



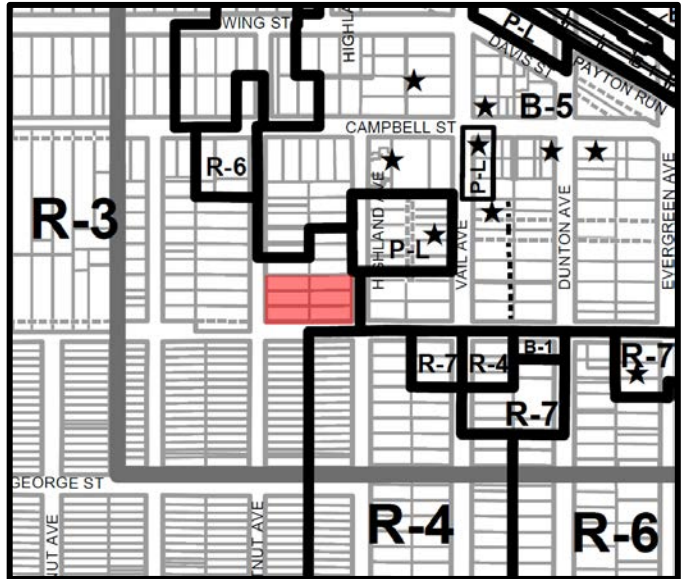
# VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

**Temp File Number:** T-1648  
**Project Title:** Taylor Morrison Townhomes  
**Address:** 37-45 S. Chestnut St., 36-40 S. Highland St.  
**PIN:** 03-30-425-021 thru 023, 03-30-425-012 thru 014

**To:** Conceptual Plan Review Committee  
**Prepared By:** Sam Hubbard, Development Planner  
**Meeting Date:** February 27, 2019  
**Date Prepared:** February 22, 2019

**Petitioner:** Marc McLaughlin  
Taylor Morrison  
**Address:** 1834 Walden Office Square - Suite 300  
Schaumburg, IL 60173

**Existing Zoning:** R-3: One-Family Dwelling District  
**Comprehensive Plan:** High Density Multi-Family



## SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3: One-Family Dwelling District	Vacant	Mixed Use
South	R-3: One-Family Dwelling District, R-4: Two-Family Dwelling District	Single Family	Single Family Attached; High Density Multi Family
East	B-5: Downtown District	AT&T Offices, Parking	Mixed Use
West	R-3: One-Family Dwelling District	Single Family	Single Family Attached

## Requested Action:

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
2. A Planned Unit Development (PUD) to allow the construction of a 16-unit residential rowhome development.
3. Preliminary Plat of Resubdivision to subdivide the subject property into individual lots for each townhome unit.

## Variations Required:

1. Multiple Variations, see **Appendix I**.

**Project Background:**

The subject property consists of six lots of record comprising a total of 41,987 square feet (0.96 acres) and is approximately one-fourth of the larger “Block 425” site, which is the area of land bounded by Sigwalt Street to the south, Campbell Street to the north, Highland Avenue to the east, and Chestnut Avenue to the west. Block 425 has sat vacant and undeveloped for several years. As it is an important piece of downtown, one of the Board’s 2017 Strategic Priorities is to facilitate development of Block 425. Currently, the subject property is zoned R-3, One-Family Dwelling District.

Taylor Morrison, a national homebuilder headquartered in Arizona, has the property under contract and is proposing a resubdivision of the property to accommodate the construction of a four-story 16-unit residential rowhome development consisting of three separate rowhome buildings. Each rowhome unit would include a ground floor garage and a small entry room on the first floor, kitchen and living room/dining room space on the second floor, three bedrooms on the third floor, and a recessed fourth floor with space for a small office/den as well as an outdoor rooftop deck for each unit.

Access to the site would come from Highland Avenue, which would provide entry/exit to the rear loaded garages at the back of each unit. Each unit would include a minimum of two garage parking spaces and there would be 12 guest parking spaces in the rear motor court area. Two on-street parking spaces along Highland Avenue would be removed to accommodate the driveway entrance (there are currently five on-street parking spaces along Highland Avenue adjacent to the site).

