

Development Application

SP# 1.2018

Planned Development: Minor ___ Minimal ___ Major ___
Conceptual ___ Preliminary ___ Final ___
Site Plan: Minor ___ Major ___ Conceptual ___ Final X
Subdivision: Sketch ___ Preliminary ___ Final ___ Variance: ___ Conditional Use: ___

Property description (address) for application 92-100 Pearl Street

General Information

Applicant Darcy Handy, Trustee Day Phone# 343-3292

Address 66 College Parkway, Colchester, VT 05446

Owner of Record (attach affidavit if not applicant)

Name Jiddu/Sittu Trust Day Phone# 343-3292

Address 66 College Parkway, Colchester, VT 05446

Applicant's agents

Name Lamoureux & Dickinson (Doug Henson, L.S.) Day Phone# 878-4450

Address 14 Morse Drive, Essex, VT 05452

Property information

Zoning District TOD Current Use Commercial Tax Map# 35 Lot# 13&11 Lot size sf 82,179

Other Information

Street frontage (public or private) 308 feet Proposed number of stories & height 4 stories (51.5')

Estimated completion date 11-1-19 Landscape cost \$ 42,000

Proposed Parking Spaces 106 Required spaces 105

Lot coverage (include all structures and impervious surface)

Existing (sq ft.) 69,646 plus proposed (sq .ft.) -5,017 equals 64,629 total sq .ft. divided by 82,179 lot s.f. equals 78.6 percent lot coverage

Submit two (2) full size copies, a PDF copy, GIS and supportive documentation required by the Code and the appropriate completed checklist for initial review by Staff. After Staff determines the application is complete attach two (2) full size copies and eight (8) 18" x 24" copies of your proposal, forty-five (45) days prior to a scheduled meeting. Applications that are not complete cannot be accepted for review.

Briefly describe your proposal (attach separate sheet if necessary) As described in the attached narrative, this project proposes to remove the vacant residential building, to construct a new fast food restaurant, to construct a new four story hotel and to remove one of the existing curb cuts serving the property. The existing parking areas will be reconfigured to create some green spaces near the buildings and along the new parking spaces. The project will formalize the parking spaces to create 106 striped spaces.

Describe all waiver requests (if applicable) None at this time

I certify that the information on this application is true and correct. I agree to abide by all the rules and regulations as specified in the land development code and any conditions placed upon approval of this application. In accordance with the Essex Junction Trustees Policy for Funding Engineer Plan Review and Inspections, the applicant by signing this form agrees to pay for the actual cost of engineering plan review and construction inspections by the Village Engineer.

Applicant Gabriel Henry
Land Owner (if different) _____

Date 1-26-18
Date _____

Staff Action

RECEIVED

JAN 26 2018

Date received Village of Essex Junction

Meeting date: 7/19/18

Commission /Board Action Approved _____ Denied _____ Date: _____

Other approvals /conditions _____

**** Fee based on s.f. of improved area per current Fee Schedule**

Staff Signature _____

Date _____

Fee Amount _____
**
\$1,010.00

Fee Verified **PAID**
JAN 26 2018
Village of Essex Junction

TECHNICAL MEMORANDUM

Project: Pearl Street Center
92-100 Pearl Street, Essex Jct.
Date: January 25, 2018
From: Roger Dickinson, PE, PTOE
Subject: Access and Internal Traffic Circulation

The proposed redevelopment of the properties at 92-100 Pearl Street (the 'Project') will generate additional traffic entering and exiting the site than previously generated by their original land-use; which was primarily an auto dealership. The purpose of this technical memorandum is to describe how the Project will provide safe and efficient access and internal traffic circulation.

Existing Conditions

Pearl Street in this immediate area is a 3-lane urban arterial street providing one through lane in each direction plus a center turn lane. It is traveled by 13,000± vpd, and also provides access to numerous commercial properties located on both sides of the street.

