

**From:** [Aaron Coon](#)  
**To:** [Hubbard, Sam](#)  
**Cc:** [Perkins, Charles](#); [Recklaus, Randall](#); [Hayes, Thomas](#)  
**Subject:** Re: PC - Arlington 425  
**Date:** Wednesday, March 31, 2021 3:31:43 PM

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**From:** Aaron Coon  
**Sent:** Wednesday, March 31, 2021 3:04 PM  
**To:** Hubbard, Sam  
**Cc:** Perkins, Charles; Hautzinger, Steve; Recklaus, Randall; Hayes, Thomas  
**Subject:** Re: PC - Arlington 425

Sam,

I won't be able to log onto the meeting tonight. I appreciate the architect and the parking consultant taking a 'close' look at this. I have two questions that I would like you to ask publicly at the meeting.

In the response letter with the parking level diagrams, Michael Firsel stated that the first level truly has 75 surface level stalls that do not form any part of a ramp and are not double counted. My question is, in a garage that is 123 feet by 247 feet, how is it possible to fit 75 cars on the level parking surface and not have any cars within that count located on a ramp up to the 2nd level? Where is the ramp from the 1st level to the 2nd level located and how does it provide vehicular access to a full 2nd floor that is 123 feet by 247 feet with 91 parking stalls? The level 1 plan shows the ramp beginning in the west bay at the north end of the deck. However, the level 2 plan shows a ramp going down to level 1 from the east bay at the north end of the deck.

I've highlighted the west elevation to correlate with the sketch diagram from the petitioner that I believe contains incorrect assumptions of the total parking counts. Please share this with the plan commission members.

Thank you,  
Aaron

# HIGHLAND PARKING GARAGE WEST ELEVATION