The basic characteristics of the development is summarized in **Table 1** below:

**Table 1: Development Characteristics**

	<b>Proposed</b>	<b>Required</b>
<b>Total Number of Units</b>	16	-
<b>Overall Number of Bedrooms</b>	48	-
<b>Max. Dwelling Units Per Acre</b>	17.6	48.4
<b>Required Minimum Lot Size (density)</b>	39,587 sq. ft.	14,400 sq. ft.
<b>Setbacks</b>		
<b>North (side)</b>	8'	15'
<b>South (exterior side)</b>	20'	20'
<b>East (front)</b>	14'	25'
<b>West (front)</b>	16'	25'
<b>F.A.R.</b>	TBD	200%
<b>Building Lot Coverage</b>	TBD	55%
<b>Height</b>	TBD	60'
<b>Number of Parking Spaces</b>	44	24
<b>Parking Spaces Per Unit</b>	2.75	1.5

**Zoning, Comprehensive Plan, Downtown Master Plan**

The subject property is currently zoned R-3, One-Dwelling Residential District. In order to proceed with the development, the site must be rezoned into the R-7, Multiple-Family Dwelling District. Staff notes the following with regards to the proposed rezoning:

**2015 Comprehensive Plan:**

- The Comprehensive Plan designates this property as “High Density Multi-Family”, which is appropriate for the R-7 Multiple-Family Dwelling District classification. The proposed rezoning is therefore consistent with the Comprehensive Plan land use designation.

- The R-7 District allows for high density and intensive use of land. Land Use Policy #2 states that “Intensive developments should be limited to the downtown area, in areas where there is adequate access to public transportation and those areas which are adjacent to controlled access intersections and/or major intersections, or in conjunction with an approved redevelopment plan”. The location of the subject property is within the downtown area, in close proximity to the Arlington Heights Metra station, and the R-7 zoning classification will facilitate a high density use of land compatible to Land Use Policy #2.

#### **2007 Downtown Master Plan:**

- One of the objectives of the Downtown Master Plan is to “Strengthen downtown’s residential base by encouraging additional residential development”. The proposed rezoning is consistent with this objective as it will facilitate a moderate density residential development that will strengthen the downtown residential base to a greater extent than single-family homes, which are allowed under the current R-3 zoning.
- The Downtown Master Plan calls for redevelopment of Block 425, and Recommendation #1 within the plan calls for Block 425 to be redeveloped as “mixed-use on northern three-quarters of block transitioning to 4 to 6 stories on the southern quarter of block.” The proposed 4-story building is consistent with this recommendation.

Based on the compatibility of the rezoning with the Comprehensive Plan and Downtown Master Plan, the Staff Development Committee is supportive of the proposed rezoning.

All development within the R-7 District must develop as a PUD, and therefore PUD approval will be required. Additionally, the developer has proposed each townhome to be located on an individual platted lot for fee-simple ownership. In order to accomplish this, Plat of Subdivision approval will be required. In order to substantiate the market demand for rowhomes in this location, the developer must provide a market assessment that analyzes market demand for these types of units at this location.

As outlined in **Appendix 1** at the end of this report, several variations are required and will be discussed throughout this report. For the requested variations, the petitioner must provide written justification detailing how each variation complies with the hardship standards for variation approval as outlined 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.**

The developer will also be required to address the Village’s Multi-Family Affordable Housing requirement for multi-family development. As part of their Plan Commission application, the petitioner must submit an assessment of the affordability of the proposed development, as well as information concerning the inclusion of affordable units or any proposed fee-in-lieu of affordable units. Finally, prior to appearing before the Plan Commission, the petitioner should hold a neighborhood meeting for nearby residents to introduce the proposed development and solicit any feedback and concerns that the surrounding property owners may have.

#### **Site Plan**

Based on a preliminary review of the conceptual site plan, the proposed development complies with the height, density, and parking regulations of the R-7 District. However, the following setback variations will be required:

- **Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a front yard setback along Highland Avenue to be 14’ where code requires a 25’ setback.**

- **Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a front yard setback along Chestnut Avenue to be 16' where code requires a 25' setback.**
- **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.**

The petitioner will need to provide the required justification for each setback variation. Staff notes that 8' of ROW dedication is required along both Chestnut Avenue and Highland Avenue. There are no plans to widen Highland Avenue at this time, so although the setback along Highland will be 14', in reality the setback will appear as 22'. The proposed setbacks are generally consistent with the setbacks proposed for a previous 5-story development on this site.

