

SIGWALT 16 – PC#: 19-005
PETITIONER RESPONSES TO ROUND 1 COMMENTS
MAY 21, 2019

RESPONSES TO BUILDING AND LIFE SAFETY DEPARTMENT COMMENTS

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

Response: No Comments.

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RESPONSES TO FIRE SAFETY DIVISION COMMENTS

1. All currently adopted codes shall apply.

Response: Understood

2. A complete NFPA compliant fire suppression system is required.

Response: Understood and will comply with requirements of currently adopted codes to provide the appropriate NFPA system.

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

Response: Understood and will comply.

4. A fire alarm may be required depending on the type of fire sprinkler provided.

Response: Understood and agree.

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

Response: Understood. Will be in final plans.

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

Response: With the upper roof not occupied, IBC 1009.13 allows access to be by an alternating tread device. Given the individual townhouse construction with no shared interior exit stair, no mechanical equipment on the upper roof, and full access being provided to the 3rd floor roof decks, we would like to work with the Fire and Building Departments during building permit review to request relief from this code requirement. If relief is not granted, we will comply with the code requirements to provide an alternating tread device.

7. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicles 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: Understood and agree. See accompanying exhibit.

8. Buildings shall have approved address numbers.

Response: Understood and agree. Will be assigned by USPS.

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RESPONSE TO PUBLIC WORKS DEPARTMENT COMMENTS

1. The water line related comments will be reserved until plumbing submittals show what the intention is within each unit.

Response: The watermain was redesigned in coordination with Engineering Department. All units have individual services.

2. Provide elevations for every sanitary and storm crossing of water main.

Response: A crossings schedule is now provided.

3. The storm water connection to Sigwalt is mislabeled as sanitary connection.

Response: The storm sewer connection is now provided by the Village's contractor at owner's expense. Coordinated with Engineering Department.

4. The combined sewer line on Sigwalt will be a 30" RCP (the 18" combined sewer will be replaced with a 30").

Response: Change is noted.

5. The 4" water main on Sigwalt will be abandoned in summer of 2019.

Response: Change is noted.

6. Submit a maintenance plan for the underground detention basin.

Response: The maintenance plan is submitted as the required Exhibit R for MWRD. See maintenance notes on the Final Engineering Plan.

7. The existing Village telemetry conduit (encased in concrete) will be impacted for storm MH #8.

Response: Sanitary manhole #8 has now been redesigned to connect in a different location. Coordinated with the Engineering Department.

8. The surface course of roadway shall be milled with a minimum of 2' beyond any roadway trench or cut to ensure smooth transition.

Response: Comment is noted and addressed in note #11 on page 4.

9. The project is located in Downtown Arlington Heights and will require brick paver sidewalks (new design with concrete bands), decorative lights and tree grates per Village standards.

Response: Brick Pavers have been incorporated on Highland; however, Petitioner feels that site furnishings in front of these individually owned townhomes is not appropriate.

10. Any work done on sidewalks will meet ADA compliance.

Response: Public sidewalks. Understood and agree.

11. If approval is provided prior to Village's reconstruction of Sigwalt sewer, contact Mike Pagonis, Village Engineer to coordinate storm sewer taps.

Response: Coordination with the Engineering Department for all utility stubs/taps has been done.

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RESPONSE TO ENGINEERING DEPARTMENT COMMENTS

1-10. Printed comments – all agreed.

ADDITIONAL COMMENTS:

1. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

Response: Understood and agree.

2. 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 Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvements guarantee deposit. The public improvements for this development would include public sidewalk and all right-of-way improvements required by the Planning Department which may include but not limited to streetlights and parking lanes. 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: Understood. See attached EEOPC.

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

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333

Scale_Factor: 0.99997500
Latitude_Of_Origin: 36.66666667
Linear Unit: Foot_US
Geographic Coordinate System: GCS_North_American_1983
Datum: D_North_American_1983
Prime Meridian: Greenwich
Angular Unit: Degree

[Response:](#) The georeference of the engineering plans using the State Plane Coordinate System – Illinois East was previously done. Please see front page of engineering plans.