Pre-redevelopment, access from the Project's two parcels onto Pearl St was provided by four curb cuts; two serving the vacant parcel (#92 Pearl St), and two serving the auto dealership parcel (#100 Pearl St) to the west. For reference purposes, the four existing curb cuts are hereafter labeled CC #1 to CC #4 from west to east. The vacant parcel was used most recently by a seasonal hamburger stand, and before that as a display lot by the auto dealership. The easternmost curb cut to the vacant parcel (CC #4) also provides access via a right-of-way to a 6-unit apartment building (#96 Pearl St) located on a separate parcel to the south. That parcel and its apartment building are not part of this Project. The Project, however, must maintain the existing right-of-way to #96 Pearl St.

Redevelopment of the three parcels commenced in 2017 by converting the 9,670 sf auto dealership building into a Dollar Tree variety store. The two curb cuts serving that parcel were modified at that time so that the westernmost one (CC #1) is now a one-way entrance, and the next one to the east (CC #2) is now a one-way exit.

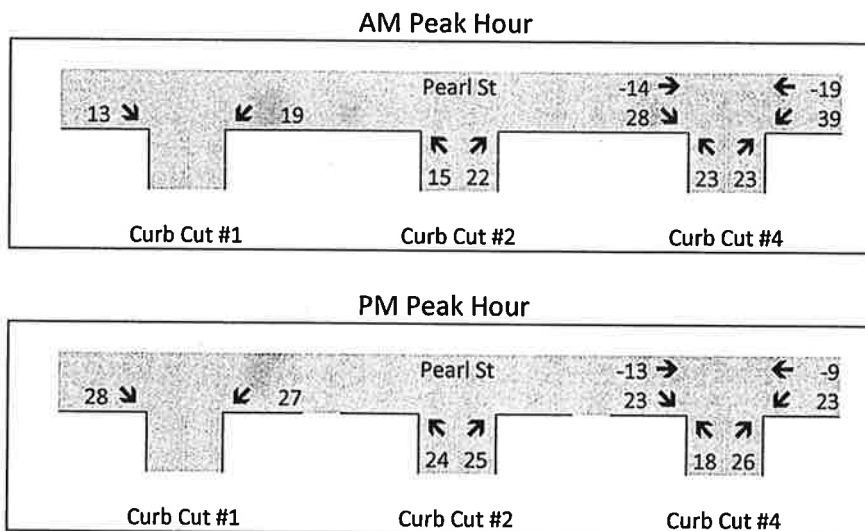
The next and final phase of this Project proposes the construction of a new 3,000 sf take-out restaurant (no drive-thru) on the vacant parcel and a new 15,000 sf, 100 room hotel on the auto dealership parcel. These two new land-uses will be in addition to the now existing Dollar Tree variety store.

The following measures are proposed to improve access to these parcels and to provide safe and efficient internal traffic circulation:

- CC #1 and #2 will provide access to the variety store and new hotel. The existing one-way traffic flow pattern will remain unchanged.

- One-way internal traffic circulation will be maintained around the west side and rear of the Dollar Tree building. The parking spaces in front of the Dollar Tree will be modified to angled parking in order to reinforce the one-way traffic pattern in this critical area.
- New walkways are included to facilitate pedestrian access from the existing sidewalks along Pearl St to the new land-uses, and to provide a direct pedestrian link connecting the hotel and takeout restaurant.
- Existing CC #3 presently serving the vacant parcel will be completely closed.
- The vacant parcel's remaining curb cut (CC #4) will provide access to the new takeout restaurant and the existing apartment building to the south.

The Project's peak hour trip generation was estimated using the 10th Edition of the ITE *Trip Generation* manual (see attached spreadsheet). This Project is estimated to generate a total of 179 am peak hour trips (98 enter + 81 exit) and 189 pm peak hour trips (98 enter + 91 exit). The directional patterns of the two peak hours are shown in the following figures. The trips shown in those figures at CC #4 include a 50% allowance for pass-by trips generated by the fast-food restaurant plus an additional 3 am peak hour trips and 5 pm peak hour trips generated by the apartment building (which are not included in the foregoing 'Project' trips).



