment No. 86 is noted.

- a. The petitioner's response does not address the underground parking for the Chestnut Ave building which will be located under the proposed fire lane between the Chestnut Ave building and Highland Ave building. Additional information shall be provided to address the respective phases of construction to verify that the fire lane will not be affected during Phase II. Please also see Comment No. 77 from the Planning Department.

Response: The fire lane will not be affected during Phase II. Any underground parking below the fire lane will be constructed in Phase I.

- b. Dimensions shall be placed on the staging plan to insure that there is adequate space for proposed traffic flow.

*Response:* The staging plan will be revised accordingly.

118. The petitioner's response to Comment No. 87 is acceptable.

*Response:* No response required.

119. The petitioner's response to Comment No. 88 is noted. The plans show approximately 30 ft of sidewalk will be constructed on the adjacent property to meet the current alignment. The petitioner is aware that there is the possibility of development on this site, which would require the dedication of the remaining 8 ft right-of-way along the east side of Chestnut Ave. In the event the necessary right-of-way is not dedicated to the Village prior to the installation of the sidewalk, an easement should be obtained from the adjacent property for this section of sidewalk. This can be addressed at final engineering.

*Response:* Duly noted. This will be addressed as part of final engineering.

120. The petitioner's response to Comment No. 89 is noted. Staff has discussed the intersection of Highland Ave and Campbell St, and has reviewed the traffic report prepared for this project along with pedestrian counts completed by the Village for other intersections in the immediate vicinity. Taking all factors into consideration, a three way stop should be installed at Highland Ave and Campbell St, and the bumpouts installed for the pedestrian access routes and ADA ramps. The necessary modifications to the plans, including modifications to on-street parking, can be addressed at final engineering.

*Response:* Duly noted. Petitioner plans for an all-way stop sign at Highland Avenue and Campbell Street. Plans will be revised as necessary.

121. The 6 inch sewer serving the Highland Ave building is mislabeled. This can be addressed at final engineering.

*Response:* Duly noted. The Highland Ave. sanitary service size will be addressed as part of final engineering.

122. All building downspouts shall be connected to the sewer. This can be addressed at final engineering.

*Response:* Duly noted. All building roof drains and downspouts will connect to the site storm sewer system and will discharge to the stormwater detention vault. This information will be included in the final engineering plans.

**Preliminary Plat of Subdivision:**

123. The petitioner's response to Comment Nos. 91 through 93 are acceptable.

Response: No response required.

**Traffic**:

124. The petitioner's responses to Comment Nos. 93, 95, 97, 99, 102, 103, 104, 106, and 108 are acceptable.

Response: No response required.

125. The response provided by the petitioner to Comment No. 94 is noted. Per Comment No. 120, bumpouts for the pedestrian access routes shall be installed at the intersection of Highland Ave and Campbell St, and at the SE corner of Campbell St and Chestnut Ave. The necessary modifications to the plans, including the radii, can be addressed at final engineering.

Response: Duly noted. This will be addressed as part of final engineering.

126. The petitioner's response to Comment No. 96 is noted.
- a. The installation of the bumpouts at the intersection of Highland Ave and Campbell St will result in modifications to the existing on-street parking on the north side of Campbell St. This can be addressed at final engineering.

Response: Duly noted. This will be addressed as part of final engineering.

- b. The geometric plan only shows the existing parking stalls along Highland Ave. The relocated fire hydrant must be shown on the geometric plan, and the parking stalls in this section shall be revised to comply with the Illinois Rules of the Road setbacks. This may result in the elimination of one parking stall along the west side of Highland Ave. This can be addressed at final engineering.

Response: Duly noted. This will be addressed as part of final engineering.

- c. Although the exhibit showing the site triangles provided in the traffic report recommends the elimination of several parking stalls to the east and west of the porte cochere, the loss of on-street parking in the downtown area is a concern. The site triangles and all required setbacks affecting on-street parking on Campbell St from Chestnut Ave to Highland Ave should be reevaluated such that as many on-street parking spaces as practically possible will be provided. The fire hydrant at the SE corner of Campbell St and Chestnut Ave shall be relocated to allow for two parking stalls west of the porte cochere. The plans shall be also be revised to account for three to four parking stalls east of the porte cochere. This can be addressed at final engineering.

Response: Duly noted. This will be addressed as part of final engineering.