Relative to the separation between buildings, the following variation is required:

- **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.**

The 5' building separation will be between the rear and side of the buildings as opposed to between two front elevations or side elevations. Additionally, there is nothing that would prevent the developer from attaching all of the buildings together, which would eliminate the need for this variation. Staff believes that the proposed 5' separation between the buildings allows for better light and air flow to the rear of the property, and enhances pedestrian circulation through the site. For these reasons, the Staff Development Committee is supportive of this variation.

Finally, the following variation is necessary for the drive aisle entrance to the rear motor court:

- **Variation to Chapter 28, Section 10.2-8, to allow a two-way driveway width of 22' where code requires a minimum of 24' for a two-way drive aisle.**

Staff notes that the petitioner has space to increase the drive aisle entrance to 24' and comply with code, however, the reduced drive aisle width allows for additional greenspace for foundation plantings along the north side of the eastern townhome building. The Fire Safety Division of the Building Department will need to review the rear motor court area to determine if fire truck access will be necessary to the rear of the buildings. The Staff Development Committee encourages the developer to coordinate with the developer of the property to the north to see if there is an opportunity to provide a fire lane connection to that property.

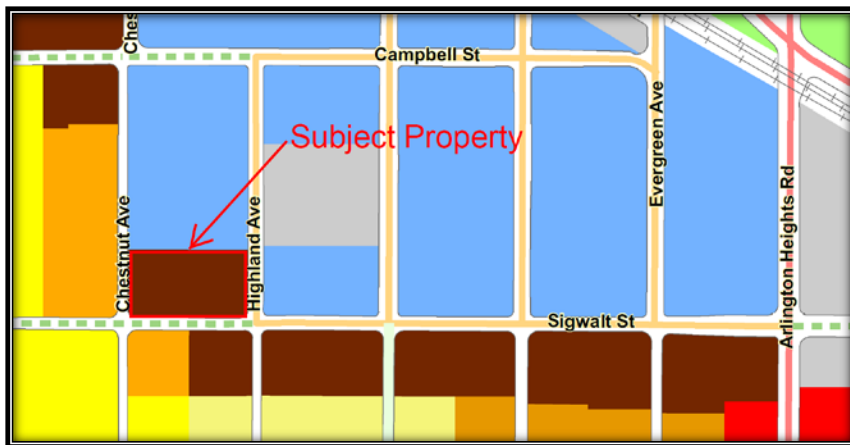
### **Zoning District Size**

One of the required variations relates to the size of the R-7 Zoning District, which in this instance will be 1.39 acres where code requires a minimum of two acres for land within the R-7 District. Therefore, the following variation is needed:

- **Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approximately 1.39 acres where code requires a minimum of two acres for the R-7 District.**

The minimum R-7 district size is primarily intended to limit instances of spot zoning on smaller properties that may be contiguous with the B-5 District. However, the Comprehensive Plan designates the site as one part of a larger strip of R-7 zoned land that is contiguous to the subject property, and when considered in sum, this strip of potential R-7 zoning is well over two acres in size. **Map I** (below) illustrates this area, with the subject property outlined in red, the brown areas indicating properties appropriate for the R-7 District, and the blue properties as appropriate for B-5 Downtown District zoning:

**Map I – Subject Property and Adjacent Comprehensive Plan Land Designations**



When the vision of the Comprehensive Plan is realized, the subject property will no longer be an isolated pocket of R-7 zoning and the variation will no longer be applicable. Additionally, this property is unique in that in order to comply with the Comprehensive Plan designation of “High-Density Residential”, R-7 zoning is required and a variation is needed. For these reasons, the Staff Development Committee is supportive of the requested variation.

### **Building Design**

The petitioner will be required to submit a Design Commission application for this development and an appearance before the Design Commission will be required. A preliminary review of the conceptual architecture has been scheduled with the Design Commission for February 26<sup>th</sup>. An update on the results of this preliminary review will be provided at the Conceptual Plan Review Committee meeting, however, staff has expressed some concern about the contemporary style of the architecture and its compatibility to the single-family homes to the south and west of the subject property.

