



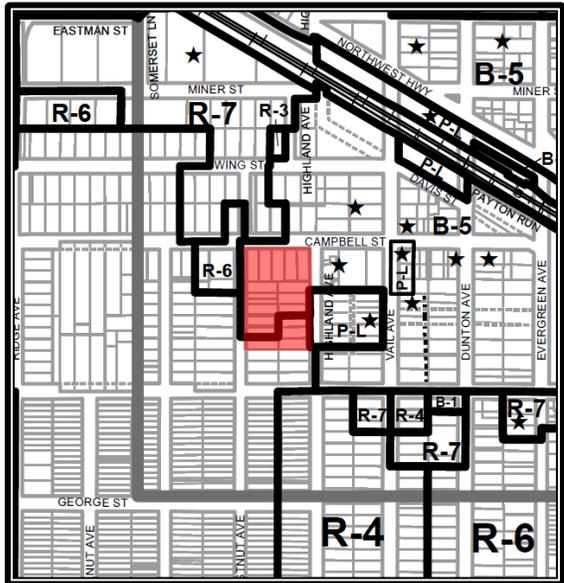
VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

File Number: PC 19-001
Project Title: Arlington 425
Address: Campbell/Highland/Chestnut
PIN: Multiple PIN's

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: March 27, 2019
Date Prepared: March 22, 2019

Petitioner: CCH LLC
Address: 838 Busse Highway
 Park Ridge, IL 60068

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. Preliminary Plat of Subdivision approval to consolidate the 17 existing platted lots on the subject property into one lot.
4. Land Use Variation to allow residential uses as a principal use in the B-5 District for the proposed building along Chestnut Avenue.

Variations Required:

1. See **Appendix 1**.

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. This is a long awaited development proposal that will help further energize downtown and provide long-term positive economic benefit to the downtown area and community at large.

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 Chestnut Avenue and a nine-story residential building along Campbell Street with commercial/office uses within the basement, 1st, and 2nd floors. A 13-story building is proposed along Highland Avenue 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. The 13th floor would house the amenity space for this building, and the developer has indicated that it could also house an approximately 2,500 square foot restaurant should the developer locate a tenant that is interested. The Highland building would also include one additional level of parking below grade. A basement connection between the Highland Building and Campbell building would allow travel between the two buildings.

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 and site improvements) as part of the first phase of development, and the final phase of development would be construction of the Chestnut building. The developer has stated that when the Chestnut building is constructed, there is a possibility that it may be constructed as a condominium. This would be determined based on market conditions at the time of construction.

The site would be designed with an interior motor courtyard, which would have access from both Campbell Street (via a porte-cochere under the Campbell building) and Highland Avenue. The Campbell Street access point would allow both ingress and egress, and the Highland Avenue access point would be inbound only. The interior motor court would also have an exit on Chestnut Avenue. From the motor court, access to the Highland building garage would be located along the northern façade of that building. Parking for the commercial/office and residential uses within the Campbell building and Highland building would take place within the Highland garage. A total of 460 parking spaces are proposed within this garage for the 307 residential units located in these two buildings plus their 43,817 square foot space for commercial and office tenants/customers. The Highland building garage would also contain an entrance/exit directly to Highland Avenue that would feed onto Highland Avenue where Highland Avenue goes through the Vail Avenue garage. Access to this entrance/exit would be restricted to only the residential uses within the two buildings via a key FOB system. Exact details have not been provided on how the parking system will be managed. Approximately 80 bicycle parking spaces would be provided within the Highland building garage.

The Chestnut building would have its own separate access point from the rest of the development, which would be located along Chestnut Avenue and would lead to two levels of underground parking. The

Chestnut building parking garage would contain 84 spaces to serve the 54 units within the building. Access to the Chestnut building garage would be for only the residential tenants of that building.

The interior of the site would contain seven loading/drop-off/parcel delivery berths. In addition, the developer is proposing two interior/recessed loading berths within the Highland building that would have access from Highland Avenue where the street goes through the Vail Avenue garage. The Chestnut building would have one on-street loading zoning located along Chestnut Avenue at the front entrance to that building.

The property is adjacent to the B-5 district along the north and eastern sides of the site, therefore petitioner will construct a “downtown” style streetscape along these areas. This will include a large brick paver parkway/sidewalk, planter boxes, bike racks, ornamental streetlights, and street trees. Currently, there are nine on-street parking spaces along the south side of Campbell abutting the subject property, and 31 parking spaces abutting the subject property along the western side of Highland (seven north of the Vail Avenue garage and 24 within the Vail Avenue garage). Some of these spaces will be removed to accommodate for the proposed development, which will be discussed in the Traffic/Parking/Loading section of this report.

Two hour street parking is permitted along the eastern side of Chestnut Avenue abutting the subject property, which provides enough space for approximately 13 cars to park in this area. However, the pavement width of Chestnut Avenue is only approximately 23 feet wide, which is not a sufficient width to allow for adequate two-way travel along this street when a car is parked on the eastern side of the street. The developer would not alter the width of this street, but would create recessed parking spaces along the length of the subject property, which would allow for sufficient two-way travel when cars are parked. In addition to the proposed on-street loading zone in front of the Chestnut building, the eastern side of the site would provide a total of ten on-street recessed parking spaces. The streetscape along Chestnut would not be the “downtown” style streetscape proposed along Campbell and Highland; instead, it would be a traditional streetscape with a five-foot wide sidewalk and parkway.

The proposed Campbell and Highland buildings will be mixed-use. Although no tenants have been signed, the developer anticipates the following uses within the business spaces as shown in **Table 1** below:

Table 1 – Estimated Business Space Usage

	Restaurant (sq. ft.)	Office (sq. ft.)	Retail (sq. ft.)	Total (sq. ft.)
Campbell Building				
Basement	-	-	7,376	7,376
1st Floor	7,958	-	7,028	14,986
2nd Floor	1,617	7,469	7,000	16,086
Highland Building				
1st Floor	-	-	2,869	2,869
Rooftop	2,500	-	-	2,500
TOTAL	12,075	7,469	24,273	43,817

A summary of the key development attributes is shown in **Table 2** on the following page:

Table 2 - Key Development Attributes & Code Analysis

	Chestnut Building	Campbell Building	Highland Building	Total
Total Number of Units	54	182	125	361
Studio/1-Bdrm	24	140	101	265 (73%)
2-Bdrm	30	42	24	96 (27%)
Commercial (Sq. Ft.)	-	30,978	5,369	36,348
Office (Sq. Ft.)	-	7,469	-	7,469
Height	47.5'	101'	140'	-
Overall Number of Bedrooms	84	224	149	457
Bedrooms Per Unit	1.55	1.23	1.19	1.27
Code Analysis				
Setbacks	Proposed			Required
North	-	0'	-	0'
South	29.2'	-	12.9'	25'
East	-	7'	0'	0'
West	12.2'	7'	-	20'
Dwelling Units Per Acre	131			-
Minimum Lot Size (density)	119,753 sq. ft.*			117,900 sq. ft.
F.A.R.	314%			None
Building Lot Coverage	60%			None
Impervious Surface Coverage	85.93%			None
Total Parking Spaces	544			455
Parking Spaces Required (residential)				385
Parking Spaces Required (commercial/office)				70

*Lot size post dedication.

Preliminary Actions:

The developer has been through several steps in order to finalize their plans to appear before the Plan Commission. 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 to the Village for review, 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. The minutes from the meeting are included in the packet provided to the Plan Commission.
- 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 worked individually with multiple Village Departments to understand various code requirements and their applicability to the development.
- Conceptual Plan Review Committee: The petitioner appeared before the Conceptual Plan Review Committee on December 12, 2018. The Committee had questions about parking and loading, specifically, how loading and move-ins/move-outs would function and the ability of the development to accommodate public parking within their private garage. The Committee also expressed a strong desire to see affordable units included within the development as opposed to a fee-in-lieu of these units. There was also discussion on the architecture of the buildings, the internal circulation and the ingress/egress along Campbell, and the variation to waive ground floor retail within the Chestnut building. The minutes from this meeting are attached.
- Plan Commission Application: A completed Plan Commission application was submitted on January 17, 2019.
- Design Commission: The petitioner has met three times with the Design Commission, with the final meeting occurring on March 12, 2019. The Design Commission voted 4-1 in favor of a recommendation of approval, subject to certain requirements and recommendations relative to signage, building materials, building mounted utility equipment locations/screening, and accent colors. Compliance with the Design Commission approval shall be required.
- Housing Commission: Prior to Village Board consideration, the Housing Commission will meet to discuss the developer's affordable housing proposal.