127. The response provided by the petitioner to Comment No. 98 is noted. Per Comment No. 106, a provision will be made restricting / prohibiting loading operations along Chestnut Ave. As the Chestnut Ave is the only building without a designated loading bay, additional information should be provided to clarify how the loading operations associated with move in / move out for the Chestnut Ave building will be addressed. It is also recommended that the petitioner consider the possibility of accommodating box trucks in the underground parking for the Chestnut Ave building.

Response: Duly noted. This will be addressed as part of final engineering.

128. The response provided by the petitioner to Comment No. 100 is acceptable.

Response: No response required.

129. The response provided by the petitioner to Comment No. 101 is noted. The description under the Internal Circulation in the Traffic Report has not been updated, and needs to be building by building specific for proactive management for all of these functions.

Response: Duly noted. This will be addressed as part of final engineering.

130. The response provided by the petitioner to Comments Nos. 105 and 107 is acknowledged and requires further collaborative development with staff.

Response: Duly noted. This will be addressed as part of final engineering.

April 3, 2019

Mr. Bruce Adreani  
CCH LLC  
838 Busse Highway  
Park Ridge, Illinois 60068

Re: Arlington 425

Dear Bruce:

We are in receipt of the Village of Arlington Heights Round 3 review comments and offer the following responses to the traffic-related comments.

**Planning & Community Development Dept Review (3/22/2019)**

93. As noted, the basement space is storage only and does not factor into the parking calculations for residential parking.
95. Traffic was redistributed assuming no access on Campbell Street and the access on Highland allows two-way traffic flow. Attached is Figure A, which shows the total projected traffic volumes assuming this development access configuration. Also attached is Table 1, which shows the projected levels of service for the respective intersections that assumes all-way stop sign control on Highland Avenue with Campbell Street and Sigwalt Street. As shown, these intersections are projected to operate at acceptable levels of service assuming this development access configuration.

**Parking**

The shared parking analysis was updated to reflect the revised proposed parking capacity of 507 parking spaces for the Campbell/Highland buildings for the following four scenarios:

1. Weekday – 1.5 spaces residential – ITE/ULI all other uses (Table A)
2. Weekend – 1.5 spaces residential – ITE/ULI all other uses (Table B)
3. Weekday – 1.3 spaces residential – ITE/ULI all other uses (Table C)
4. Weekend – 1.3 spaces residential – ITE/ULI all other uses (Table D)

All scenarios were performed using the ITE hourly distribution for the residential land use since the hourly distribution provides more current data than what is provided in ULI.

Under Scenarios 1 and 2, the shared parking analysis shows that there will be a parking surplus of 42 parking spaces on a weekday (Table A) and a parking deficit of 39 parking spaces on the weekend (Table B). This deficit is lower than previously presented due to the increased parking supply of 507 parking space from 460 parking spaces previously proposed.

Mr. Bruce Adreani  
April 3, 2019  
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Under Scenarios 3 and 4, the shared parking analysis shows that there will be a parking surplus of 99 spaces on a weekday (Table C) and a parking surplus of 21 parking spaces on the weekend (Table D). As such, there will be a parking surplus throughout the week under the 1.3 residential parking rate.

As such, the proposed 507 parking spaces will be more than adequate to accommodate peak parking demands based on the following.

- The shared parking analysis using the residential 1.3 spaces per unit ratio shows that there will be a parking surplus during peak parking demand hours for both the weekday and weekend.
- The shared parking analysis assumes all parked vehicles will be new trips and does not discount patrons of the non-residential uses that may already live in the building or live nearby and walk/bike to the development without needing to park in the garage.
- Employees of the non-residential uses may commute to the development via public transportation or may live in the area and walk/bike to the site.
- Census data shows that approximately five percent of the residents in the area do not own a car and therefore will not need a parking space to patron the non-residential uses.
- Further, based on this Census data, residents may not own a vehicle, thereby reducing the peak residential parking demand throughout the day.