Safe and efficient traffic flow on Pearl Street will be maintained by the three remaining curb cuts and proposed internal traffic circulation patterns. Specifically:

- CC #1 is located directly across Mac's Market's curb cut located on the opposite side of Pearl St. Being a one-way entrance, westbound left-turns entering CC #1 from Pearl St will continue to use the center two-way left-turn lane in Pearl St between this curb cut and the next curb cut to the east serving the Essex Junction Shopping Center. Eastbound left-turns entering Mac's Market will continue to use the exclusive left-turn lane west of this location. Maintaining CC #1 as a one-way entrance only reduces the number of conflicts with other turning movements at this location.
- CC #2 (one-way exit) is located ±80 ft (center to center) east of CC #1. This separation will

permit two westbound left-turning vehicles entering the Project at CC #1 to queue in the center two-way left-turn lane without blocking traffic exiting CC #2. This meets AASHTO¹ recommended guidelines for turn lane storage length at unsignalized intersections.

- The next curb cut to the east on the opposite side of Pearl St serves the Essex Junction Shopping Center, and is located ± 110 ft east of CC #2. This separation will permit four eastbound left-turning vehicles entering the Shopping Center to queue in the center two-way left-turn lane without blocking traffic exiting CC #2.
- CC #4 is located ± 175 ft east of CC #2, and ± 60 ft east of the above Shopping Center curb cut on the opposite side of Pearl St. The existing exclusive westbound left-turn lane in Pearl St provides sufficient storage length for six left-turning vehicles (150 ft) entering CC #4. A storage length of two vehicles would be more than sufficient to serve the projected 39 entering left-turns during the am peak hour at this location.
- Nearby traffic signals located on both sides of the Project create gaps in Pearl St traffic. These regularly occurring gaps permit vehicles to exit at these and other curb cuts along Pearl St without experiencing undue delays.

P:\2017\17012\Village\traffic access & circulation memo.docx

¹ American Association of State Highway and Transportation Officials



RECEIVED

APR 04 2018

Village of Essex Junction

April 4, 2018

Robin Pierce, Community Development Director
Village of Essex Junction
2 Lincoln Street
Essex Junction, VT 05452

RE: Pearl Street Center Proposed Site Plan Application
92 & 100 Pearl Street

Dear Robin:

We are writing on behalf of Jiddu / Sittu Trust to request a Site Plan approval involving the redevelopment of the above referenced two adjacent properties. We have reviewed the comments made by Jeffrey Kershner, P.E. from Hamlin Consulting Engineers, on February 13, 2018 and offer the following responses:

General

- 1) Prior to the start of any work inside the Village right-of-way or on utilities owned or to be owned by the Village, an Excavation Permit from the Village of Essex Junction will be required.

L & D response – the Applicant understands the need for an Excavation Permit.

- 2) On Sheet #2, note #3 refers to a foundation drain collection system and pump station being designed by others and refers to plans by others. The applicant should provide this information for review and approval by the Village if there are to be exterior improvements and discharge points on the site.

L & D response – we have contacted the architect and confirmed that the design shown on this set of plans is acceptable as far as their building design, therefore the note has been removed.

- 3) The applicant has indicated that “Due to site constraints the applicant is proposing to truck accumulated snow offsite rather than providing a designated storage area.” We recommend that this become a condition of approval of the project. In addition, we recommend that a time within which snow must be removed from the site be specified especially in consideration of the number of parking spaces proposed for the project (see Site Layout item #4 below). The location(s) where the snow will be hauled off-site and dumped should be identified, as the Village has responsibility for monitoring this type of activity as part of the MS4 permit requirements applicable to the Village.

L & D response – The Applicant accepts this recommendation.

Site Layout – Roadways, Drives, and Walkways

- 1) The plans show 6 diagonal spaces on the west side of the existing retail building, which will support the one-way traffic pattern around the retail building. We recommend that the remaining 15 spaces on the west side of the retail building also be diagonal spaces to aid in discouraging wrong-way travel around the building.

L & D response – All of the parking spaces along the western property line are now shown as being re-striped as diagonal parking.