Downtown Master Plan and Building Height:

The Downtown Master Plan, as 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 height of the building along Highland Avenue is not. The existence of the five-story Vail Avenue garage structure that is built up to the property line of the subject property adjacent to the proposed Highland building, provides rationale for the proposed 13-story height of this building, which building complies with the height regulations of the B-5 district. 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). To compensate for the reduced height in that location, the height of the Campbell building was increased from eight stories to nine stories, which the Staff Development Committee believes to be 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 detailed 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 **Appendix 2**.

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, the site is currently composed of 17 previously platted lots that must be consolidated into one lot for the proposed development. 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 are required in conjunction with the proposed development. For each variation requested, the petitioner has submitted 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.**

The petitioner's response to the above approval criteria has been included within the packet provided to the Plan Commission. With regards to the use of the Chestnut building, the following variation is required:

- **Land Use Variation to allow residential uses as a principal use in the B-5 District for the proposed building along Chestnut Avenue.**

The B-5 district is designed to encourage high-density mixed-use developments that foster pedestrian traffic and provide walkable commercial/service related businesses within downtown Arlington Heights. As such, single-use multi-family developments are prohibited in the B-5 district. Since the Chestnut building is proposed as a single-use multi-family structure, the aforementioned land use variation is required. The Staff Development Committee is supportive of this variation for the following reasons:

- The subject property is unique in that it is one of only two properties within the entire B-5 district that is adjacent to an R-3, single-family zoning district.
- Given that Chestnut Avenue has single-family homes on the western side of the street adjacent to the Chestnut building, a mixed-use building that would bring more vehicular and pedestrian traffic to this area would not be compatible with the existing uses of nearby property.
- One of the purposes of the Zoning Code is to “protect the character and stability of the residential” areas of the Village. By restricting the Chestnut building from developing as a mixed-use building, the character and stability of the single-family homes on the western side of Chestnut Avenue will be protected.

Analysis of the other variations will be provided throughout this report.

PUD Variations

For variations requested in conjunction with a PUD, the variations must meet a certain set of criteria as outlined in Section 9.5 of the Zoning Code. Specifically, this section states that the Plan Commission has the authority to grant variations within a PUD if such variations “will not exercise a detrimental influence on the surrounding neighborhood”, and that “variations shall be justified when the other characteristics of the development exceed the minimum standards of the Municipal Code.” In their consideration of PUD variations, the Plan Commission shall contemplate the following items relative to the development:

- **The provision for indoor and outdoor recreations facilities, which should be proportional to the size and density of the Planned Unit Development.**
- **The conservation of natural resources such as flood plains, wet lands and wooded areas.**
- **As much as possible, the preservation of the natural drainage and floodwater retention.**

In regards to these standards, the following points were considered:

- The proposed development is designated as appropriate for B-5 zoning per the Comprehensive Plan. The B-5 Zoning district allows structures up to 90 feet in height by right, and with height bonuses a building height of 140 feet can be achieved. In an effort to avoid detrimental influences on the surrounding neighborhood, the petitioner has proposed a 47.5’ tall building along Chestnut Avenue adjacent to the existing single-family homes along this street.
- The interior courtyard between the Highland building and Chestnut building provides open space for outdoor recreation. The southern portion of this area includes decorative courtyard lighting, lounge areas, and a firepit (subject to final approval of the fire lane limits).
- All three buildings contain outdoor rooftop decks for additional outdoor recreation. These areas will include pergolas, lounge chairs, outdoor grilling areas, outdoor kitchen areas, and fireplaces/firepits.
- Each building has interior areas for indoor recreation. The 13th floor of the Highland building will serve as the development amenity center. This space will include a fitness center, business center, conference/party room, and an internet lounge. The basement of the Campbell building will provide a space for dog washing. The Chestnut building will have two first floor amenity rooms for a total of 1,596 square feet of amenity space.
- The developer has proposed a green roof on each of the three buildings. Green roofs are encouraged for their impact on stormwater runoff and their aesthetic value, but are not required by code.

- There are no natural features on the property that warrant conservation of wetlands and wooded areas.
- The proposed building will incorporate an underground detention vault that will capture stormwater runoff. Permeable pavers will be used extensively throughout the site. The existing site does not have any area that provides notable floodwater retention.

Plat of Subdivision

The petitioner has submitted the Preliminary Plat of Subdivision showing the consolidation of the 17 lots into one lot. Should the project be approved by the Village Board, the petitioner will need to reappear before the Plan Commission for review of the Final Plat of Subdivision once final engineering plans have been prepared, the plat has been printed on mylar (with all applicable signatures obtained), and any outstanding issues that may be identified in the conditions of approval have been addressed. As part of the subdivision the petitioner is required to dedicate eight feet of land on both the east and west side of the subject property for roadway Right-of-Way purposes. A condition of approval requiring this dedication has been included in the recommendation at the end of this report.

Staff has reviewed the Plat and found it in compliance with all applicable codes, with exception to the dedication of land along Highland Avenue. Relative to this dedication, the following variation is required:

- **Variation to Chapter 29, Section 29-304(l), to allow a 50' wide right-of-way for a local street where code requires a 66' wide right-of-way for local streets, along certain portions of Highland Avenue.**

The current width of Highland Avenue is 50 feet, however, the subdivision regulations require that this street be 66 feet in width. Anytime a subdivision is proposed, if the abutting right-of-way is less than the width required by code, the necessary land to achieve the required right-of-way width must be dedicated (in this case eight feet of right-of-way must be dedicated along Highland and Chestnut). The plat shows the required eight feet of dedication along Chestnut, however, along Highland the eight foot dedication does not occur where the property abuts the Vail Avenue garage. Since expansion of the street in this location is not possible given the location of the Vail Avenue garage, the petitioner has asked that the eight-foot dedication not be required where abutting the garage. The Staff Development Committee is supportive of this variation and agrees that expansion of Highland Avenue within the Vail Avenue garage is not possible, making the right-of-way dedication unnecessary where abutting the garage.

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. Staff and the developer are in ongoing discussions regarding this matter, which will need to be resolved prior to appearance before the Village Board.

Market Study and Economic Analysis

The petitioner has submitted a comprehensive market study that analyzed the local market conditions and evaluated the proposed development in relation to potential competitors. The study has found similar developments in the Northwest Suburban Cook County submarket to be at 94.5% occupancy, noting that 95% occupancy is considered full. The study finds that the relatively "full" state of the market means that pricing will remain stable, although it does acknowledge that there are over 1,000 units currently under construction within the submarket. However, even in considering the units currently under construction, the study suggests that the development will lease up at a rate of 10-20 units per month, meaning that

the first phase of the development will achieve stabilization sometime between 15 and 29 months after completion.

Staff has completed an estimated Village economic development impact relative to proposed project, which will provide economic benefits in the form of property taxes, impact fees, and the spending activities of the developments' residents within the community. This estimated economic impact can be found within **Appendix 3** at the end of this report, and a summary is included below in **Table 3**.

Table 3 – Fiscal Impact; Revenue

Village Share of Real Estate Taxes (annual)*	\$165,084-\$173,817
Impact Fee's (one-time)	\$1,025,186
Annual Resident Spending (within 3 miles)	\$5,279,964

*The above estimate is a conservative analysis. A complete and accurate estimate cannot be generated since the cost of construction is unknown.

Although there are costs associated with residential developments, staff notes that the proposed development will not likely house many families with children, which will reduce the impact of the development on local schools. Additionally, the proposed development does not include any dedicated senior housing and staff does not anticipate a substantial amount of ambulance service calls.

Overall, the development will provide a positive economic boost to Downtown Arlington Heights. The proposed units will include high-quality finishes and the development will have luxury amenities. With average rents projected at \$2.32 per square foot (approximately \$1,550 for a studio, \$1,850-\$2,150 for a 1-bedroom unit, and \$2,400-\$2,600 for a 2-bedroom unit), tenants are expected to have significant spending power to contribute to local restaurants, retail stores, and services.