4. 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:](#) Understood and agree.

5. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. If a basin is proposed, the basin requires a 1-foot freeboard with an overflow weir at the 6" line. The basin requires a 5' flat zone around the perimeter before the top of slope begins. Provide calculations for sizing the weir. 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 detention design is an underground StormTech system already preapproved by MWRD. Weir calculations are included in the Storm Drainage Analysis. The OUMA will be submitted for your approval.

6. If a wet bottom basin is proposed, the basin shall be constructed with a minimum depth of no less than six feet (6'). A safety ledge, five feet (5') wide, back pitched towards the shore three inches (3"), at three feet (3') below normal water level (NWL) must be provided. The side slopes leading down to the basin's NWL must be 5:1 maximum. Provisions, such as a recirculation pump, must be made to keep the pond nuisance free.

[Response:](#) A wet bottom basin is not proposed.

7. The preliminary detention calculations are acceptable.
 - a. Final approval will require final engineering plans including calculations for storage provided and details of the detention system.

- b. If the detention storage system will be located under pavement, it must be designed to AASHTO HS-25 loading standard.
- c. The outlet pipe in the special restrictor structure must have a trap with a removable hood. For reference is a removal hood detail from the Metropolitan Water Reclamation District.
- d. Since the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. The deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot.

Response: We meet storage. Calculations for storage and details of the StormTech system are provided. The detention system is almost all in the grass area north of the parking lot. However, a portion does stretch out into the pavement. The StormTech system meets the AASHTO HS-25 loading standard. The restrictor does have the trash grate and a check valve is on the downstream pipe. As discussed, a removable hood is not needed. The detention volume was calculated using the required village release rate, not that of the 2" restrictor. Therefore, the required detention volume has been met. No money in lieu of is required.

8. Regarding the permeable pavers, the following items shall be addresses at final engineering:

- a. The top of the CA-7 stone layer cannot be higher than the surrounding ground to avoid detained water from "bleeding" out of the side of the facility.

Response: The permeable pavers are in the lowest area around the back of the townhome units. All drainage flows to them, permeates through them, then uses the underdrain to flow any remaining stormwater to the detention system.

- b. Provide existing and proposed elevations of the finished grade, and also provide the proposed elevations of the bottom of the CA-7 stone layer.

Response: Elevations were added to the permeable paver cross section on Sheet 4.

- c. At time of permit, provide a copy of the manufacturer's brochure showing specifications for their permeable paver system.

Response: Manufacturer's information has been included with this submittal.

9. If on-site lighting is proposed, 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: There is no roadway or parking lot lighting proposed.

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

Response: See accompanying exhibit.

11. Per the Fire Department, fire lanes adjacent to buildings must be able to support the responding vehicle (Pierce Velocity or Pierce Quantum). A fully loaded engine is 49,800 lbs. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 23-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. For the proposed permeable pavers provide additional information to show that the structural number of the proposed cross section is equivalent to the above referenced asphalt pavement section.

Response: Calculations were submitted showing that the permeable pavers stone base can support the 49,800 lb. fire truck. Another calculations sheet was added showing the SN for the permeable pavers exceeds that of the heavy-duty cross section.

12. Coordinate possible fire lane cross access with the parcel located north of the proposed development.

Response: We are unable to provide fire lane cross access and meet the requirements of the stormwater ordinance.

13. The Professional Engineer stamp expiration date provided on the cover page of the engineering plans is not current. Provide current expiration date.

Response: Stamp was updated.

14. Regarding the Highland Ave driveway and pedestrian access route:

- a. The proposed ADA ramps and pedestrian access route at the Highland Ave entrance are currently shown at an angle. The preferred alignment would have the north receiving ADA ramp in alignment with the public sidewalk south of the new driveway.