- 2) The parking area serving the proposed takeout restaurant should be revised to include provisions for a turn-around/backing area for vehicles exiting the western parking spaces. The applicant has indicated that “We believe that with the standard aisle width of the area, there is ample room for those vehicles to back straight out of their spaces and exit the area.” With the proposed hotel building façade directly adjacent to the edge of this parking, we respectfully disagree. It is our opinion that entering, exiting, and opening vehicle doors in these spaces will be difficult as configured. Given that this is a fast-food, takeout restaurant, it is likely to be relatively high-turnover with high activity levels in this parking area.

L & D response – All of the parking spaces in the restaurant parking area have been shifted approximately 4’ to the east to provide a back out area. Additionally, the striping and symbol for the accessible space have been reversed to make it easier for a van to access the space

- 3) How will rubbish collection/removal vehicles access the proposed dumpster enclosure for the fast food restaurant? The applicant has indicated that “Given that the garbage trucks which serve this type of establishment are typically at the sites outside of regular working hours, the trucks can drive into the parking area, load up and back out into the shared drive, and drive out.” With the configuration as shown, it is unlikely that a front loading or rear loading rubbish vehicle will be able to directly access the dumpster enclosure area. We recognize the nature of this area, but with residential units directly adjacent to the south/east, early morning rubbish pickups may create noise issues. We will defer to the Village staff and Planning Commission regarding this matter.

L & D response – Dumpsters are typically on wheels, so with the area within the dumpster enclosure, as well as the apron between the enclosure and the drive being paved, there should be no issue with the collection truck driver accessing the dumpsters. Realizing that they are not the only provider for the Village, we have confirmed with the area manager for Casella Waste Systems that this configuration is acceptable.

- 4) We are concerned that the number of parking spaces provided is inadequate for the uses proposed on the project site. The proposed hotel requires 100 parking spaces. 40 spaces are proposed under the building, 4 spaces are dedicated for the hotel on the west side of the hotel, and there are approximately 26 additional shared spaces around/adjacent to the hotel building. This totals 70 spaces compared with the 100 required spaces for the hotel. In addition, as part of the previous submissions, the applicant has indicated that 40 out of the 100 hotel units are planned to be extended stay units. The applicant has indicated that while 131 parking spaces are required by the LDC, only

105 shared parking spaces are required based on the "Shared Parking" manual published by the Urban Land Institutes; with a total of 106 parking spaces are being proposed. We will defer to the Village staff and Planning Commission on the parking requirements and proposed parking spaces for this project.

L & D response – we continue to be confident with our shared parking analysis

- 5) Sheet #2 shows a new paver patio extending into the Village right-of-way. The plans should be revised to utilize cement concrete sidewalk within the Village right-of-way.

L & D response – the plans have been revised to depict the area within the Village right-of-way as being concrete.

- 6) Pertaining to the Parking Area Detail with Curb and Sidewalk detail on Sheet #7:

- a) The detail should be revised to require 4,000 psi concrete for curb and sidewalk inside the Village right-of-way.

L & D response – the detail has been revised TO INCLUDE.

- b) For curb and sidewalk inside the Village right-of-way, no asphalt treated felt shall be installed between curb adjacent to sidewalk. Curb adjacent to sidewalk shall be separated with 4 mil polyethylene.

L & D response – the detail has been revised.

- 7) Note #1 of the Typical Concrete Curb detail shown on Sheet #7 should be revised to require curb inside the Village right-of-way to be constructed with 4,000 psi concrete instead of 3,500 psi as currently shown.

L & D response – the detail has been revised.

- 8) The Accessible Parking Space Detail shown on Sheet #7 contains a note stating "2' wide detectable warning surface to be approved by Town (see VTRANS Std. Detail C-3A)". This note should be revised to reference the Village of Essex Junction and not the Town.

L & D response – the detail has been revised.

- 9) Sheet #7 includes a Replacement of Existing Bituminous Pavement (Pearl Street) detail. The applicant should confirm where this detail is to be utilized.

L & D response – the detail has been removed.