Impact on School Districts

Given the high proportion of studio and one-bedroom units (74% of the overall unit mix), it is expected that the proposed development will have a negligible impact on local school enrollment and a positive fiscal impact. Based on the formula that School District #25 uses to estimate future enrollment, staff has projected that the proposed development would yield approximately 10.7 elementary aged children, 10.7 middle school aged children, and 10.7 high school aged children, for a total of 32 additional students within the local school system. However, it should be noted that when the same formula is applied to both Dunton Towers and Hancock Square, the actual number of students is significantly less than projected enrollment. Staff reached out to School District #25 to solicit their feedback on the proposal and they did not express concerns with the development.

Construction Staging

The petitioner has provided a preliminary construction staging plan as part of their Plan Commission application. As part of building permit review, the petitioner shall provide a final construction schedule and logistics plan that identifies staging areas, material storage, lane closures, and construction worker parking for review and approval by the Village. Any work taking place within the right of way shall be scheduled to minimize disruption to other businesses and patrons of the downtown vicinity. Construction traffic shall be limited to pre-approved lanes and locations to be determined by the Village. Emergency access shall be maintained at all times during each phase. The preliminary staging plans shows an area for truck staging along the southern portion of Chestnut Avenue adjacent to the single-family homes in this location. This area shall only be used for temporary staging of trucks for short periods of time as they await

access to the site through the gate along Chestnut Avenue. No long term staging of trucks shall occur in this area.

Variation Analysis

As stated above, the petitioner has requested several variations in order to facilitate the proposed development. This section will address each of the variations in relation to the criteria necessary for variation approval. The first variation relates to the residential use of the Chestnut building:

- **Variation to Chapter 28, Section 5.1-14.4b, Conditions of Use, to allow dwelling units below the second floor within the Chestnut building.**

As previously mentioned, the B-5 district is designed to foster a walkable urban environment, and one way that this is achieved is through the location of commercial/service uses on the first floor of buildings with residential units above. The restriction on residential units below the second floor of the building is meant to preserve space for a mix of other uses traditionally found in downtown suburban environment. The Staff Development Committee supports this variation for the same reasons that it supports the land use variation to allow the Chestnut building to be a multi-family structure.

Setback Variations

Relative to building setbacks, the following variations are required:

- **Variation to Chapter 28, Section 5.1-14.2a, Required Minimum Yards, to allow a 7' setback along a public street frontage (Chestnut Avenue) for the Campbell building where code requires a 20' setback**

The Staff Development Committee is supportive of this variation for the following reasons:

1. The B-5 regulations state that a 20-foot side yard setback is required “where 50% or more of the property directly across the street frontage is zoned R-3”. Since over 50% of the property on the western side of Chestnut is within the R-3 zoning district, the 20-foot setback is required. However, the portion of property directly to the west of the Campbell building is within the R-6 zoning district. Although the strict application of the code requires the 20-foot setback along the entire western side of the site, the property directly adjacent to the Campbell building is not within the R-3 district. **Appendix 4** at the end of this report illustrates this relationship.
2. The property immediately to the west of the proposed Campbell building is currently vacant and owned by the petitioner. One of the purposes of the zoning code is to “protect the stability of the residential, business, and manufacturing areas within the Village and to promote the orderly and beneficial development of such areas. Should the setback variation create a situation that would threaten the essential character of the locality or orderly and beneficial development, it is not likely that the petitioner would propose such a setback, which would have the most impact on property they own directly to the west.
3. The substandard width of Chestnut Avenue is a unique circumstance that requires the dedication of eight feet of land along the western side of the site. Absent this dedication, the extent of the setback variation would be significantly reduced (from a 13-foot variation to a 5-foot variation).

- **Variation to Chapter 28, Section 5.1-14.2a, Required Minimum Yards, to allow a 12.2' setback along a public street frontage (Chestnut Avenue) for the Chestnut building where code requires a 20' setback.**

The Staff Development Committee is supportive of this variation for the following reasons:

1. The petitioner is required to dedicated eight feet of land along Chestnut Avenue for additional right-of-way. Had this dedication not been required, the Chestnut building would conform to the setback regulations of the B-5 district. This unique circumstance is not characteristic of other properties within the B-5 district.
2. In order to preserve sufficient separation between the Chestnut building and Highland building (for aesthetic purposes) and to provide adequate space for a fire lane in-between these two buildings, the Chestnut building has been located within the required 20-foot setback area.
3. Given the proposed height of the Chestnut building, at 47.5 feet tall, the 12.3-foot setback is appropriate given that the closest single-family home on the western side of Chestnut is located approximately 85 feet away.

- **Variation to Chapter 28, Section 5.1-14.2b, Required Minimum Yards, to allow a 12.9' setback along an interior lot line (southern lot line) for the Highland building where code requires a 25' setback.**

The Staff Development Committee is supportive of this setback variation for the following reasons:

1. The existing Vail Avenue garage, which directly abuts the eastern edge of the subject property, is a unique site characteristic. This garage is located 12.9 feet from the southern property line. The proposed Highland building would be built at the same 12.9-foot setback from the southern property line, which would allow the two structures to align. The Highland building would not encroach any farther south than the existing setback of the Vail Avenue garage.
2. Although the property abutting the subject site to the south is zoned R-3, the property is classified as appropriate for high density multi-family development by the Comprehensive Plan. Therefore, it is unlikely that the southern property would be developed with anything other than multi-family homes. A 12.9-foot setback from a property line abutting a multi-family development is suitable.
3. The requested variation is the minimum necessary variation to allow the proposed Highland building to align with the existing Vail Avenue garage.

Parking Space Length Variation

Within the Highland building garage, 10 of the 460 spaces (2%) are 15.3 feet in length where code requires these spaces to be 18 feet in length. Therefore, the following variation is required:

- Variation to Chapter 28, Section 10.2-7, Size, to allow certain parking spaces within the Highland building garage to be 15.3' in length where code requires 18' in length.

The Staff Development Committee is supportive of this variation for the following reasons:

1. The subject property would still conform to the parking requirements of the B-5 district even if the substandard spaces were eliminated.
2. The 10 spaces of substandard length will be reserved for compact cars and motorcycles.

3. Access to the substandard spaces will still be suitable given that all drive aisles will conform to the 24-foot wide code requirement.
4. The majority of the substandard spaces will not be high-turnover spaces.
5. The reduced length of the parking stall length is necessary due to the requirement to provide two remote egress points (stairways) within the high-rise structure.

Rear Yard Landscape Variation

The zoning regulations require that all properties within business districts provide a six foot tall screen along any property line that abuts a residentially zoned property. The land abutting the subject property to the south is currently zoned R-3, One-Family Dwelling district. An “open” style fence along the southern property line has been requested by staff. Therefore, the following variation is required:

- Variation to Chapter 28, Section 6.15-2.2, Landscape Requirements between Zoning Districts, to waive the requirement for a 6-foot tall solid screen along the southern property line.

The Staff Development Committee is supportive of this variation for the following reasons:

1. Although the subject property is zoned B-5 along the southern property line adjacent to the Chestnut building, the use of the Chestnut building will be residential only, which is more consistent with R-7 zoning. Had this portion of the property actually been zoned R-7, the screen would not be required.
2. The property to the south is not developed and can provide screening along this boundary between the two properties should it be determined that a screen is warranted at the time of its development.
3. There is not sufficient room to install a landscape screen or berm along the southern property line. Therefore, the only way to meet the screening requirement would be to install a six-foot tall solid fence. Because the retaining wall may be up to three feet in height at certain portions, a six foot tall fence plus three-foot tall retaining wall would create a nine-foot barrier that would be out of character on the otherwise flat lot.

Site & Building Analysis:

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 interior motor courtyard is designed to minimize traffic and loading on public streets. The area to the south of the motor court provides generous landscaping between the buildings and facilitates outdoor recreation for residents of the development. However, there are several areas of the plan that need further modification or require additional information for further analysis. These areas are summarized below.

