



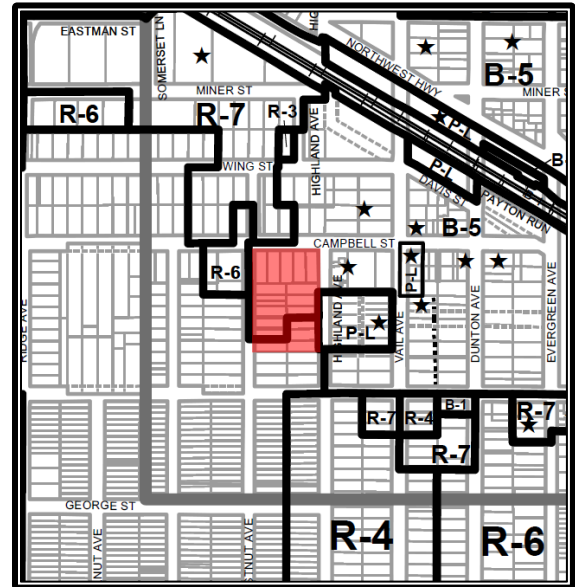
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T1599
Project Title: Arlington 425
Address: Campbell/Highland/Chestnut
PIN: Multiple PIN's

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: December 12, 2018
Date Prepared: December 7, 2018

Petitioner: Mike Firsell
Address: Firsell Ross
 2801 Lakeside Drive - Suite 207
 Bannockburn, IL 60015

Existing Zoning: B-5: Downtown District
 R-3: One Family Dwelling District
Comprehensive Plan: Mixed-Use



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-5: Downtown District, R-7: Multi-Family Dwelling District	Multi-family residential building, Mixed-use multi-family residential building	Downtown
South	R-3: One-Family Dwelling District	Vacant land	High-Density Multi-Family
East	B-5: Downtown District, P-L: Public Lands District	Mixed-use multi-family residential building, Public parking garage	Downtown, Government or Institutional
West	R-6: Multi-Family Dwelling District, R-3: One-Family Dwelling District	Parking Lot, Single-family homes	High-Density Multi-Family, Single-Family Attached

Requested Action:

1. Rezoning from R-3, One-Family Dwelling District to B-5, Downtown District for four lots of the subject property.
2. Planned Unit Development approval to allow a 361-unit mixed-use residential development.
3. Plat of Subdivision to consolidate the site into one lot.
4. Land Use Variation to allow an Apartment Building or Multiple Family Dwelling in the B-5 District (for the Chestnut Building).

Variations Required:

1. Chapter 28, Section 5.1-14.1, Conditions of Use, to allow dwelling units below the 2nd floor (for the Chestnut building).
2. Chapter 28, Section 5.1-14.6, Required Minimum Yards, to reduce the required interior yard setback (south) from 25 feet to 12.9 feet for the Highland building.
3. Chapter 28, Section 5.1-14.6, Required Minimum Yards, to reduce the required public street frontage setback (west) from 20 feet to 7 feet for the Campbell Building and from 20 to 12.3' for the Chestnut building.
4. Additional variations may be identified once details plans have been submitted.

Project Background:

The subject property is 2.87 acres (124,964 square feet) in size and located along Campbell Street between Highland Avenue and Chestnut Avenue in Downtown Arlington Heights. The property makes up the northern three quarters of what is known as “Block 425”, which is the large piece of vacant land bounded by Sigwalt Street, Campbell Street, Highland Avenue, and Chestnut Avenue. The majority of the property is within the B-5, Downtown District, with a small portion at the southern end of the site within the R-3, One-Family Dwelling District. One of the Board’s 2017 Strategic Priorities is to facilitate development of this block.

The proposed development involves the construction of three buildings on the site; one building along Chestnut Avenue, one building along Campbell Street, and one building along Highland Avenue. The developer is proposing a four-story residential building on the Chestnut Avenue side of the site, and a nine-story residential building with 1st and 2nd floor commercial/office space is proposed on the Campbell side. A 13-story building is proposed on the Highland Avenue side of the site adjacent to the Vail Avenue garage, which would include a small space for ground floor commercial and six floors of parking with residential units above. Residential units in all buildings would be rental. The project would proceed in two phases; the petitioner anticipates construction of both the Campbell and Highland buildings (along with the associated parking structure) as part of the first phase of development, and the final phase of development would be construction of the Chestnut building.

