



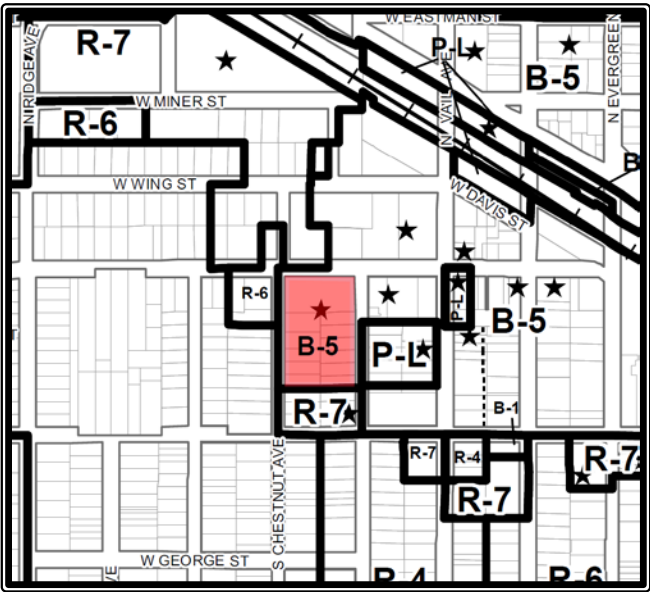
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC 21-002
Project Title: Arlington 425 PUD Amendment
Address: 217 W. Campbell St, 13-33 S. Chestnut Ave, and 26-34 S. Highland Ave.
PIN: Multiple PIN's

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: March 31, 2021
Date Prepared: March 26, 2021

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

Existing Zoning: B-5: Downtown District
Comprehensive Plan: Mixed Use



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-5: Downtown District, R-7: Multiple-Family Dwelling District	Multi-family residential building, Mixed-use multi-family residential building	Mixed Use
South	R-7: Multiple-Family Dwelling District	Rowhomes (Under Construction)	High-Density Multi-Family
East	B-5: Downtown District, P-L: Public Lands District	Mixed-use multi-family residential building, Public parking garage	Mixed Use, Government
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. An amendment to Planned Unit Development (PUD) Ordinance 19-019, to allow modifications to the previously approved development plan.
2. Special Use Permit to allow a “Private Garage, Customer/Employee” on the subject property.

Variations Required:

1. No additional Variations.

Project Background:

The subject property is the “Arlington 425” development site, located on the west side of Downtown Arlington Heights. This property was approved as a Planned Unit Development (PUD) in 2019 to allow 361 dwelling units dispersed amongst three proposed buildings on the site. That development was to include a mix of commercial and office uses, primarily on the first two floors of the Campbell building, totaling up to approximately 36,000 square feet of commercial space and approximately 7,500 square feet of office space. The largest building onsite was to include five to six floors of parking with seven stories of apartments above (total of 13 floors). Formal approval of this development was granted by the Village Board on June 3, 2019, and on August 17 of 2020, the Village Board granted an extension to those approvals through June 3, 2021 (for the Preliminary Plat of Subdivision), and June 3, 2022 for the PUD.

The petitioner has stated that since approval of the PUD in 2019, they have worked diligently to obtain financing for the project, but due to the high costs associated with the development, they have not been able to obtain financing. Therefore, they are proposing certain modifications to the approved PUD, which would reduce the overall development cost, reduce the density of the project, and decrease the total number of units from 361 units to 319 units (12% reduction). Commercial uses would only be constructed on the first floor of the Campbell building in a space totaling 7,962 square feet (78% reduction), and all second-floor office areas would be eliminated from the proposal. The 13-story Highland building garage/apartment tower would be reduced to four stories of parking only, with potential for a future one-story addition to include additional parking spaces. One additional floor would be added to the Campbell building, bringing it from nine floors to ten floors, and one additional floor would be added to the Chestnut building, bringing it from four floors to five floors.