Fire/Safety Considerations

Fire lane issues have been mostly resolved, however, the petitioner must still provide information to the Fire Department relative to the length of the fire lane between the Chestnut building and Highland building and verification that the brick pavers can support fire apparatus. Prior to building permit issuance, the petitioner will be required to modify the interior access drives as necessary to comply with all fire lane concerns as outlined by the Building Department Fire Safety Division and the Fire Department.

Additionally, the petitioner will need to provide details on all pavers to assure the Village that the pavers will support fire apparatus load and the point load of any fire apparatus outriggers. Finally, details are needed on how the fire lane in-between the Chestnut building and Highland building will be constructed to provide fire access during construction of the underground garage proposed during phase 2 of development.

Building Considerations:

Although a restaurant within the 13th floor is only conceptual at this point, the Staff Development Committee believes that if a restaurant is to locate there, it should provide a full kitchen, which would prohibit the space from becoming more of a bar that could cater in food. A condition of approval requiring such has been recommended below. With regards to the proposed balconies along the front of the Campbell building, if it is determined that any of these balconies encroach into the public right-of-way, the developer would need to enter into an indemnification agreement with the Village to allow for these encroachments.

The ramp walls for the Chestnut building underground garage need additional information relative to materials and height. Given the final slope of the garage ramp, these walls could become a visibility hazard that would prevent drivers from seeing pedestrians entering the sidewalk that crosses the garage ramp. Staff has recommended a condition of approval that would require the developer to provide additional details on this element, for final Village review and approval, prior to Final Plat of Subdivision approval.

Details on the building mounted and ground mounted mechanical equipment and utility connections has not yet been provided. As such, staff recommends a condition of approval that would require all building mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) to be appropriately sited and screened from public view, which shall be at the discretion of the Village. To the best extent possible, these elements shall be internalized within structures.

Vail Avenue Garage:

The petitioner has not provided any structural analysis of the Vail Avenue garage and how the proposed Highland garage can be constructed adjacent to this structure without damaging it. As such, a condition of approval is recommended that would prohibit the development from damaging or compromising the structural integrity of the Vail Avenue garage. Prior to building permit issuance, the petitioner shall provide a structural analysis and soil borings that addresses potential impacts to the Vail Avenue garage. The Village reserves the right to review any proposed modifications to the Vail Avenue garage and the ability to require certain upgrades to the garage as it determined necessary to facilitate the proposed development. The costs of any required modifications to the Vail Avenue garage shall be borne by the developer, and any required insurance, bonds, and deposits shall be the developers responsibility. The Village reserves the right to reject any plans or construction that may negatively impact the Vail Avenue garage.

Site Considerations:

The subject property currently has overhead utility lines that run through the center of the site and west across Chestnut Avenue. In order to construct the development, these lines will need to be buried and it is currently unknown if any upgrades to the overhead lines on the western side of Chestnut will be necessary and how service will be provided to the development. Therefore, the Staff Development Committee is recommending a condition of approval that would require all utility service lines to be

underground. Prior to Final Plat of Subdivision approval, the petitioner must provide a plan for any overhead utilities that need to be modified to accommodate for the proposed development.

The Village has recommended additional modifications and site elements relative to the following areas of the plan:

- Gateway sign
- Fence and loading space screening
- Retaining wall
- Landscape elements
- Streetscape Improvements

Traffic/Parking/Loading:

The proposed development will provide an interior motor court area with full access from Campbell through the porte-cochere of the Campbell building, a one-way entrance along Highland, and an exit along Chestnut. The 460-space parking garage within the Highland building will have its primary entry/exit via the interior motor court and will have another entry/exit for residents only along Highland Avenue where this street goes through the Vail Avenue garage. The Chestnut building will have full access along Chestnut leading to its separate 84 parking space garage. The developer has proposed two recessed loading spaces within the Highland building, which would be accessed from Highland Avenue within the Vail Avenue garage. The interior motor court area contains seven additional drop-off/loading/parcel delivery spaces and the would be one on-street loading/drop-off space along Chestnut Avenue.

Traffic

As required by code, the developer has submitted a traffic and parking study, which has assessed access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, loading operations, and impacts to public streets. According to the study, during the peak weekday morning and evening rush hours when existing traffic volumes in the vicinity are heaviest (8:00am – 9:00am and 5:00pm – 6:00pm), proposed development will generate 171 new vehicle trips during the morning and 315 new trips during the evening. This data is shown below in **Table 3** below:

Table 3 – Estimated Weekday Peak Hour Trip Generation

Weekday Morning Peak Hour		Weekday Evening Peak Hour		Weekday Daily Trips
In	Out	In	Out	
53	118	190	125	3,653

The directional distribution for these trips shows that 67% (115 trips) of the total morning trips will traverse the intersection of Highland Avenue and Sigwalt Street, and 66% (210 trips) will traverse this intersection during the evening peak. Of these trips, the majority will come from/end up east on Sigwalt to the intersection of Sigwalt and Vail, with a very small amount coming from/going west on Sigwalt or south on Highland (only 10% morning and evening trips would come from/go south of Sigwalt on Highland Avenue).

Highland/Sigwalt

The Highland/Sigwalt intersection is currently under two-way stop sign control along the north/south legs of this intersection. The traffic study reviewed this intersection and concluded that although not warranted for adequate circulation, four-way control at this intersection would improve flow. Given the high volumes of pedestrian traffic that occurs at this intersection, especially during the evening commute when outbound trains arrive in Downtown Arlington Heights, the Staff Development Committee believes that this intersection should be under four-ways stop sign control.

Highland/Campbell

The intersection of Highland Avenue and Campbell Street is currently under singular stop sign on the southern leg for vehicles travelling northbound on Highland. The traffic study estimates that 18% of the total morning peak hour trips will traverse this intersection (32 trips), and 28% of the total evening hour peak trips will traverse this intersection (87 trips). The traffic study found that this intersection would continue operating at an acceptable level of service and therefore no additional traffic control was warranted. The study found that stop signs at the east and west legs of Campbell would improve flow through this intersection, as well as the installation of high-visibility crosswalks. The Staff Development Committee recommended the relocation of the proposed mid-block crosswalk to this intersection.

Porte-Cochere/Campbell Access

As originally designed, the project did not include the proposed porte-cochere entrance/exit along Campbell Street. Without this element, the original configuration showed two-way ingress/egress along Highland Avenue to/from the interior motor court and one-way egress to Chestnut. Based on concerns over traffic congestion along Highland Avenue, the petitioner introduced the porte-cochere element. Staff believes that this change allows for enhanced pick-up/drop-off for the Campbell building, which would occur in the area beneath the porte-cochere, and although traffic projections do not show a high percentage of traffic utilizing the porte-cochere entrance and exit, it will cause a slight reduction in traffic along Highland Avenue. However, it should be noted that the porte-cochere access along Campbell will require the removal of on street parking along the southern portion of this street abutting the subject property. There are currently nine on-street parking spaces located in this area, and the porte-cochere would require the elimination of four (possibly only three in a best case scenario – staff is still analyzing this) of these spaces. Additionally, the introduction of the porte-cochere ingress/egress point disrupts the pedestrian walkability along Campbell as it presents a new curb cut that will allow vehicles to cross the sidewalk.

Campbell Pedestrian Crossing

The Village has been planning for a crosswalk along Campbell Street east of Highland and west of Vail, which was originally planned to be a mid-block crosswalk located approximately 90 feet east of the Campbell/Highland intersection. However, if the Campbell/Sigwalt intersection will be under three-way stop sign control, it is recommended that this crosswalk be located along the eastern leg of this intersection. It should also be noted that the implementation of three-way stop sign control at this intersection will cause the elimination of two parking stalls on the north side of Campbell Street that would be located within this intersection.

Additional Traffic Considerations

With regards to the remaining intersections studied within the traffic impact analysis, all would function at acceptable levels of circulation with no improvements needed. Staff concurs with the traffic study that the remaining intersections will not require any improvements and are sufficient to accommodate for the projected traffic volumes by the development. In order to assist in traffic circulation, the Village is

recommending that the petitioner revise the motor court egress onto Chestnut to bump out the curb line, which will discourage southbound egress from this access point.