A summary of the key development attributes is shown in **Table 1** below.

Table 1 - Key Development Attributes

	Chestnut Building	Campbell Building	Highland Building	Total
Total Number of Units	54	182	125	361
Studio/1-Bdrm	28	133	101	262
2-Bdrm	26	49	24	99
Height****	Approx. 47.5'	96'	134'	-
Overall Number of Bedrooms	80	231	149	460
Setbacks	Proposed			Required
North	-	0'	-	0'
South	30'	-	12.9'	25'
East	-	7'	0'	0'
West	12.3'	7'	-	20'
Dwelling Units Per Acre	125.78*			
Minimum Lot Size (density)	119,432 sq. ft.*			118,200 sq. ft.
F.A.R.	TBD			None
Building Lot Coverage	TBD			None
Total Parking Spaces	537**			449
Parking Spaces Required (residential)	386			
Parking Spaces Required (commercial/office)	63			
Parking Spaces Per Unit	1.49***			

*Figure takes into consideration that 8' of ROW is dedicated along Chestnut and 8' of ROW is dedicated along Highland except where the site abuts the Vail Ave. garage

** Number will reduce when handicap stalls are included

*** This does not take into account the parking required for the commercial/office uses. This number will reduce when handicap stalls are factored in and when required parking for commercial/office is factored in.

**** Per developer. Staff will need to verify.

Preliminary Actions:

The developer has been through several steps in order to design their preliminary development concept for presentation before the Conceptual Plan Review Committee. These steps are summarized below:

- **Preliminary Staff Review:** As is customary with larger developments, the petitioner met with staff on several occasions to discuss their initial proposal. Conceptual plans were submitted for review by the Village, and on May 1, 2018, Village staff provided the petitioner with preliminary review comments on the proposal.
- **Meetings with Elected Officials:** Staff reviewed the conceptual plans in one-on-one meetings with the Mayor and individual Trustees and provided informal feedback from these meetings to the developer for their consideration.
- **Neighborhood Meeting:** On September 9, 2018, the developer hosted an open house for members of the public to introduce the proposal to the surrounding neighborhood and receive preliminary feedback from the public regarding the proposed development. Invitations for this open house were mailed to approximately 830 households located within the vicinity of the development. A summary of the open house is included within the materials provided to the Conceptual Plan Review Committee.
- **Early Review with the Village Board:** On October 1, 2018, the petitioner appeared before the Village Board for an early review, where they received preliminary feedback on their proposal. A copy of the plans that went before the Village Board and the minutes from the meeting are included in the packet provided to the Conceptual Plan Review Committee.
- **Ongoing Staff Preliminary Review:** Upon conclusion of the Early Review, the petitioner met again with staff to discuss revisions to their initial proposal. In addition, the petitioner has been working with multiple Village Departments to understand various code requirements and their applicability to the development.

Upon conclusion of the Conceptual Plan Review process, the developer can make additional revisions to the plans and formalize their proposal. Once the developer has finalized and provided all of the necessary plans to complete a Plan Commission application, they can initiate the Plan Commission public hearing review process. The project will also require review from the Design Commission and Housing Commission.

Downtown Master Plan and Building Height:

The Downtown Master Plan, which was originally adopted in 1986 and amended in 2007, outlined several development parameters for each block within Downtown Arlington Heights. This plan calls for Block 425 to be developed in a cohesive manner, with the northern three-quarters of the block (the subject property) designated with a height limit of 6-8 stories and the southern quarter of the block to be 4-6 stories in height.

While the Chestnut building is consistent with this plan, the proposed building along Highland Avenue is not. The existence of the five-story Vail Avenue garage structure, which was built up to the property line of the subject property adjacent to the proposed Highland building, provides some rationale for the proposed 13-story height of this building. In order to overcome the obstacle of the abutting five-story garage structure, the developer believes that the 13-story height of the Highland building is necessary.