- 10) Pertaining to the New Concrete Curb and Pearl Street Pavement Replacement Detail show on Sheet #7:

- a) This detail should be revised to require 4,000 psi concrete for curb inside the Village right-of-way; not Class B concrete (3,500 psi) as currently show.

L & D response – the detail has been revised to reference 4,000 psi concrete.

- b) This detail should be revised to require saw cutting of the existing pavement 12" beyond the trench excavation limit and then the 12" x 2" deep grind of the existing pavement.

L & D response – the detail has been revised.

- c) This detail should be revised to require a minimum of 24" of gravel subbase, not 18" as currently shown.

L & D response – the detail has been revised.

Grading & Drainage

- 1) Note #4 on Sheet #2 states that "Prior to construction, the elevations of the sewer, footing drain, and roof drain services from the architectural plans shall be compared to the elevation of the collection main and services shown on these plans. Report any discrepancies to the engineer." We recommend that this work be done as part of the design phase, so that any necessary changes to the plans can be incorporated into the final plans and approval documentation.

L & D response – we have contacted the architect and confirmed that the design shown on this set of plans is acceptable as far as their building design, so the note has been removed.

- 2) The applicant should provide appropriate drainage computations in support of the proposed stormwater design elements. This should include computations in support of the sizing of the stormwater pump station. The Water Quality Superintendent has expressed concerns about the site runoff and handling of larger storm events, due to the proximity to the adjacent properties; especially during frozen ground conditions.

L & D response – the drainage computations are attached.

- 3) The applicant is proposing an infiltration trench system for the roof drains associated with the existing retail building. The south end of this infiltration trench system is in very close proximity to monitoring well #13. The applicant has indicated that "the petroleum hydrocarbon plume appears to be fairly localized between monitor wells MW-13 and MW-11 (rear of existing facility)." In consideration of this, we question the appropriateness of locating the infiltration system in this location.

L & D response – we have attached a letter from Martha Roy, of The Verterre Group. She notes that the bottom of the infiltration will be above and northeast of MW-13, and that the groundwater is flowing in a generally southwest direction. Based on this information, she stated that in their opinion, the infiltration trench will not likely act as a conduit for petroleum contamination.

- 4) The plans should be revised to provide a minimum horizontal clearance of 5 feet between new Storm Structure #3 and the water service for the proposed hotel building.

L & D response – the plans have been revised to provide the required separation.

- 5) On Sheet #4, the proposed infiltration basin shows Storm Structure #1 with a grate elevation of 342.70. Based on the contours in this area, it appears as though water will be able to flow to the south onto the adjacent property. In addition, this grate elevation is higher than many of the parking

area grades in this area, suggesting that water may backup into the parking area prior to reaching the grate elevation. The applicant should provide clarification regarding this matter.

L & D response – the grades have been revised.

- 6) On Sheet #9, the Typical Precast Storm Manhole detail should be revised to provide a minimum 24" deep sump below the outlet pipe.

L & D response – the detail has been revised.

- 7) On Sheet #9, the Stormwater Pump Station Detail contains a note stating that the "Alarm light and horn to be mounted within hotel building. Alarm to be separate circuit breaker from pump." We recommend that the alarm light and horn be mounted on the exterior of the building in a visible/audible location.

L & D response – the note has been revised to state that the alarm be mounted within the garage area of the hotel to reduce noise for the neighbors if it goes off.

- 8) Sheet #9 includes a Typical Spillway & Stone Ditch detail. The applicant should confirm where this is proposed for use on this project.

L & D response – the spillway shows on Sheet #4, off of the southwest corner of the restaurant parking area.

- 9) The plans should be revised to include inspection and maintenance requirements for the proposed dry swale and infiltration basin. Copies of annual inspection reports shall be provided to the Village of Essex Junction.

L & D response – the inspection, maintenance and reporting requirements have been added to Sheet #11.

- 10) The applicant should be required to repair deficiencies noted during the stormwater inspections within 60 days and provide confirmation to the Village that the necessary repairs have been completed.