Response: The angle was taken out of the crossing. It is now shown as straight.

- b. Sidewalk takes precedence through the driveway, with curb stopping on either side of the sidewalk.

Response: The sidewalk is now shown as continuous.

- c. All sidewalk and ADA ramps shall meet the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way dated July 26, 2011.

Response: All sidewalks and ADA ramps in the public right-of-way will meet required guidelines.

- 15. Verify the depth of the Village cable located in the parkway to confirm there are no conflicts with the proposed storm sewer and water main.

Response: The depth of the Village cable encased in concrete was confirmed with public works. It was noted as being +/- 2' deep.

- 16. Provide additional information on the power lines to be relocated.

Response: The power lines are not proposed to be relocated. Power lines on site are being removed and abandoned.

- 17. The proposed water main is not a public main and therefore must not be located in the right-of-way. Revise the plans accordingly.

Response: The plans were revised per our meeting dated 5/16/19.

- 18. Master meters shall be required at both connection points. In the event the petitioner chooses to install individual meters in the units, the units would not be supplied, maintained or read by the Village.

Response: The petitioner has chosen to install individual meters.

- 19. The proposed sanitary sewer on Highland Ave is located close to the property line. The line shall be relocated such that all structures are located on private property and not encroaching on the public right-of-way.

Response: The sanitary sewer was moved west to be out of the ROW

TRAFFIC:

- 20. The entrance/exit driveway width is required to be 24 ft. face to face of curb by Village Code. Curb return radii must be 20 ft. radii minimum.

Response: It appears that the 20 ft. radii turn is used for standard perpendicular access. The entrance to the property is not simple. It comes in at an angle and has a compound curb return necessitated by the site characteristics and configuration, as well as the existing above ground utilities. A large fire truck can make all necessary turns so Petitioner does not believe that the proposed entrance/exit driveway is an issue.

21. The geometric alignment for the entrance/exit driveway into the internal parking lot needs to provide turning templates to verify if delivery, garbage, and fire emergency vehicles to get in and turn around to pull out forward, instead of having to back out. The internal 5 ft. radius of the right angle curve needs to be softened into a compound or tapered geometric transition to allow two vehicles to pass each other through this 90 degree turn.

Response: The largest vehicle (the fire truck) has an Autoturn exhibit provided as required by the fire department. Other smaller vehicles will back out as well if they choose to pull all the way into the parking lot. A tapered transition was added to the corner radius.

22. The garage access for units 1; 5 & 6; 12 & 13; 16, does not accommodate vehicles to pull into these garages, and back out in order to proceed forward back to the entrance/exit driveway. As such the 2-3 cars parked in these units can only pull into their garage, and must back out across 2-4 other unit's garage dooring openings, or have other access deficiencies. Pulling into or backing out of units 5 & 13 garages may not be possible if one car is already in the garage.

Response: Petitioner is well aware of this situation and will advise each Purchaser of such. Developer also believes that the smaller of these units will have 1-car owners and will not pose an issue.

23. The sight distance for vehicles exiting the proposed driveway looking north must be evaluated to verify if oncoming traffic can be seen past the bay of cars parked under the parking garage.

Response: Included with this submittal, please find the prepared sight distance figure which shows the available sight distance for vehicles exiting the proposed access drive serving the development. It is important to note that this access drive is located in an urban downtown setting and, as such, other access drive/intersections in the vicinity also do not meet the 150 feet sight distance. For example, the one-way exiting access drive located offset to the north of the proposed access drive on the east side of Highland Avenue is immediately adjacent to the parking garage wall and has limited sight distance.

24. Clarify if the proposed driveway to be bituminous or concrete.

Response: Concrete.

PRELIMINARY PLAT OF SUBDIVISION:

25. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. Use the checklist to complete items 12 & 13.

Response: The submitted plat of subdivision is a final plat of subdivision.

26. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist.

Response: The submitted plat of subdivision is a final plat of subdivision.

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RESPONSE TO FIRE DEPARTMENT COMMENTS

1. Sprinkler system installed per code.

Response: Understand and agree.

2. Any Fire Department connections will be located at the front of the building. The Fire Connections will be fully visible and accessible and located within 100' of an accessible fire hydrant capable of providing the needed flow.

Response: We do not believe any fire department connections will be required for the applicable fire suppression system; however, final details of the system design will be in final plans and will comply with applicable code requirements.

3. Install a fully operational annunciator panel or alarm panel at the main front entrance or to meet the Fire Department's needs.

Response: We do not believe any annunciator panels will be required for the applicable fire suppression system; however, final details of the system design will be in final plans and will comply with applicable code requirements.

4. Knox Box(s) shall be installed to meet the Fire Department's needs.

Response: It is not anticipated that Knox Box(s) will be required for these individual townhomes, but if required, they will be provided.

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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 benches or pergola areas. This is recommended to limit access and loitering. The addition of Trespass signs is recommended.

Response: Understood and agree.

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- ie courtyard and parking lot. Landscaping must not create hiding locations and should provide for natural surveillance.

Response: There is no roadway or parking lot lighting proposed, and landscaping has been designed to avoid creating hiding locations.

3. Present traffic problems?

With the construction of Arlington 425 imminent, there will be increased traffic flow to an already congested downtown area. The Police Department has concerns about the traffic flow at Highland/Sigwalt and Highland/Campbell and again recommend a four way stop sign at those intersections.

Response: We concur regarding a four-way stop at Sigwalt and Highland.

4. Traffic accidents at particular location?

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

Response: Agreed.

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

The area around the parking lot entrance/exit should be clear of obstructions. Vehicles traffic entering and existing the parking lot 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.

Response: The access drive off Highland Avenue has been located and designed to optimize sightlines for both approaching traffic on Highland Avenue as well as exiting traffic on the access drive. A high-visibility crosswalk will be provided across the access drive. Warning lights/audible signals

are not needed for this access drive since traffic exiting the development will be visible to the pedestrians on the adjacent sidewalk.

6. **General comments:**

Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

Response: Duly noted.

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RESPONSE TO PLANNING & COMMUNITY DEVELOPMENT COMMENTS

1-6. [Printed Comments](#) – all agreed.

ADDITIONAL COMMENTS:

General:

7. The Plan Commission must review and approve the following actions:
 - a. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District.
 - b. A Planned Unit Development (PUD) to allow the construction of a 16-unit single-family attached rowhome development.
 - c. Preliminary and Final Plat of Resubdivision to subdivide the subject property into individual lots for each townhome unit.
 - d. Variation to Chapter 28, Section 5.1-7.2, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
 - e. Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a front yard setback along Highland Avenue to be 12’ where code requires a 25’ setback.
 - f. Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a front yard setback along Chestnut Avenue to be 17’ where code requires a 25’ setback.
 - g. Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a side yard setback (north) to be 8’ where code requires a 15’ setback.
 - h. Variation to Chapter 28, Section 5.1-7.10, Spacing Between Multi-Family Buildings, to allow 5’ spacing between principal buildings where code requires 25’ spacing.
 - i. Variation to Chapter 28, Section 10.2-8, to allow a two-way driveway width of 22’ where code requires a minimum of 25’ for a two-way drive aisle.
 - j. Variation to Chapter 28, Section 10.2-9, to allow tandem parking spaces.
 - k. It should be noted that the property is proposed to be subdivided into individual units for each townhome, which will require variations for each lot based on the R-7 setback and bulk standards, although the overall development will comply with bulk standards and with most setback standards.

[Response:](#) Understood and agree.

8. 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 phase 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 where they 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.

[Response:](#) See attached construction schedule.