The Campbell building is substantially consistent with the height guidelines outlined in the Downtown Master Plan, which call for a maximum building height of eight stories. This eight-story guideline applies to the entire site, and rather than have an eight-story structure adjacent to the single-family homes to the west, the developer has proposed a four-story building in that location (which was reduced from a previously proposed

height of five and a half stories due to concerns raised by the Village Board and the public). To compensate for the reduced four-story height in that location, the proposed height of the Campbell building was increased from eight stories to nine stories, which is appropriate. Staff notes that the property directly west of the Campbell building is zoned for multi-family uses, and the properties to the north and east are mid-rise buildings of a compatible scale.

The maximum building height within the B-5 District is 90 feet, however, the B-5 regulations allow buildings up to 140 feet tall provided that they qualify for certain height bonuses as outlined within the Zoning Code. The Chestnut building conforms to the height regulations of the B-5 District without the need for height bonuses. Based on a preliminary analysis, both the Campbell building and the Highland building qualify for height bonuses, and the height of those buildings therefore comply with the maximum permitted height within the B-5 District. Although the Highland building exceeds the height guidelines of the Downtown Master Plan, it conforms to the height requirements of the zoning district in which it is located. A detailed analysis of the qualifying height bonuses of the Highland and Campbell buildings is contained at the end of this report in **Exhibit 1**.

Zoning and Comprehensive Plan

As identified above, there is a small portion at the southern end of the site that is zoned R-3, One-Family Dwelling District and petitioner is requesting to rezone this property to the B-5, Downtown District. Staff is supportive of said rezoning as it is consistent with the surrounding zoning to the north and east and is consistent with the Comprehensive Plan, which designates the site as Mixed Use.

The B-5 District requires that all developments over 500 square feet in size receive PUD approval, and therefore the petitioner has requested approval as a Planned Unit Development. Additionally, since the site is currently composed of 17 previously platted lots, in order to accommodate for the proposed development, the site must be consolidated into one lot. Finally, since the B-5 District prohibits buildings that contain only residential units, the petitioner is seeking approval of a Land Use Variation to allow the Chestnut building as a single-use residential building.

As will be outlined below, there are certain variations that will be required in conjunction with the proposed development, and additional variations may be identified once plans have been finalized and submitted for formal review. For each variation requested, the petitioner must submit a written response addressing the four criteria necessary for variation approval, which have been summarized below:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

Affordable Housing

Affordable units must be provided pursuant to the Village's Multi-Family Affordable Housing Policy, which is a requirement for all Planned Unit Developments. Per this policy, 15% of the units (54 units) must be rented as affordable in perpetuity, or a fee-in-lieu of affordable units must be provided. The petitioner has indicated that they will plan for and include affordable units within the project in accordance with the Village's Multi-

Family Affordable Housing Policy. The specific details of this will be discussed and formalized during the Plan Commission and Housing Commission review processes.

Site Related:

Overall, the site is well designed with the tallest building proposed away from the single-family homes to the west and not directly adjacent to the existing multi-family mid-rises to the north and east. The smallest building (four stories) is proposed along Chestnut Avenue on the western side of the site, and the nine story structure is proposed adjacent to the existing five and eight story buildings on the north side of Campbell Street and the eight story building along Highland Avenue. The site provides an interior courtyard area that provides significant landscaping between the buildings and is designed to minimize traffic and loading on public streets and to provide for pedestrian access within the development. Several areas of the plan still need further analysis and revisions, as summarized below.