L & D response – we recommend that this be a condition of approval

- 11) Upon completion of construction, the existing downstream manhole in Pearl Street shall be cleaned by the contractor, at the applicant's expense. The stormwater 'Pretreatment Storage Tank' should also be cleaned upon completion of the construction.

L & D response – we recommend that these be conditions of approval.

- 12) On Sheet #9, the Peastone Pre-Treatment Filter Strip detail should be revised to increase the depth of the pea stone filter strip to 12" deep (increase from, 6" deep as currently shown).

L & D response – the detail has been revised.

- 13) On Sheet #11, the Catch Basin Inlet Protection detail contains a note stating to "wrap geotextile fabric...around grate." This note should be revised to require the wrapped fabric to be secured to the

grate to prevent it and accumulated sediment from falling into the structure if/when the grate is removed.

L & D response – the detail has been revised to show a different type of inlet protection device that is tied to the grate.

- 14) The Water Quality Superintendent urges consideration of a more robust alternative fitting to the proposed 'ferenco connector' on the end of the discharge line from the stormwater pump station.

L & D response – the connection has been revised to a 2" x 6" reducer.

Water

- 1) Per the Public Works Superintendent, the plans should be revised to require the abandonment of the existing water services to include the disconnection of the existing service at the water main and the closing of the existing corporation stop at the main.

L & D response – Sheet #2 has been revised to include a note to that effect.

- 2) On Sheet #2, note #8 discusses the water and sewer services for the apartment building at 92A Pearl Street and that the location of these services are currently unknown. The note cautions the contractor to avoid disturbance to these services and instructs contractor to contact the engineer if these services are encountered during the work. It is our recommendation that these services should be located in the field to confirm their locations to ensure that they are not connected to existing water and/or sewer services to be abandoned; and that they will not end up beneath one of the proposed buildings. Any necessary relocations of these services will require Village review and approved.

L & D response – On March 26, 2018, using underground locating technology, representatives of BP Wastewater Services of VT located and marked the existing municipal sanitary sewer and water services for the building on the B&M Ventures, LLC property at 92-A Pearl Street. Those services are now shown on the plans. Notes are shown on Sheet #2 depicting the proposed relocation of those services to be within the access and utility easement serving the 92A property.

- 3) We had previously commented that the applicant should consider the installation of a new fire hydrant on the project site. The applicant has indicated that *"Although there is an existing hydrant approximately 120' easterly of the project, we understand that a new fire hydrant may be required with this project. We propose to work with the fire chief to determine the best location for the hydrant. At a minimum we are proposing a fire department connection at the southwest corner of the hotel."* The applicant should coordinate with the Essex Junction Fire Department regarding this matter.

L & D response – following a telephone conversation with Lt. Keith Rivers on February 20, 2018 the plans have been revised to show the re-location of the proposed fire connection to the northwest corner of the hotel building. In that conversation, he stated that the project will not require a new fire hydrant.

- 4) The plans depict a proposed "fire department connection" located at the rear corner of the proposed hotel building. Access to this location may be difficult in the event of an emergency at the site,

especially during winter months. The applicant should coordinate with the Essex Junction Fire Department regarding this matter.

L & D response – following a telephone conversation with Lt. Keith Rivers on February 20, 2018 the plans have been revised to show the re-location of the proposed fire connection to the northwest corner of the hotel building. In that conversation, he stated that the project will not require a new fire hydrant.

- 5) The plans should be revised to include a new isolation valve on the water service for the proposed restaurant. This valve shall be located inside the Village right-of-way or within an easement to the Village of Essex Junction.

L & D response – the valve has been added to the plan within an easement to the Village of Essex Junction.

- 6) On Sheet #7, general Construction Specifications Note #10 should be revised to also reference the LDC for water and sewer separation requirements.

L & D response – the note has been revised.

- 7) The Water Service Backflow Prevention Detail shown on Sheet #8 contains a note stating that the “...public water system shall be protected with a backflow prevention assembly, and an appropriate thermal expansion system in compliance with the requirements of the South Burlington Water Department and the Vermont Plumbing Code.” This note should be revised to reference the Village of Essex Junction Water Department and not the South Burlington Water Department.