9. School, Park, and Library contributions will be required prior to the issuance of a building permit. Your response to the affordable housing policy has been received and will be evaluated by the Housing Commission as part of the zoning entitlement process.

[Response:](#) Understood.

10. 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.

[Response:](#) All plans and/or studies to be resubmitted as a result of the Round 1 Department review comments will include a revision date.

Site Plan:

11. Streetscape along Chestnut should be modified to be consistent with the proposed streetscape to the north (widening of Chestnut to include parking along the east side of the street). Please revise the plans to show this improvement.

[Response:](#) Plans have been revised

12. The plans appear to show that the existing overhead lines on the north side of Sigwalt that traverse directly south across Sigwalt, along the north side of Sigwalt, and diagonally across Sigwalt to the southwest corner of Sigwalt and Chestnut will all remain. These overhead lines should be buried or relocated as part of this development proposal. Can the existing telephone and electric utility boxes located along Sigwalt Street be relocated to the rear of the site or put underground?

Response: The existing powerlines are not proposed to be relocated or buried. See the attached fire access diagram showing unobstructed access with the existing power lines, which the Fire Chief and Fire Marshal have reviewed and accepted.

13. Staff would like to discuss the potential merits of parking bump-outs at Sigwalt/Highland and Sigwalt/Chestnut and installation of these Improvements may be required.

Response: Due to the existing utilities on Sigwalt, which break up and limit where street parking could be accommodated, the Petitioner feels that the green space and parkway trees would provide a better transition from the CBD to the residential neighborhood.

14. Previous iterations of the plans showed fencing in the front yard areas. Is fencing still proposed?

Response: Per recommendation by the Design Commission and agreed by our architect, the proposed fencing in the front yard area has been removed.

15. Other than the proposed transformer at the rear of the property, will there be any other ground mounted utility or mechanical equipment (switch gear, generators, meters, utility pedestals, AC units, etc.). Any/all proposed ground mounted utility/mechanical equipment must be appropriately located and screened.

Response: The AC units will be located on the 3rd floor roof decks with appropriate screening. The Petitioner will work with the utility companies to locate all meters (gas and electric) on the rear or sides of the buildings, and will comply with Village requirements to provide landscape screening as needed.

16. The KLOA study recommended the provision of high-visibility crosswalks across the driveway entrance to the subject property. Please show these on the plans.

Response: Petitioner's engineer met with the Village Engineering Department who instructed Petitioner to pour the sidewalk straight through to match sidewalk grades, with no depressed curb, striping or ADA domes.

17. Given the 8' of ROW dedication along Highland Avenue, the proposed servicewalks for each unit extend well into the ROW. Maintenance of these servicewalks will be the responsibility of the homeowners and the Village will not maintain said service walks to each unit.

Response: Understood and agree.

Building:

18. Please provide the projection distance of the proposed bay windows. Bay windows may not project more than 3' into a required front, rear, or exterior side yard.

Response: The bay windows are currently planned to project 2', and will not exceed the 3' maximum allowed projection into the front, rear, or exterior side yards.

Plat of Subdivision:

19. Please clarify if you are proceeding with Preliminary and Final Plat of Subdivision concurrently or separately. The submitted plat of subdivision was reviewed under the assumption that you are proceeding with Preliminary approval first, then returning for Final Plat approval at a future date.

Response: We submitted a proposed Final Plat of Subdivision.

20. Please revise the title of the plat to clarify whether it is preliminary or final. If you are proceeding with Final Plat approval, please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signature obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.

Response: Understood. We are proceeding with Final Plat approval.

21. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Village Board for Final Plat of Subdivision approval. Additionally, please note that all applicable engineering fees and surety bonds, public improvement deposits, and recording fees must be provided one week prior to appearing before the Village Board for Final Plat approval. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.

Response: We are proceeding with Final Plat approval.