Right of Way Dedication

As mentioned above, the subject property must be consolidated into one lot to accommodate for the proposed development. Alternatively, the developer can create separate lots for each of the three proposed buildings, however, their preference is to have one lot for the overall development. As part of this consolidation process, eight feet of right-of-way must be dedicated along Chestnut Avenue. Along the Highland Avenue side, eight feet of ROW must also be dedicated, however, since the Vail Avenue garage is built up to the property line of the subject property, expansion of Highland Avenue in that location is not feasible. Therefore, the Village is analyzing whether dedication of right-of-way will be required along Highland Avenue where the subject property abuts the Vail Avenue garage. If no such dedication is required, a variation would likely be necessary to exempt the dedication of right-of-way along this portion of the site. In conjunction with the dedication of right-of-way along Chestnut Avenue, the roadway will need to be widened by approximately eight feet, which will allow for on-street parking and better traffic flow.

Setbacks:

Given the required eight-foot right-of-way dedication along Chestnut Avenue, neither the Campbell nor Chestnut buildings comply with the required 20-foot setback along this frontage. The Campbell building is proposed at a 15-foot setback from the existing right-of-way line along Chestnut, and the Chestnut building is proposed at a 20.3 foot setback from this line. After dedication, the Campbell building would be setback seven feet from the property line along Chestnut Avenue and the Chestnut building would be setback 12.3 feet from the property line along Chestnut Avenue, requiring variations for both buildings.

Staff had originally requested that the Chestnut building conform to the required setback along Chestnut Avenue. The developer has since reduced the height of the Chestnut building from five and a half floors to four floors and increased the height of the Campbell building from eight floors to nine floors. Relative to the Campbell building, staff believes that the setback along Chestnut Avenue is appropriate given that the property to the west is not within a single-family district and is zoned for multi-family use. Relative to the Chestnut building, the requirement for a fire lane between this building and the Highland building, along with the need to create adequate spacing between these two buildings, impacts the ability of the Chestnut building to be setback further from the street. In combination with the required dedication along the Chestnut Avenue frontage, staff believes both setback variations to be reasonable.

The Highland building is proposed to be setback 12.9 feet from the rear property line at the south of the site. The B-5 District regulations require a 25-foot setback along any interior lot line which abuts a residential zoning district. Since the land abutting the subject property to the south is zoned R-3, a 25' setback is required

along this lot line. The petitioner has requested a variation from this requirement to allow for the proposed 12.9-foot setback. The 12.9' setback allows the proposed Highland building garage to align with the existing Vail Avenue garage. Furthermore, the vacant property to the south has potential for R-7, Multiple Family Dwelling District zoning in the future. The Staff Development Committee supports the setback variation to align the two garages.

Site Engineering/Utilities/Fire Access:

The Petitioner will be required to provide on-site stormwater detention as part of their preliminary engineering submittal, and they have indicated that they will comply with all Village and MWRD requirements for stormwater management. The Village is currently in the process of designing new storm sewer lines in this area to address flooding issues and the developer will need to coordinate with the Village relative to this project (the design and capacity of these new storm sewers have taken into account development of the Block 425 site). Finally, a comprehensive utility plan outlining all transformers, meters, generators, switchgear, ground mounted mechanical equipment, encroachments into the public way, and the burial of overhead utility lines (where necessary and feasible) shall also be required, for further evaluation by the Village.

Fire access will need to be evaluated as part of the formal Plan Commission review process. Preliminary review comments from the Building and Fire Departments indicate that the development must be served by fire lanes and adequate fire access must be provided for each building. The petitioner will be required to provide fire truck turning exhibits that show how the Village's largest fire truck can safely traverse through the site. If dead end fire lanes are proposed, special relief will likely be needed from the Building Code Review Board. The petitioner's plans must clearly indicate the location of all Fire Department connections, the location and width of fire access lanes, and details on construction types and overhead utility lines. The Village recommends that all overhead utilities be relocated underground where necessary and feasible.

Curb Cut on Campbell Street

Since meeting with the Village Board for Early Review, the petitioner has revised the Campbell building to include a new access drive that runs through the base of the building and out to Campbell Street approximately at the center of the block. The developer has made this change to shift traffic away from Highland Avenue and one of the entrances/exits to the Vail Avenue garage. The traffic study will need to assess and justify the need for this newly proposed ingress/egress along Campbell Street and its associated impact on traffic. Staff has expressed concern relative to this design change as it would cause the elimination of on-street parking spaces along Campbell Street and would create a new curb cut that would force pedestrians on Campbell to cross four lanes of traffic. It is unclear if the proposed curb cut on Campbell Street is actually necessary (or if four lanes are needed) to provide for efficient circulation and distribution of traffic to, from, and through the site, and as stated above, the code required traffic study must address this.