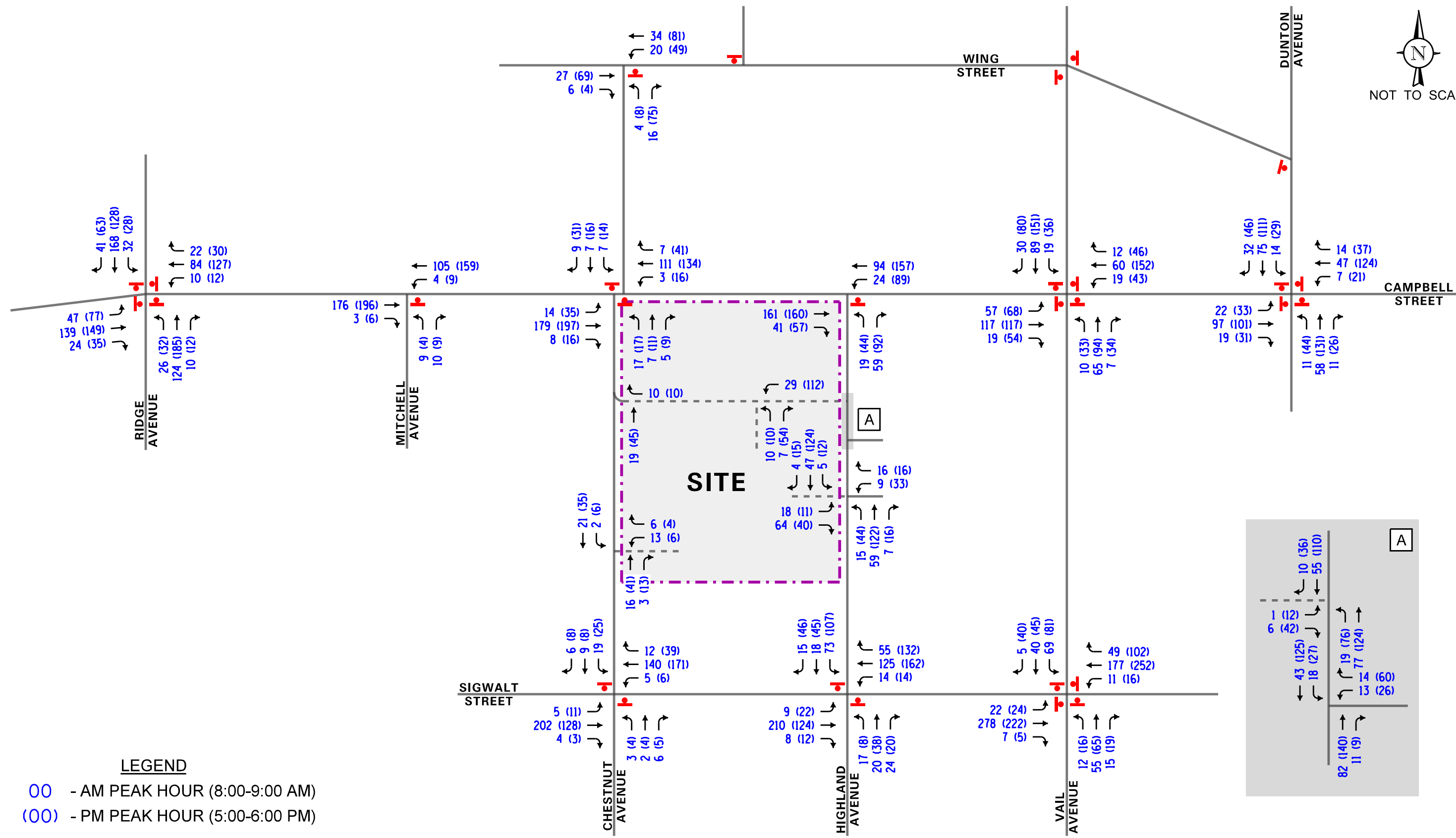
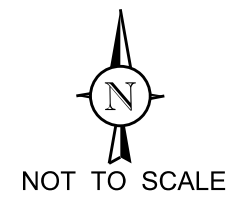
Should you have any questions or require additional information, please let me know.