The location, setbacks, and footprint of each building remains the same as originally approved, with exception to a minor alteration to the footprint of the Highland garage building. The architecture for each structure would be the same as the previously approved design, with the only difference in appearance being the changes in height of each building. The development would still proceed in two phases; Phase One entailing the construction of the 234-unit Campbell building including 7,962 square feet of commercial space and the 345-parking space Highland garage. An optional Phase One A would involve a one-story addition to this garage, bringing the total height to five stories, which would match the height of the Village-owned Vail Avenue garage to the east. The Phase One A addition would bring the total number of parking spaces within the Highland garage from 345 spaces to 435 spaces and would be constructed by the developer as necessary to accommodate parking demand for the development. Phase Two would be the construction of the 85-unit Chestnut building, which may include a 44-space underground garage below the building, although it should be noted that the developer has indicated if Phase One A is constructed, the 44 underground parking stalls within the Chestnut building would not be constructed. All residential units would be developed as rental units, although the petitioner has stated that when Phase Two is constructed, depending on market conditions it may proceed as a condominium (this would require a PUD amendment as previously required).

Access to the site would be identical to the previously approved PUD. The Campbell building would include the porte-cochere feature that would provide ingress and egress to/from Campbell Street, and there would be a motorcourt within the center of the development, which would be accessed off Highland and Campbell (via the porte cochere) and include a right out only exit onto Chestnut. Within this motorcourt, space for drop-offs/pick-ups would be provided, as well as space for loading, trash collection, and parcel delivery. The Highland garage would have access from the internal motorcourt, as well as an entryway from Highland which would be restricted to residents only. Similar to the 2019 approval, the first floor of

the Highland garage would include parking for the commercial uses within the development, and the upper floors would include parking for the residential tenants within the Campbell building and Chestnut building as described.

Since the 13-story residential tower would be replaced with a four or five story garage, there would no longer be a need for a fire lane between the Highland building and Chestnut building, which was previously proposed to run through the center of the site. Instead, this area would be a landscaped amenity courtyard for residents of the development.

With exception to the one story increase in height within the Campbell and Chestnut buildings, the proposed plan modifications result in an overall less intense development than previously approved. The chart below outlines the primary differences between the existing approval and proposed modifications.

Existing Approval (May 2019)

	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
Dwelling Units Per Acre	-			131
Parking	58		507	565

Proposed PUD Amendment (March 2021)

	Chestnut Building	Campbell Building	Highland Building	Total
Total Number of Units	85	234	-	319
Studio/1-Bdrm	65	181	-	246 (77%)
2-Bdrm	20	53	-	74 (23%)
Commercial (sq. ft.)	-	7,962	-	7,962
Office (sq. ft.)	-	-	-	0
Height	58'-2"	111'	44'-6" / 54'-6"*	-
Overall Number of Bedrooms	105	287	-	392
Bedrooms Per Unit	1.24	1.23	-	1.23
Dwelling Units Per Acre	-			116
Parking	44		345 / 435*	389 / 435*

*If Phase One A is constructed.

Preliminary Actions:

The developer has undertaken several steps in order to finalize their plans to appear before the Plan Commission. These steps are summarized below:

- **Preliminary Staff Review:** Since the summer of 2020, the petitioner has worked with staff and presented several different alternatives depicting modifications to the approved PUD. After

evaluating these different scenarios and receiving Village feedback, the developer finalized their modified plans and elected to proceed with a formal preliminary review with the Conceptual Plan Review Committee.

- Conceptual Plan Review Committee: The petitioner appeared before the Conceptual Plan Review Committee (CPRC) on November 18, 2020. The Committee was generally supportive of the plan modifications as the overall development was less intense than what is allowed under the existing approvals. The CPRC encouraged the petitioner to reach out to the surrounding neighbors early on in the process to obtain their feedback and work to address any concerns. The minutes from this meeting are attached.
- Neighborhood Meeting: On December 16, 2020, the developer hosted a virtual meeting for members of the public to introduce the proposed plan modifications to the surrounding community. Invitations for this virtual meeting were mailed to approximately 540 households located within the vicinity of the development. At the meeting, the petitioner presented their plans and answered questions from the attendees.
- Plan Commission Application: A complete Plan Commission application was submitted on January 22, 2021.
- Housing Commission: On March 2, 2021, the petitioner appeared before the Housing Commission to present their revised affordable housing proposal given the proposed reduction in residential units. Staff recommended, and the Housing Commission voted unanimously, to recommend that the petitioner either conform to the previously negotiated affordable housing conditions from 2019 (but taking into account the reduction in overall units), or conform to the newly adopted Inclusionary Housing ordinance. Further details are outlined within the Affordable Housing section below.
- Design Commission: The petitioner is scheduled to meet with the Design Commission on March 30, one day before meeting with the Plan Commission. Staff will provide an update on the outcome of that meeting during the March 31st Plan Commission public hearing. Compliance with the Design Commission approval shall be required. The Design and Plan Commission meetings were scheduled later in March to avoid Spring Break to make it easier for public participation.