### **Site Infrastructure**

Preliminary engineering plans will be required as part of PUD and preliminary Plat of Subdivision approval. For final Plat of Subdivision approval, final engineering plans will be required. The developer must incorporate provide onsite stormwater detention as part of this development. Additionally, information will be needed on the relocation of the overhead utilities that run through the center of the site. The petitioner will also need to demonstrate that the overhead utilities that run across and along the western half of Sigwalt Street abutting the subject property will not compromise fire protection for the buildings. If it is determined that these lines hamper the ability of the Fire Department to fight a fire along Sigwalt, than the developer will have to relocate these lines and bury them where feasible. Finally, the petitioner should note that all above ground utility equipment, transformers, switch gear, and building mounted mechanical equipment must be appropriately located and screened. All gas and electric meters, as well as all cable and phone connections, should be routed to the rear of each unit. As part of the Plan Commission process, the petitioner should provide a comprehensive utility plan that shows where these elements will be located and how they will be screened.

### **Parking & Traffic**

Chapter 28, Section 6.12, Traffic Engineering Approval, requires that planned unit developments provide a traffic and parking study from a certified traffic engineer. The study needs to assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. This study must take into account the proposed development to the north and incorporate the projected traffic from that development within its findings.

Relative to parking, the developer is proposing 44 on-site parking spaces, which exceed the code requirement of 24 spaces for this development. Although floorplans have not yet been developed, the petitioner has verbally indicated that some of the interior garage spaces may be tandem spaces, which would require the following variation:

- **Variation to Chapter 28, Section 10.2-9, to allow tandem parking spaces**

Finally, the petitioner should note that two bicycle parking spaces shall be provided per Section 10.8-1 of the Zoning Ordinance.

#### **RECOMMENDATION**

The Staff Development Committee is generally supportive of the development but additional information shall be provided as part of the formal review including, but not limited to, the following:

1. Prior to appearing before the Plan Commission for a public hearing, the petitioner shall hold a neighborhood meeting to obtain early input from nearby property owners.
2. Provide a written justification for each variation based on the following hardship criteria outlined in the Zoning Ordinance:
  - **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.**
3. The petitioner must demonstrate that the overhead utilities along Sigwalt Street west of Highland Avenue and east of Chestnut Avenue do not hamper the ability of the Fire Department to provide emergency services to the proposed development. If the Village determines that these lines will compromise fire protection, the petitioner shall bury them unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.
4. The petitioner should coordinate with the developer of the property to the north to determine if a fire lane connection between both properties is feasible.
5. Engineering plans, details, and stormwater calculations shall be required as part of the formal review process.
6. Eight feet of ROW shall be dedicated along both Highland and Chestnut Avenues.
7. All above ground utility equipment, transformers, switch gear, and building mounted mechanical equipment must be appropriately located and screened. All gas and electric meters, as well as all cable and phone connections, should be routed to the rear of each unit. As part of the Plan Commission process, the petitioner should provide a comprehensive utility plan that shows where these elements will be located and how they will be screened.
8. A market assessment shall be required to demonstrate a need for this type of development and size at this location.
9. A Design Commission review shall be required prior to a formal hearing before the Plan Commission.
10. The petitioner shall be required to address the Village's Multi-Family Affordable Housing requirement, and an appearance before the Housing Commission shall be required prior to a formal appearance before the Plan Commission.
11. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit for each rowhome building.
12. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
13. 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.

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February 22, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager  
All Department Heads  
Temp File 1648

## **Appendix I – Required Variations**

1. 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.
2. Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a front yard setback along Highland Avenue to be 14' where code requires a 25' setback.
3. Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a front yard setback along Chestnut Avenue to be 16' where code requires a 25' setback.
4. 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.
5. 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.
6. Variation to Chapter 28, Section 10.2-8, to allow a two-way driveway width of 22' where code requires a minimum of 24' for a two-way drive aisle.
7. Variation to Chapter 28, Section 10.2-9, to allow tandem parking spaces.
8. 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.