Landscape/Streetscape:

The developer will need to work with the Village to develop appropriate streetscape improvements along Highland, Campbell, and Chestnut in conformance with the Village's downtown streetscape program. The conceptual plans show that the existing downtown style streetscape along Campbell Street will be upgraded with additional street trees. Details on the streetlights, landscaping, and street furnishings along this frontage will need to be provided, and the developer should provide space for a downtown "gateway" sign at the northwest corner of the site (maintenance and construction of this sign would be the responsibility of the developer).

Along Chestnut Avenue abutting the Campbell building, a reduced version of the downtown streetscape may be appropriate, and the developer should revise the plans to propose something other than the standard five-foot wide sidewalk and parkway. The standard five-foot sidewalk and parkway is acceptable along the frontage of the Chestnut building. The petitioner will need to evaluate the location of the sidewalk elements along the Chestnut frontage; given the ROW dedication along this street, certain portions of the private improvements fall within the public ROW and will need to be scaled back. Additionally, all standard five foot sidewalks must be setback one foot outside of the property line and the proposed sidewalk along the Chestnut building will need to be moved to conform to this requirement.

Dense landscaping shall be required within the greenspaces on the subject property. Details will be needed on the plantings proposed above the basement garage to determine how landscaping will be suitable in this courtyard area. In addition, the requirement for a fire lane in-between the Chestnut building and Highland building may impact the ability to provide plantings in this area.

Parking Garage Structure

The proposed development will include a basement and first floor garage within the Chestnut building, with ingress and egress coming from Chestnut Avenue. The Highland building will have a basement garage with six floors of parking above, and access to this garage comes from Highland Avenue and from the interior courtyard area. In order to address preliminary concerns about access to this garage, the developer has shifted this access west and away from the Highland Avenue.

The garage structure within the Highland building will be constructed abutting, but not connected to, the western edge of the existing Vail Avenue garage. Further review of the proposed garage will be required to ensure that it will not compromise the structural integrity of the Village parking garage. Additionally, the petitioner will need to ensure that the Vail Avenue garage is properly protected during construction and that future maintenance of the Village garage will not be impaired. The developer will need to provide a structural review of the existing Vail Avenue garage as part of the Plan Commission review process.

Traffic and Parking:

A traffic and parking study will be required to assess the traffic impact of the proposed development and the adequacy of the proposed parking supply. Staff has been working directly with the petitioner's traffic engineer to provide them with a comprehensive list of items that must be studied and addressed as part of the required study. One of the key items that must be analyzed is whether improvements to Highland Avenue north of the Vail Avenue garage are necessary to improve traffic flow and vehicular conflicts. Improvements to the intersection of Campbell Street and Highland Avenue may have an impact on a future mid-block crosswalk proposed on Campbell Street to the west of the proposed development, and the study must take this under evaluation. The study must also analyze the intersections of Highland/Campbell, Highland/Sigwalt, Campbell/Chestnut, Campbell/Vail, Sigwalt/Vail, and Sigwalt/Chestnut to determine if these intersections have the capacity to handle the expected traffic to be generated by the proposed development.

The proposed parking supply conforms to the B-5 parking requirements, however, based upon Arlington Heights data, 1.5 parking spaces per unit will be required for the residential use, plus parking to meet all requirements for the commercial/office portion of the development. The proposed development achieves a 1.49 parking space per unit ratio, however, when the required parking for the commercial/office uses is factored in, the total on-site parking falls to 1.2 spaces per residential unit. If the petitioner maintains that parking spaces for both residential and commercial/office uses have different times for peak usage, the parking study must analyze total on-site parking demand via a shared parking model to show when peak

parking demand occurs for each individual use. Based on staff's preliminary analysis, each use may have peak parking demand as estimated in **Table 2** below, which shows that estimated demand for peak parking exceeds code requirements:

Table 2- Parking by Code Requirements vs. Potential Parking Demand

	Residential Uses	Commercial/Office Uses
Parking Required By Code	386	63
Potential Parking Needed to Accommodate for Peak Demand*	Approximately 542 Spaces**	Between 125-204 Spaces**

* Estimates generated per Rich & Associates downtown parking studies and HNTB downtown parking study

** Subject to further evaluation, proposed uses, and shared parking models

The petitioner has stated that the parking garage within the Highland building will have spaces available for the commercial/office component of the development, however, this parking will be private and only available for employees and patrons of the businesses within the development. The Village believes that patrons of the commercial spaces within the development may not park solely within the Highland building garage; it is likely that these patrons will also utilize on-street spaces and spaces within Vail Avenue garage, which spaces are already heavily used during peak times. Therefore, the Village believes that it would be beneficial for the development to open up the commercial/office parking spaces with the Highland building garage to the public at large, and not just the public that will be patronizing the commercial/office spaces within the development.

Preliminary analysis indicates that four loading spaces are necessary in order to comply with code requirements (two for the residential uses, two for the commercial/office uses). The conceptual plans include two loading spaces within the interior courtyard, and two loading spaces within the Highland building with access from Highland Avenue. The loading spaces in the Highland building will require the removal of certain on-street parking spaces, which will need further analysis. The petitioner should develop and explore alternative options for these two loading spaces so as to keep access off of a public street and avoid the elimination of on-street parking spaces. As part of the Plan Commission process, the petitioner will need to provide a detailed explanation outlining how trash collection, deliveries, and move-ins/move-outs will function, for both the commercial/office and residential uses proposed.

Finally, bicycle parking spaces will need to be provided as part of the proposed development, and the necessary number of bicycle parking spaces will be determined as part of the PUD review process.

RECOMMENDATION

The Staff Development Committee is generally supportive of the proposed rezoning from R-3, One-Family Dwelling District to B-5, Downtown District, Planned Unit Development approval to allow a 361-unit mixed-use residential development, Plat of Subdivision approval to consolidate 17 lots into one lot, Land Use Variation to allow an Apartment Building or Multiple Family Dwelling in the B-5 District (for the Chestnut building), and the following Variations:

- Chapter 28, Section 5.1-14.1, Conditions of Use, to allow dwelling units below the 2nd floor (for the Chestnut building).
- Chapter 28, Section 5.1-14.6, Required Minimum Yards, to reduce the required interior yard setback (south) from 25 feet to 12.9 feet for the Highland building.

- Chapter 28, Section 5.1-14.6, Required Minimum Yards, to reduce the required public street frontage setback (west) from 20 feet to 7 feet for the Campbell Building and from 20 to 12.3' for the Chestnut building.

The petitioner shall address the following items as part of the Plan Commission review process:

Site Related

1. The petitioner shall address the following items relative to the proposed site plan:
 - a. Modifications to the proposed streetscape and adjacent private improvements along Chestnut Avenue shall be required.
 - b. Eight feet of right-of-way shall be dedicated along Chestnut Avenue. Eight feet of right-of-way shall also be dedicated along Highland Avenue, with exception to the portion of the side along Highland Avenue that abuts the Vail Avenue garage, which is still under evaluation by the Village.
 - c. Develop and explore alternative options for the two loading spaces along Highland Avenue to avoid loading spaces that front a public street and require the elimination of on-street parking spaces.
 - d. Provide space for a downtown "gateway" sign at the northwest corner of the site. Maintenance and construction of this sign shall be the responsibility of the developer.