L & D response – the note has been revised.

- 8) The Typical Water Trench Detail show on Sheet #8 should be revised to require the pipe bedding material to extend 6” above the pipe.

L & D response – the detail has been revised to show uniform bedding material from the bottom of the trench to 6” above the top of the pipe.

- 9) It is our understanding that the new water service installation included the installation of a new tapping valve that was installed in a rotated position and left in the open position and buried with no valve box for access. For record purposes, the plans should be revised to depict the location of this valve and label it as “abandoned in the open position”.

L & D response – Please see our January 25, 2018 response to this same comment.

- 10) On Sheet #8, Water System Notes & Specifications note #2 should be revised to add “double cement lined”, such that it reads “All new pipe shall be Class 52, double cement lined, ductile iron pipe.”

L & D response – the note has been revised

Sanitary Sewer

- 1) The Water Quality Superintendent has previously noted that this section of the existing gravity sewer main along Pearl Street has experience hydraulic issues in the past and recommends that the Village reserve the right to require the applicant to evaluate the available hydraulic capacity of the line as

this project is developed. The applicant has indicated that *“The applicant understands there may be a requirement to evaluate the hydraulic capacity along Pearl Street.”*

L & D response – The applicant still understands this.

- 2) The plans should be revised to install a new sanitary sewer manhole on the service line for the proposed hotel building, in lieu of the two 45 degree bends and cleanouts.

L & D response – the plans have been revised to include the manhole.

- 3) The plans should be revised to include a new grease trap on the sanitary sewer service line from the proposed restaurant building; or a narrative of grease prevention measures that will be required in the new facilities.

L & D response – with no details for the fit-up of the restaurant currently available, the applicant requests a condition of this approval be that the building permit for that space include those details be required, including the location and sizing of a grease trap in compliance with the State of Vermont Wastewater Rules.

Lighting

- 1) Sheet #5 presents catalog cut images for RAB Lighting fixture; and also lists the RAB Lighting fixtures in the Luminaire Schedule presented on this sheet. However, the legend on this sheet lists Lithonia fixtures. The applicant should provide clarification as to the proposed light fixtures to be used on this project.

L & D response – the proposed and existing fixtures are all manufactured by RAB Lighting. The legend on Sheet #5 has been revised accordingly.

- 2) Sheet #5 shows illumination levels on the north, west, and south sides of the retail building less than 0.2 footcandles, which is the minimum level per the LDC. Given that this parking area is proposed for access to/from the proposed hotel building, and for shared parking, lighting in conformance with the LDC should be provided.

L & D response – the lighting plan has been revised accordingly.

- 3) Sheet #5 shows illumination levels less than 0.2 footcandles in the paver patio area north of the proposed hotel and restaurant building. The lighting in this area should be revised to conform with the LDC requirements.

L & D response – the lighting plan has been revised accordingly.

- 4) The applicant should confirm that the proposed RAB ENTRA12N light fixture is a fully shielded/cutoff fixture, per the LCD requirements.

L & D response – the fixture has been revised to ensure that they will be fully shielded/cutoff fixtures.

Traffic

- 1) The applicant provided a "Technical Memorandum" addressing Access and Internal Traffic Circulation. This document included estimated trip generation for the retail, hotel, and restaurant building. This document also stated that *"The proposed redevelopment ... will generate additional traffic entering and exiting the site than previously generated by their original land-use; which was primarily an auto dealership."* However, no information was provided on the 'existing' or previous trip generation from the auto dealership for comparison and evaluation of potential impacts to the adjacent roadways.

L & D response – the Memo been revised to include the additional information.

- 2) On Sheet #7, General Construction Specifications Note #12 should be revised to require advanced submission of traffic control plans to the Village for review and approval; one week in advance at a minimum.

L & D response – the note has been revised.

Please call our office with any questions.

Sincerely,



Doug Henson L.S.

c: Gabe Handy, Jiddu/Sittu Trust

Enc.