Sincerely,



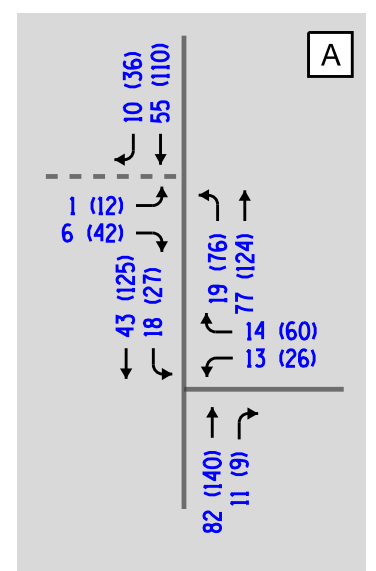
Luay R. Aboona, PE, PTOE  
Principal

Enclosures



**LEGEND**

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (5:00-6:00 PM)



ARLINGTON 425 DEVELOPMENT  
ARLINGTON HEIGHTS, ILLINOIS

TOTAL PROJECTED TRAFFIC VOLUMES  
(NO ACCESS ON CAMPBELL STREET)



Job No: 18-127 Figure: A

Table 1  
 CAPACITY ANALYSIS RESULTS – FUTURE TRAFFIC CONDITIONS  
 (NO ACCESS ON CAMPBELL STREET)

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Highland Avenue and Campbell Street				
• Overall	A	8.4	A	9.5
• Eastbound Approach	A	8.6	A	9.3
• Westbound Approach	A	8.4	B	10.1
• Northbound Approach	A	7.8	A	8.9
Chestnut Avenue and Campbell Street				
• Northbound Approach	B	13.7	C	17.2
• Southbound Approach	B	12.4	B	14.8
Highland Avenue and Sigwalt Street				
• Overall	B	11.1	B	11.0
• Eastbound Approach	B	12.0	B	10.0
• Westbound Approach	B	10.9	B	11.8
• Northbound Approach	A	9.4	A	9.2
• Southbound Approach	B	10.5	B	11.0
Chestnut Avenue and Sigwalt Street				
• Northbound Approach	B	12.2	B	13.0
• Southbound Approach	B	14.0	B	14.7
Highland Avenue and North Garage Ramp				
• Westbound Approach	B	10.4	B	12.1
Chestnut Avenue and Exit Access				
• Westbound Approach	A	9.3	A	9.7
Chestnut Avenue and 33 West Chestnut Access				
• Westbound Approach	A	9.7	B	10.2
Highland Avenue and Proposed Access				
• Eastbound Approach	A	9.7	B	11.7
Highland Avenue and South Garage Ramp/Access				
• Eastbound Approach	B	10.6	B	12.0
• Westbound Approach	B	10.9	C	15.8
LOS = Level of Service Delay is measured in seconds.				



**Table A**  
**Shared Parking Analysis - Arlington 425**  
**Weekday - Village Code (1.5 Residential) and ITE (All Other Uses)**

<u>Land Use/Density</u>	<u>Average Peak Parking Demand</u>
<b><u>Retail</u></b> 16,028 s.f.	33
<b><u>Restaurants</u></b> 12,075 s.f.	85
<b><u>Office</u></b> 7,500 s.f.	16
<b><u>44 South Highland Residential</u></b> 125 Units	188
<b><u>225 Campbell Residential</u></b> 182 Units	273

Total Peak Parking Demand based on Individual Land Use: 595  
 Total Peak Parking Space Demand based on Shared Parking: 465  
 Parking Spaces Proposed: 507  
 Parking Surplus/(Deficit): 42

Time	Retail	Restaurant	Office	Residential	Total
6:00 AM	0	22	0	424	446
7:00 AM	2	37	9	341	389
8:00 AM	6	48	13	295	362
9:00 AM	13	65	15	295	388
10:00 AM	22	72	16	295	405
11:00 AM	30	78	16	295	419
12:00 PM	33	85	14	295	427
1:00 PM	32	77	12	295	416
2:00 PM	31	45	13	295	384
3:00 PM	29	36	13	295	373
4:00 PM	26	36	12	203	277
5:00 PM	20	65	7	272	364
6:00 PM	21	71	4	318	414
7:00 PM	25	54	0	304	383
8:00 PM	23	56	0	346	425
9:00 PM	0	54	0	355	409
10:00 PM	0	41	0	424	465

**Table B**  
**Shared Parking Analysis - Arlington 425**  
**Weekend - Village Code (1.5 Residential) and ITE/ULI (All Other Uses)**

<u>Land Use/Density</u>	<u>Average Peak Parking Demand</u>
<b><u>Retail</u></b> 16,028 s.f.	37
<b><u>Restaurants</u></b> 12,075 s.f.	108
<b><u>Office</u></b> 7,500 s.f.	16
<b><u>44 South Highland Residential</u></b> 125 Units	188
<b><u>225 Campbell Residential</u></b> 182 Units	273