22. Please clarify if each townhome unit will be placed on a separate subdivided lot. Currently, the Plat of Subdivision only places each building on separate platted lots. Since variations will be required for each townhome lot, please revise the plat to show the individual lots and the necessary variations can be incorporated into the Plat approval process. Otherwise, when a final plat of Subdivision is prepared that shows individual lots for each unit, another public notice and Plan Commission hearing would be required for the needed variations.

Response: Each townhome will be on a separately divided lot. The attached revised Plat of Subdivision depicts each subdivided lot.

23. A draft of the proposed Declaration of Conditions, Covenants, and Restrictions (if any are proposed) is required for Final Plat of Subdivision approval, per Section 29-209(k) of Chapter 29 of the Municipal Code.

Response: The proposed Declaration for Sigwalt 16 Townhomes is being submitted herewith.

24. Please revise the Plat to show the required setbacks (20' to south, 25' to east, 25' to west, 15' to north).

Response: The required setbacks are now shown on the revised Plat

25. Please cross-hatch area of ROW dedication.

Response: The ROW is crosshatched on the revised Plat.

26. The corresponding lot number in parenthesis next to the PINs at the top left-hand corner of the plat do not match the existing lots as shown on the plat.

Response: The Amended Plat has been revised so that PIN 03-30-425-023 now references Lot 14

ADDITIONAL COMMENTS – Landscaping

1. Provide additional landscaping on the south end adjacent to unit #6 and #12. Overall, the landscaping is minimal, and it is recommended that additional landscaping be provided. Along Sigwalt, Chestnut and Highland Provide additional understory trees. On the north elevation adjacent to unit #1 and #16, vary the landscaping and increase the height to soften the elevation.

Response: Landscaping along Sigwalt and Chestnut has been modified to provide additional trees as well as the street parking on Chestnut as requested by the Planning and Community Development Department. On Highland, given the shallower front yards, we feel the initially proposed trees are appropriate, and on the north elevation of units #1 and #16, we have limited space due to the entry drive and sidewalk. We do not believe that the proposed overall landscaping is minimal. A substantial variety of planting sizes and types has been provided at the front entries and site corners to draw focus and attract people's attention to those feature areas.

2. Along Highland Avenue, the streetscape shall match the Downtown. Incorporate the brick pavers and the site furnishings that are consistent with the Downtown streetscape.

Response: Brick pavers have been incorporated; however, we feel site furnishings in front of these individually owned townhomes is not appropriate and has not been included.

3. Increase the size of the shade trees in the courtyard at the ends of the parking row so that they are a minimum of 4" caliper (Chapter 28. Section 6.15).

Response: The size of the shade trees in the courtyard at the ends of the parking row have been increased to a minimum of 4' caliper. See revised plan.

4. Incorporate permeable pavers within the drive aisle. The crosswalk near Highland shall be striped.

Response: The detention structure required to meet stormwater control requirements extends under the drive aisle and permeable pavers are not allowed to be installed over it. The crosswalk near Highland will be treated like a standard residential driveway crossing per direction from Engineering Department.

5. It is recommended that specialty pavement such as brick pavers be provided for the private walkways.

Response: Many of the private walkways have steps due to grading, and concrete will perform better than brick pavers in this condition long-term.

6. Will the three buildings be constructed at once? If not, please provide an interim landscape plan.

Response: All three building foundations will be constructed at once. An interim landscape plan isn't warranted under the construction schedule.

7. The proposed Linden trees along Sigwalt may potentially conflict with the existing overhead utility lines. Please evaluate the placement and species of the proposed trees.]

Response: Two trees on the initially submitted plan were mis-tagged and the landscaping along Sigwalt has been modified.

8. Landscape screening must be provided for any utility/mechanical areas located at grade so that they are fully screened.

Response: Landscape screening will be provided for any utility/mechanical areas located at grade to comply with Village requirements.

9. A landscape compliance bond in the amount of 30% of the landscaping costs will be required. In addition, a \$4 tree fee is required for each lineal foot of frontage.

Response: Understood.