The Staff Development Committee analyzed the proposed internal circulation for this development. In order to provide the code required fire lanes, the petitioner has designed the one-way entrance along Highland to be 26 feet in width, which is wide enough to allow for two-way traffic. The developer has stated that the Campbell porte-cochere exit and Chestnut exit will provide suitable egress from the interior motor court and that the inbound only orientation of the drive will keep traffic off Highland, therefore the Highland access point is not proposed as a two-way driveway. However, staff believes that two-way access along this driveway may be beneficial for traffic flow in the future, which would be analyzed after the development has been constructed and is in operation. Therefore, staff has recommended a condition of approval that would require this driveway to become a two-way driveway in the future, at the request of the Village, should it be determined that there is unsatisfactory circulation and congestion within and through the subject property.

Finally, the traffic study has noted that visible warning beacons should be installed at the Chestnut building garage ramp and both ingress/egress points to the Highland garage. A condition of approval requiring these improvements has been included below should they be determined as necessary by the Village.

On-Street Parking

To accommodate the proposed access points into the development, a significant amount of on-street parking will need to be removed. The **Table 6** below illustrates the loss of on-street parking.

Table 6 – On-street Parking Analysis (preliminary and subject to further review)

	Location	Existing Spaces	Proposed Spaces	Net Loss
Highland Avenue	West side of street south of Campbell and north of motor court entrance	7	4	3
	West side of street within Vail Avenue garage	24	13	11 (6 for loading zone 5 for driveway)
Campbell Street	South side of Street between Chestnut and Highland	9	5-6	3-4
	North side of Street between Chestnut and Highland	5	3	2
Chestnut Avenue	East side of street from Campbell to southern property line	13	10	3

The Staff Development Committee recommended revising the Highland building loading zones to the internal courtyard to reduce the loss of six on-street parking spaces and reduce traffic/loading congestion on Highland Avenue.

To accommodate for the proposed loss of on-street parking and to improve the safety and aesthetic of the remaining on-street parking spaces, the Village is recommending that the petitioner install parking space bump-outs along the south side of Campbell and the west side of Highland where these streets abut the subject property. Additionally, the petitioner shall be required to install the recessed parking spaces

along Chestnut Avenues as part of the first phase of development. Finally, since details on the streetscape and street furnishings are still in progress, the Village reserves the right to review and approve all street furnishings prior to building permit issuance.

Off-Street Parking

The proposed development will contain 460 parking spaces within the Highland building garage and 84 spaces within the Chestnut building garage, for a total of 544 on-site parking spaces. The Staff Development Committee believes parking for the Chestnut building to be sufficient. Staff has analyzed parking for the Highland and Campbell buildings using three separate methods:

1. The amount of parking required per Code.
2. The amount of parking required per the Institute of Traffic Engineers (ITE) *Parking Generation Manual*.
3. Data from similar developments within Arlington Heights and surrounding communities.

The key issues relative to parking are:

- Is there sufficient parking within the development to accommodate parking for all uses at peak times. If peak demand cannot be accommodated within the development, parking will overflow into the Vail Avenue garage and to on-street parking spaces, which may have a negative impact on the Village's parking system.
- Is the appropriate per unit parking ratio for the residential uses 1.3 spaces per unit or 1.5 spaces per unit?
- Given the shared parking model, how will parking be allocated and shared within the Highland building garage for the residential and non-residential uses?

Code Analysis

Parking for the Campbell and Highland building, including all non-residential uses in those buildings, will be provided within the Highland building garage. Relative to code requirements, the Highland building garage provides 460 parking spaces where 395 spaces are required by code, for a surplus of 65 parking stalls (shown in **Appendix 5**). When taking into account the required parking for the non-residential uses, 389 spaces are leftover for the 307 residential units, which translates to a rate of 1.27 spaces per unit. Village Code requires 1.07 parking spaces per unit, however, recent surveys of the Vail Avenue garage suggest that parking for residential units may be closer to 1.3 spaces per unit. This is similar to the per unit ratio provided within the recently completed Arlington Downs development.

ITE Analysis

Peak parking demand for the Highland building garage will occur on weekends when there is an increase in commercial parking demand and residential tenants are not at work. Estimated peak parking demand for the non-residential uses, as based on the ITE standards, is well above the 71 spaces required by code (estimated peak demand of 157 spaces during the weekend). These estimates do not factor in the basement retail space shown within the Campbell building floorplans, which would increase this demand. The Staff Development Committee has requested a detailed parking space allocation and management plan in order to evaluate if the Highland garage can accommodate the non-residential demand without impacting the Vail Avenue garage and on-street parking. As a result, the Staff Development Committee is recommending continuance until such plan is provided and evaluated.

The parking study has pointed out that the peak demand for the non-residential and residential uses do not occur at the same time, and staff concurs that peaks will not directly coincide (although there will be some overlap). Therefore, the petitioner has analyzed parking on a shared use model, which has been extrapolated by staff and shown in **Appendix 6** attached at the end of this report. Since the weekend peak is the highest, it was analyzed as a worst-case scenario. Parking was also analyzed at a 1.5 space per unit ratio, which is based on the parking provided at other rental developments in downtown Arlington Heights and at downtown rental developments in similar suburban communities. The data is summarized below:

	Parking Provided	Code Required Parking	ITE Peak Weekend Demand (commercial) + 1.3 Spaces Per Unit*	ITE Peak Weekend Demand (commercial) + 1.5 Spaces Per Unit*
Highland/Campbell Buildings	460 Spaces	395 Spaces	486 Spaces (26 space deficit)	546 Spaces (86 space deficit)
	Parking Provided	Code Required Parking	ITE Peak Weekday Demand (commercial) + 1.3 Spaces Per Unit**	ITE Peak Weekday Demand (commercial) + 1.5 Spaces Per Unit**
Highland/Campbell Buildings	460 Spaces	395 Spaces	470 Spaces (10 space deficit)	531 Spaces (71 space deficit)

* Occurs at 7:00PM

** Occurs at 8:00PM

- Peak commercial demand: 157 spaces at 10:00am
- Peak residential demand: 399 spaces (1.3 spaces per unit) at 10pm-6am
- Peak residential demand: 461 spaces (1.5 spaces per unit) at 10pm-6am

It is crucial that details be provided on how shared parking will function in order for the Staff Development Committee to provide a recommendation on this project. The petitioner must provide a detailed parking plan outlining the following:

- How the spaces will be shared.
- How many spaces will be dedicated to residential and non-residential uses.
- How access to these spaces will be restricted/unrestricted and monitored.
- What fee will be charged for use of each non-residential space.

If rates for parking within the Highland garage are more than rates for parking within the Vail Avenue garage, customers of this development may opt for parking within the Village’s public parking system. Until these details are provided by the petitioner for further analysis by the Village, the Staff Development Committee cannot make a final recommendation on this project.

Furthermore, staff believes that the petitioner should make available within the Highland garage a certain number of free spaces for general parking by the public (not just parking for the public that will patronize the businesses within the development). The rationale behind this request is straightforward; since patrons of these businesses will park within on-street parking spaces, if available, prior to parking within the Highland building garage, the petitioner should compensate for the decrease in available street parking. Furthermore, as previously mentioned, the proposed development would result in a loss of approximately 22 on-street parking spaces. Some loss of on-street parking for access points is expected, but should be managed to the best extend possible.

Loading

The site is required to provide six off-street loading areas. A total of seven code complaint loading spaces are provided, where only six are required. The development contains excellent off-street loading and drop-off capacity.

The Staff Development Committee does not support the placement of the two loading zones within the Highland building, which have direct access along Highland Avenue. These spaces should be relocated to the interior of the site to keep loading movements within the site and off public streets. The location of these spaces within the Highland building means that trucks will need to block traffic as they back into/out of the loading spaces. These two loading spaces will cause the removal of six on-street parking spaces within the Vail Avenue garage.

The petitioner must provide the Staff Development Committee with details on how loading will function within the site, include details on trash collection days and times, move-in/out days, times, and locations and any restrictions that would be placed on move-ins and move-outs, and where loading for each building will take place. The petitioner is encouraged to make the Chestnut building garage tall enough to accommodate a small loading truck to keep move-ins/outs off Chestnut Avenue. Prior to making a recommendation on this project, the petitioner must provide staff with a detailed plan on all loading activities that will take place for the proposed development.