Total Peak Parking Demand based on Individual Land Use: 622  
 Total Peak Parking Space Demand based on Shared Parking: 546  
 Parking Spaces Proposed: 507  
 Parking Surplus/(Deficit): (39)

Time	Retail	Restaurant	Office	Residential	Total
6:00 AM	0	22	0	461	483
7:00 AM	5	32	3	415	455
8:00 AM	10	55	10	392	467
9:00 AM	22	79	13	369	483
10:00 AM	28	102	14	346	490
11:00 AM	33	108	16	323	480
12:00 PM	37	100	14	300	451
1:00 PM	37	91	13	323	464
2:00 PM	36	68	10	323	437
3:00 PM	34	42	6	323	405
4:00 PM	28	52	3	346	429
5:00 PM	25	59	2	392	478
6:00 PM	27	68	1	415	511
7:00 PM	19	80	0	447	546
8:00 PM	19	59	0	452	530
9:00 PM	0	42	0	456	498
10:00 PM	0	43	0	461	504

**Table C**  
**Shared Parking Analysis - Arlington 425**  
**Weekday - Village Code (1.3 Residential) and ITE (All Other Uses)**

<u>Land Use/Density</u>	<u>Average Peak Parking Demand</u>
<b><u>Retail</u></b> 16,028 s.f.	33
<b><u>Restaurants</u></b> 12,075 s.f.	85
<b><u>Office</u></b> 7,500 s.f.	16
<b><u>44 South Highland Residential</u></b> 125 Units	162
<b><u>225 Campbell Residential</u></b> 182 Units	237

Total Peak Parking Demand based on Individual Land Use: 533  
 Total Peak Parking Space Demand based on Shared Parking: 408  
 Parking Spaces Proposed: 507  
 Parking Surplus/(Deficit): 99

Time	Retail	Restaurant	Office	Residential	Total
6:00 AM	0	22	0	367	389
7:00 AM	2	37	9	295	343
8:00 AM	6	48	13	255	322
9:00 AM	13	65	15	255	348
10:00 AM	22	72	16	255	365
11:00 AM	30	78	16	255	379
12:00 PM	33	85	14	255	387
1:00 PM	32	77	12	255	376
2:00 PM	31	45	13	255	344
3:00 PM	29	36	13	255	333
4:00 PM	26	36	12	176	250
5:00 PM	20	65	7	235	327
6:00 PM	21	71	4	275	371
7:00 PM	25	54	0	263	342
8:00 PM	23	56	0	299	378
9:00 PM	0	54	0	307	361
10:00 PM	0	41	0	367	408

**Table D**  
**Shared Parking Analysis - Arlington 425**  
**Weekend - Village Code (1.3 Residential) and ITE/ULI (All Other Uses)**

<u>Land Use/Density</u>	<u>Average Peak Parking Demand</u>
<b><u>Retail</u></b> 16,028 s.f.	37
<b><u>Restaurants</u></b> 12,075 s.f.	108
<b><u>Office</u></b> 7,500 s.f.	16
<b><u>44 South Highland Residential</u></b> 125 Units	162
<b><u>225 Campbell Residential</u></b> 182 Units	237

Total Peak Parking Demand based on Individual Land Use: 560  
 Total Peak Parking Space Demand based on Shared Parking: 486  
 Parking Spaces Proposed: 507  
 Parking Surplus/(Deficit): 21

Time	Retail	Restaurant	Office	Residential	Total
6:00 AM	0	22	0	399	421
7:00 AM	5	32	3	359	399
8:00 AM	10	55	10	339	414
9:00 AM	22	79	13	319	433
10:00 AM	28	102	14	299	443
11:00 AM	33	108	16	279	436
12:00 PM	37	100	14	259	410
1:00 PM	37	91	13	279	420
2:00 PM	36	68	10	279	393
3:00 PM	34	42	6	279	361
4:00 PM	28	52	3	299	382
5:00 PM	25	59	2	339	425
6:00 PM	27	68	1	359	455
7:00 PM	19	80	0	387	486
8:00 PM	19	59	0	391	469
9:00 PM	0	42	0	395	437
10:00 PM	0	43	0	399	442