Fire Safety and Utility Related:

2. The petitioner must comply with the following:
 - a. Plans shall address the concerns from the Building and Fire Departments relative to fire lanes and fire access for each building. Plans shall be provided that clearly indicate the location of all Fire Department connections, the location and width of fire access lanes, and details on construction types and overhead utility lines.
 - b. Conformance to all MWRD and Village stormwater requirements shall be required. Additionally, preliminary utility information shall be required to allow the Village shall evaluate existing infrastructure capacity within the vicinity to accommodate for the proposed development. Certain utility infrastructure upgrades may be required.
 - c. A comprehensive utility exhibit outlining all proposed transformers, meters, generators, switchgear, ground mounted mechanical equipment, encroachments into the public way, and the burial of overhead utility lines as necessary and feasible shall be required.

Parking & Traffic Related:

3. The petitioner shall address the following relative to traffic and parking:
 - a. Evaluate the proposed curb cut along Campbell Street. Modifications to said curb cut, including potential elimination, may be required as part of the formal Plan Commission review process.
 - b. A comprehensive Traffic and Parking study shall be required for the proposed development. The petitioner shall work with the Village to study and include all necessary aspects within said study as determined by the Village, including non-traditional peak hour analysis.
 - c. Parking for the residential uses within the development shall be provided at a rate of 1.5 parking spaces per unit.
 - d. The petitioner shall evaluate the provision of public parking within certain spaces inside the proposed Highland Avenue garage to mitigate the anticipated use of on-street and Vail Avenue garage parking spaces generated by the commercial uses within the development.
 - e. The petitioner shall provide a detailed explanation outlining how trash collection, deliveries, and move-ins/move-outs will function, for both the commercial and residential uses proposed.

- f. Chestnut Avenue abutting the development shall be widened by eight feet, in addition to other off-site improvements that may be necessary as determined by the Village.
- g. Bicycle parking spaces shall be provided. Details on bicycle parking shall be provided as part of the Plan Commission review process.

General:

- 4. For each requested variation, the petitioner shall provide a written response to each of the hardship criteria necessary for variation approval, as summarized below:
 - **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
 - **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
 - **The proposed variation is in harmony with the spirit and intent of this Chapter.**
 - **The variance requested is the minimum variance necessary to allow reasonable use of the property.**
- 5. The developer shall provide a structural review of the existing Vail Avenue garage as part of the Plan Commission review process.
- 6. Plat of Subdivision approval to consolidate the 17 existing lots into one lot shall be required.
- 7. All future restaurants shall require Special Use or Special Use Permit waiver approval.
- 8. Design Commission review shall be required.
- 9. Housing Commission review shall be required, which will require the petitioner to provide a written response to the affordable housing requirement of the Village.
- 10. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
- 11. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

December 7, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1599

EXHIBIT 1 – Height Bonus Analysis

	Highland Building	Campbell Building
Setback Bonus. Two additional feet in height shall be allowed for each one foot of building wall setback measured from the property line to building line.		
Landscaped Mall or Plaza Bonus. One additional foot in height shall be allowed for each whole unit of 1,000-square foot of fully landscaped plaza. An area of less than 50 feet in width will be considered setback and not plaza. The Village shall consider appropriate landscaping to include shade trees, shrubs, planter boxes, grass sculpture, decorative paving, fountains, all of which must be for public enjoyment.		
Arcade Bonus. Eleven feet six inches additional height shall be allowed for each 1,000-square foot of an arcade. An arcade must have a minimum horizontal clearance of five feet, as measured from the inner wall to the projecting wall, with a minimum height of 9 feet.		
Multi-use Concept Bonus. Twenty-three additional feet of height shall be allowed for a building with two different non-residential uses. A use of less than an entire floor area will not qualify for a bonus. Only the following uses will qualify for this height bonus: retail business, services, offices, hotel and theater.		X
Enclosed Parking Bonus. Eleven feet six inches additional height shall be allowed for each level of underground car parking. Five feet nine inches additional height shall be allowed for each level of a parking structure above grade.	X	
General Amenities Bonus. Twenty-three additional feet in height shall be allowed for landscaping. Landscaping credited under (b) above may not be a part of the general amenities bonus		
Upper Floor Setback Bonus. Eleven feet six inches additional height shall be allowed for each whole unit of ten feet setback of the largest floor above the third floor. Setback shall be measured from the face of the lower floor to the face of the largest upper floor.	X	