RECOMMENDATION

The Staff Development Committee is supportive of the proposed rezoning from R-3, One-Family Dwelling District to B-5, Downtown District for four lots of the subject property, Planned Unit Development approval to allow a 361-unit mixed-use residential development, Preliminary Plat of Subdivision approval to consolidate the 17 existing platted lots on the subject property into one lot, Land Use Variation to allow residential uses as a principal use in the B-5 District for the proposed building along Chestnut Avenue, and the following Variations:

1. Variation to Chapter 28, Section 5.1-14.4b, Conditions of Use, to allow dwelling units below the second floor within the Chestnut building.
2. Variation to Chapter 28, Section 5.1-14.2a, Required Minimum Yards, to allow a 7' setback along a public street frontage (Chestnut Avenue) for the Campbell building where code requires a 20' setback
3. Variation to Chapter 28, Section 5.1-14.2a, Required Minimum Yards, to allow a 12.2' setback along a public street frontage (Chestnut Avenue) for the Chestnut building where code requires a 20' setback.
4. Variation to Chapter 28, Section 5.1-14.2b, Required Minimum Yards, to allow a 12.9' setback along an interior lot line (southern lot line) for the Highland building where code requires a 25' setback.
5. Variation to Chapter 28, Section 10.2-7, Size, to allow certain parking spaces within the Highland building garage to be 15.3' in length where code requires 18' in length.
6. Variation to Chapter 28, Section 6.15-2.2, Landscape Requirements between Zoning Districts, to waive the requirement for a 6-foot tall solid screen along the southern property line.
7. Variation to Chapter 29, Section 29-304(l), to allow a 50' wide right-of-way for a local street where code requires a 66' wide right-of-way for local streets, along certain portions of Highland Avenue.

However, due to unresolved issues relative to parking and loading, the Staff Development Committee cannot make a final recommendation at this time and believes this project should be continued to allow the petitioner additional time to address the following issues:

- a) A detailed parking allocation and management plan demonstrating how shared parking will function within the Highland building garage.
- b) Resolution of the Highland building loading zone and associated loss of on street parking.

Should the Plan Commission wish to consider a recommendation to the Village Board, a list of recommended conditions of approval are included below. Additional modifications to these conditions may be necessary after receipt and review of the detailed parking plan, loading details, and parking space allocations.

Fire/Safety Conditions:

1. The petitioner shall modify the interior access drives as necessary to comply with all fire lane concerns as outlined by the Building Department Fire Safety Division and the Fire Department. Details shall be provided on all pavers to assure the Village that the pavers will support fire apparatus load and the point load of any fire apparatus outriggers. Details on how the underground garage for the Chestnut building will be implemented without removing or altering the fire lane to the west of the Highland building shall be provided.
2. No structure shall be erected and no obstruction shall be placed in the 26' fire lane that runs between the Chestnut building and Highland Building, unless approved by the Fire Department.

Building Conditions:

3. If a restaurant is constructed on the 13th floor of the Highland Building, it shall provide a full kitchen with black iron equipment.
4. The petitioner shall enter into an indemnification agreement with the Village should any balcony or portion of the building encroach into the public right of way.
5. All building mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) shall be appropriately sited and screened from public view, which shall be at the discretion of the Village. To the best extent possible, these elements shall be internalized within structures.
6. The proposed development shall not damage or threaten the structural integrity of the Vail Avenue garage. Prior to building permit issuance, the petitioner shall provide a structural analysis and soil borings that addresses potential impacts to the Vail Avenue garage. The Village reserves the right to review any proposed modifications to the Vail Avenue garage and the ability to require certain upgrades to the garage as it determined necessary to facilitate the proposed development. The costs of any required modifications to the Vail Avenue garage shall be borne by the developer, and any required insurance, bonds, and deposits shall be the developers responsibility. The Village reserves the right to reject any plans or construction that may negatively impact the Vail Avenue garage.

Site Conditions:

7. All utility service lines must be underground. Prior to Final Plat of Subdivision approval, the petitioner shall provide a plan for any overhead utilities that need to be modified to accommodate for the proposed development.

8. The petitioner shall provide final details on the Chestnut building garage ramp wall (materials, height, etc.) prior to Final Plat of Subdivision approval, for review and approval by the Village.
9. Prior to Final Plat of Subdivision approval, the petitioner shall provide details on all site fencing, including the height, style, and materials of all fences proposed on the subject property. Final fence details shall be subject to review and approval by the Village. Additionally, the loading space screen walls shall be revised to be a solid masonry material to match the buildings. The fence along the southern property line shall be a decorative wrought iron style open fence.
10. The petitioner shall explore options to minimize or eliminate the retaining wall along the southern property line, and if it is determined that a retaining wall is necessary, in no case shall this retaining wall exceed 3 feet in height. Additionally, said wall shall be setback from the southern property line no less than one-foot to allow for maintenance.
11. The petitioner shall install the trees and plant mix along the west elevation of 44 S. Highland between the fire lane and the building as part of the phase one landscaping.
12. The petitioner shall explore further enhancements to the northeast corner of the site to provide a focal point for this prominent corner.
13. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

Parking/Loading Conditions:

14. Prior to the SDC being able to finalize a recommendation to the Plan Commission and Village Board, the petitioner shall provide the following:
 - a. A detailed parking plan outlining how parking will function. The plan must explain, in detail, how parking for the commercial, restaurant, and office uses will be accommodated, as well as the residential portion of the development, including details how spaces will be shared, which spaces will be dedicated for specific users (residential, commercial/restaurant/office employees and customers), how access to these spaces be restricted and monitored, what system will be in place to collect payment for parking, and what the anticipated fee for customers and employees of the businesses/offices will be.
 - b. Revised traffic and parking details shall be provided as per the Round 3 comments from the Engineering Division and Planning & Community Development Department.
 - c. A detailed loading plan outlining all loading activities, including days, times, and locations.
 - d. The petitioner shall revise the plans to remove the two loading spaces along Highland Avenue and location within the interior the site.
15. The areas designated for commercial shopper parking shall also be made available for the public at large to park and patronize businesses outside of the subject property.
16. Prior to building permit issuance, the property owner shall provide a parking signage plan outlining how shoppers, employees, and residents will be guided to appropriate parking spaces. Signage shall clearly indicate what spaces are available for public customers.
17. Parking rates for employees within the Highland building garage shall not exceed those offered by the Village for employees within the Vail Avenue garage. Customer parking shall be free within the Highland building garage.
18. All residential parking for the Highland Building and Campbell buildings shall be rented separately and shall not automatically be included within the lease for each unit. Additionally, parking spaces for residential tenants in these buildings shall be unassigned.
19. Loading Operations for the development shall be restricted to the following:

- e. Commercial/Restaurants/Offices: 7:00am – 3:00pm on Monday through Saturday. No loading permitted on Sundays.
 - f. Residential: 7:00am – 6:00pm on Monday through Saturday.
 - g. Street deliveries shall be prohibited, with exception to the on-street loading space in front of the Chestnut building.
 - h. All trash shall be loading onto trucks within the loading area. No on-street trash collection shall be permitted.
 - i. All tenants shall be provided with access to the loading and trash areas.
20. Upon submittal of a detailed loading plan, the Village reserves the right to restrict or prohibit move-ins/move-outs for the Chestnut building from taking place within the on-street loading space along Chestnut Avenue.
21. Should portions of the property be sold to separate property owners, the property owner shall draft and record provisions for shared parking, shared access, and shared maintenance of common elements and utilities.

Traffic/Street Infrastructure Conditions:

22. Intersection improvements shall be required at the following intersections:
- a. Highland/Campbell: This intersection shall be under 3-way stop sign control. The developer shall install high visibility crosswalks within this intersection. The Village shall relocate the proposed mid-block crosswalk to the eastern leg of this intersection.
 - b. Highland/Sigwalt: This intersection shall be under 4-way stop sign control. The developer shall be responsible for installing high visibility crosswalks within this intersection.
 - c. The developer shall install bump-outs for the on-street parking spaces along the southern side of Campbell Street between Highland and Chestnut. This may include the relocation of an existing fire hydrant. (Additionally, the developer shall be responsible for installing bump outs for the proposed mid-block crosswalk at the eastern leg of the Campbell/Highland intersection.)
 - d. Bump-outs for the on-street parking spaces along the western side of Highland Avenue between Campbell Street and the access drive to the subject property.
23. The developer shall be responsible for the following improvements to Chestnut Avenue:
- e. Chestnut Avenue shall be widened as depicted within the engineering plans. Furthermore, the expansion of Chestnut Avenue and the installation of the parking lane along the eastern side of Chestnut Avenue between Campbell Street and the southern property boundary of the subject property shall be implemented as part of the first phase of development.
 - f. Eight feet of land for public right-of-way shall be dedicated along Chestnut Avenue.
24. The dedication of eight feet of land for public right of way along a portion of Highland Avenue, as shown on the Preliminary Plat of Subdivision, shall be required.
25. If it is determined by the Village that there is unsatisfactory circulation and congestion within and through the subject property, the property owner shall modify the driveway access along Highland Avenue so that it can accommodate two-way travel.
26. The petitioner shall provide visible warning beacons on the garage ramp for the Chestnut building, as well as on the Highland building garage entrances/exits, if determined necessary by the Village.

27. The petitioner shall ensure full streetscape compatibility with the rest of the downtown and shall insure that all disturbed public sidewalks shall be restored in conformance to these standards. Furthermore, prior to building permit issuance, a complete site furnishings package shall be required, for review and approval by the Village.
28. The petitioner shall revise the one-way exit to Chestnut Avenue to bump-out the curb so that the exit tapers down to discourage southbound egress along Chestnut.

General Conditions:

29. At time of building permit, the petitioner shall provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures, and construction worker parking for review and approval by the Village. Any work taking place within the right of way shall be scheduled to minimize disruption to other businesses and patrons of the downtown vicinity. Construction traffic shall be limited to pre-approved lanes and locations to be determined by the Village. Emergency access shall be maintained at all times during each phase.
30. The developer shall install and maintain a Village gateway sign (including electric service if so desired by the Village) at the northwest corner of the site. The design and specifications of this sign shall be provided prior to Final Plat of Subdivision approval, and final design and specifications shall be subject to Village review and approval. If it is determined by the Village that the most appropriate location for this sign is within the developers property, the developer shall grant an easement for said sign.
31. Conversion of the Campbell and Highland buildings to condominium units shall require an amendment to the PUD and determination of sufficient parking for such change shall be provided to the satisfaction of the Village.
32. Impact fees shall be required in accordance with the requirements of Chapter 29 of the Municipal Code.
33. The developer shall provide the required number of affordable units in perpetuity as per the recommendation from the Housing Commission, which action must be occur prior to Village Board consideration of this petition.
34. Compliance with March 12th Design Commission motion shall be required.
35. All restaurants shall be required to apply for a Special Use Permit.
36. No medical office uses shall be allowed.
37. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

March 22, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

APPENDIX 1 – Required Variations

1. Variation to Chapter 28, Section 5.1-14.4b, Conditions of Use, to allow dwelling units below the second floor within the Chestnut building.
2. Variation to Chapter 28, Section 5.1-14.2a, Required Minimum Yards, to allow a 7' setback along a public street frontage (Chestnut Avenue) for the Campbell building where code requires a 20' setback
3. Variation to Chapter 28, Section 5.1-14.2a, Required Minimum Yards, to allow a 12.2' setback along a public street frontage (Chestnut Avenue) for the Chestnut building where code requires a 20' setback.
4. Variation to Chapter 28, Section 5.1-14.2b, Required Minimum Yards, to allow a 12.9' setback along an interior lot line (southern lot line) for the Highland building where code requires a 25' setback.
5. Variation to Chapter 28, Section 10.2-7, Size, to allow certain parking spaces within the Highland building garage to be 15.3' in length where code requires 18' in length.
6. Variation to Chapter 28, Section 6.15-2.2, Landscape Requirements between Zoning Districts, to waive the requirement for a 6-foot tall solid screen along the southern property line.
7. Variation to Chapter 29, Section 29-304(l), to allow a 50' wide right-of-way for a local street where code requires a 66' wide right-of-way for local streets, along certain portions of Highland Avenue.

APPENDIX 2 – Height Bonus Analysis

	Highland Building	Campbell Building
A) 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.		X
B) 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.		
C) 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.		
D) 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
E) 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	
F) 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	X	X
G) 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	

Appendix 3 – Estimate Fiscal Impact

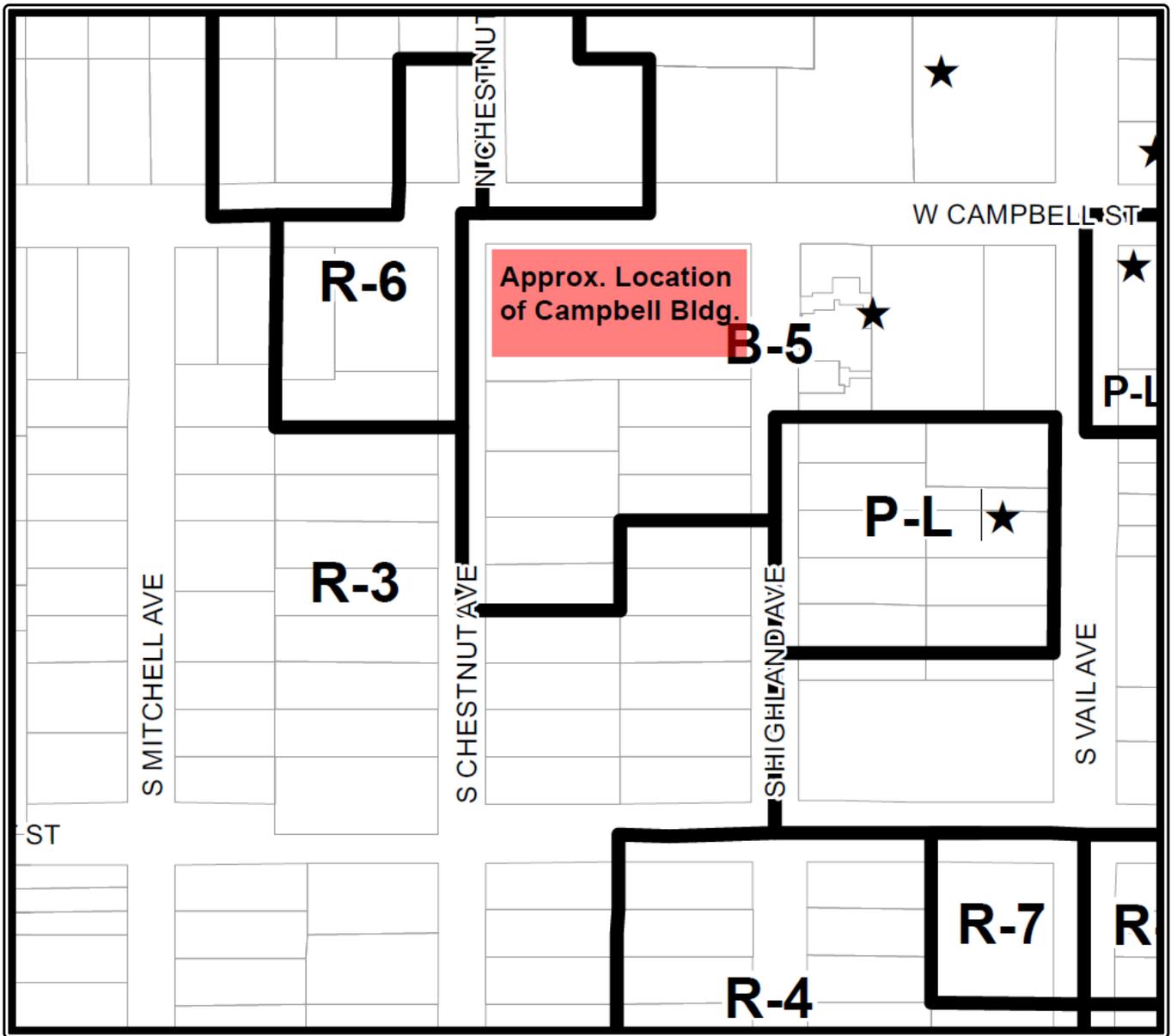
Real Estate Taxes						
Residential						
Units	Per Unit MV	Market Value	AV	EAV	Tax Rate	RE Taxes
361	120,000	43.3 million	4.3 million	12.1 million	9.5	\$ 1,150,000
						\$ 130,000 (Village Portion)
Commercial						
Square Feet	Tax Per Square foot		RE Taxes			
43,817	\$8-\$10		\$350,536-\$438,170			
			10% (VAH Portion): 35,084-\$43,817			
TOTAL					\$165,084-\$173,817	

Land Dedication (Impact) Fees						
	Units	SD 25	SD 214	AH Parks	Library	Total
Studio	87	\$0	\$0	\$175,705	\$14,113	\$189,818
1br	178	\$1,645	\$689	\$463,371	\$37,220	\$502,925
2br	96	\$36,369	\$15,619	\$259,603	\$20,852	\$332,443
TOTAL	361	\$38,014	\$16,308	\$898,679	\$72,158	\$1,025,186

Spending			
	Population	Per Person Annual	Total
	471	\$11,812*	\$5,279,964

*Per CoStar, figure is per person spending within a 3-mile radius

APPENDIX 4 – Campbell Building Western Setback Variation: Approximate Location of Campbell Building in Relation to Zoning to the West



APPENDIX 5 – Code Required Parking

Building	Commercial Use	Commercial SF (Required Parking)		Studio	1 BR	2BR	Total Units	Required Commercial Parking	Required Residential Parking	Total Required Parking	Spaces per Unit	Spaces per Unit (With Required Commercial Parking Spaces)	Spaces Provided
Highland	Retail	2,869	(2 Spaces)	41	60	24	125	12	131	138	1.5	**1.27	460
	Restaurant (Seating)	1,250	(10 Spaces)										
Campbell	Retail	21,404	(26 Spaces)	42	98	42	182	57	193	253	1.5	**1.27	460
	Restaurant (Seating)	4,787.5	(23 Spaces)										
	Office	7,469	(8 Spaces)										
Campbell & Highland	Retail	24,273	*(35 Spaces)	83	158	66	307	71	324	395	1.5	**1.27	460
	Restaurant (Seating)	6,037.5	*(28 Spaces)										
	Office	7,469	*(8 Spaces)										
Chestnut	-	-	-	4	20	30	54	0	62	62	1.56	1.56	84
<p><i>*Assesses parking based upon the combined square footages of uses on each floor in the Campbell and Highland buildings, rather than assessing each building individually.</i></p> <p><i>**Assumes no shared parking between commercial and residential uses. With 69 spaces required for commercial uses, only 391 spaces are available for residents. With 71 spaces required for commercial uses, only 389 spaces are available for residents.</i></p>													

APPENDIX 6 – Extrapolated Shared Parking Demand Projections

Weekday Projections – 1.5 Spaces per Unit + ITE Projections for Non-Residential Uses

Time	Retail	Restaurant	Office	Residential	Total Required	Surplus/Deficit	Commercial Total
6:00 AM	0	22	0	461	483	-23	22
7:00 AM	2	37	9	415	463	-3	48
8:00 AM	6	48	13	392	459	1	67
9:00 AM	13	65	15	369	462	-2	93
10:00 AM	22	72	16	346	456	4	110
11:00 AM	30	78	16	323	447	13	124
12:00 PM	33	85	14	300	432	28	132
1:00 PM	32	77	12	323	444	16	121
2:00 PM	31	45	13	323	412	48	89
3:00 PM	29	36	13	323	401	59	78
4:00 PM	26	36	12	346	420	40	74
5:00 PM	20	65	7	392	484	-24	92
6:00 PM	21	71	4	415	511	-51	96
7:00 PM	25	54	0	447	526	-66	79
8:00 PM	23	56	0	452	531	-71	79
9:00 PM	0	54	0	456	510	-50	54
10:00 PM	0	41	0	461	502	-42	41
Method:	ITE/ULI	ITE/ULI	ITE/ULI	1.5 Sp./Unit*	-	-	ITE/ULI
Total Parking Provided:				460 Spaces			
*1.5 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekdays - Residential (Resident) factors 307 Proposed Units (Campbell Building and Highland Building)							

Weekend Projections - 1.5 Spaces per Unit + ITE Projections for Non-Residential Uses

Time	Retail	Restaurant	Office	Residential	Total Required	Surplus/Deficit	Commercial Total
6:00 AM	0	22	0	461	483	-23	22
7:00 AM	5	32	3	415	455	5	40
8:00 AM	10	55	10	392	467	-7	75
9:00 AM	22	79	13	369	483	-23	114
10:00 AM	28	102	14	346	490	-30	144
11:00 AM	33	108	16	323	480	-20	157
12:00 PM	37	100	14	300	451	9	151
1:00 PM	37	91	13	323	464	-4	141
2:00 PM	36	68	10	323	437	23	114
3:00 PM	34	42	6	323	405	55	82
4:00 PM	28	52	3	346	429	31	83
5:00 PM	25	59	2	392	478	-18	86
6:00 PM	27	68	1	415	511	-51	96
7:00 PM	19	80	0	447	546	-86	99
8:00 PM	19	59	0	452	530	-70	78
9:00 PM	0	42	0	456	498	-38	42
10:00 PM	0	43	0	461	504	-44	43
Method:	ITE/ULI	ITE/ULI	ITE/ULI	1.5 Sp./Unit*	-	-	ITE/ULI
Total Parking Provided:				460 Spaces			
*1.5 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekends - Residential (Resident) factors 307 Proposed Units (Campbell Building and Highland Building)							

Weekday Projections- 1.3 Spaces per Unit + ITE Projections for Non-Residential Uses

Time	Retail	Restaurant	Office	Residential	Total Required	Surplus/ Deficit	Commercial Total
6:00 AM	0	22	0	399	421	39	22
7:00 AM	2	37	9	359	407	53	48
8:00 AM	6	48	13	339	406	54	67
9:00 AM	13	65	15	319	412	48	93
10:00 AM	22	72	16	299	409	51	110
11:00 AM	30	78	16	279	403	57	124
12:00 PM	33	85	14	259	391	69	132
1:00 PM	32	77	12	279	400	60	121
2:00 PM	31	45	13	279	368	92	89
3:00 PM	29	36	13	279	357	103	78
4:00 PM	26	36	12	299	373	87	74
5:00 PM	20	65	7	339	431	29	92
6:00 PM	21	71	4	359	455	5	96
7:00 PM	25	54	0	387	466	-6	79
8:00 PM	23	56	0	391	470	-10	79
9:00 PM	0	54	0	395	449	11	54
10:00 PM	0	41	0	399	440	20	41
Method:	ITE/ULI	ITE/ULI	ITE/ULI	1.3 Sp./Unit*	-	-	ITE/ULI
Total Parking Provided:				460 Spaces			
*1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekdays - Residential (Resident) factors 307 Proposed Units (Campbell Building and Highland Building)							

Weekend Projections - 1.3 Spaces per Unit + ITE Projections for Non-Residential Uses

Time	Retail	Restaurant	Office	Residential	Total Required	Surplus/ Deficit	Commercial Total
6:00 AM	0	22	0	399	421	39	22
7:00 AM	5	32	3	359	399	61	40
8:00 AM	10	55	10	339	414	46	75
9:00 AM	22	79	13	319	433	27	114
10:00 AM	28	102	14	299	443	17	144
11:00 AM	33	108	16	279	436	24	157
12:00 PM	37	100	14	259	410	50	151
1:00 PM	37	91	13	279	420	40	141
2:00 PM	36	68	10	279	393	67	114
3:00 PM	34	42	6	279	361	99	82
4:00 PM	28	52	3	299	382	78	83
5:00 PM	25	59	2	339	425	35	86
6:00 PM	27	68	1	359	455	5	96
7:00 PM	19	80	0	387	486	-26	99
8:00 PM	19	59	0	391	469	-9	78
9:00 PM	0	42	0	395	437	23	42
10:00 PM	0	43	0	399	442	18	43
Method:	ITE/ULI	ITE/ULI	ITE/ULI	1.3 Sp./Unit*	-	-	ITE/ULI
Total Parking Provided:				460 Spaces			
*1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekends - Residential (Resident) factors 307 Proposed Units (Campbell Building and Highland Building)							