Zoning and Comprehensive Plan

During the 2019 approval, a small portion of the site was rezoned into the B-5, Downtown zoning district, which aligned with the existing zoning on the majority of the subject property that was already within the B-5 District. Accordingly, the entire site is now zoned B-5, which allows mixed-use developments including ground floor commercial space and residential units above. The proposed PUD modifications are consistent with the existing zoning on the site. However, an amendment to the 2019 zoning entitlements is necessary to allow for the proposed PUD modifications. Additionally, private garages are classified as a "Special Use" within the B-5 district, and since the residential component of the 13-story Highland tower has been eliminated and the structure has now been proposed as a four or five-story private parking garage, a Special Use Permit is required.

The petitioner has provided a response to each of the three special use approval criteria, which response has been included in the packet for the Plan Commission. For reference, the standards for approval are shown below:

- **That said special use is deemed necessary for the public convenience at this location.**
- **That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**

- **That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

The Staff Development Committee concurs that the necessary criteria for special use approval has been met, and notes the following:

- Providing a sufficient amount of onsite parking is necessary for the public convenience in this location, and patrons/employees of the commercial uses, as well as the residential tenants and their guests, must be provided with onsite parking options. The previously approved PUD included parking that was integrated within the residential structures on the site, but the developer did not proceed with that layout due to the high cost of construction. As such, a standalone garage has been proposed.
- The proposed garage will abut the existing Vail Avenue garage directly to the east, and will mirror the architectural style of that garage.
- No variations are required for the garage and accordingly, the special use will comply with all regulations of the zoning code.

The subject property is designated as “Mixed Use” on the Comprehensive Plan, and both the currently approved PUD and the proposed modifications include a mix of uses, although the size of the mixed-use component has decreased in the proposed PUD amendment. Given the continued inclusion of a mix of uses, the proposed PUD amendment is compatible with the Comprehensive Plan. Several variations were granted as part of the 2019 zoning entitlements, and no modifications to these variations are required. No additional variations are necessary to allow for the proposed PUD amendment.

The petitioner has requested an additional extension of their Preliminary Plat of Subdivision approval, which is set to expire on June 3rd of this year. As this is the second request for extension, the request must be heard by the Plan Commission. Due to the unique complexities experienced over the last year as a result of the Covid-19 pandemic, staff is supportive of a two-year extension, which would set expiration of the Preliminary Plat approval concurrent with the modified PUD, subject to Village Board approval.

Downtown Master Plan and Building Height:

The Downtown Master Plan, which was originally adopted in 1986 and amended in 2007, outlined several development parameters for each block within Downtown Arlington Heights. This plan calls for Block 425 to be developed in a cohesive manner, with the northern three-quarters of the block (the subject property) designated with a height limit of six to eight stories and the southern quarter of the block to be four to six stories in height. In August of 2019, the southern quarter of the block was rezoned into the R-7, Multiple Family Dwelling district, which allows buildings up to 60 feet in height. The site is currently being developed as a 16-unit four story rowhome development with building heights of approximately 44 feet tall.

The original PUD approval allowed the following building heights, which are compared to the proposed building heights below:

	Approved PUD	Proposed Modifications
Campbell Building	9 Floors	10 Floors
Highland Building	13 Floors	4/5 Floors
Chestnut Building	4 Floors	5 Floors

The Campbell building is consistent with the B-5 Zoning although taller than the proposed height guidelines outlined in the Downtown Master Plan, which call for a maximum building height of eight stories. While the proposed 10-story height is above the recommendation within the Downtown Plan, in the context of the reduction in height of the 13-story Highland Building, the proposed increase in height is acceptable. The proposed height of this building complies with Code. 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 proposed height increase to the Campbell building is harmonious and compatible to the existing building heights within the vicinity.

The proposed one-floor height increase to the Chestnut building, yielding an overall building height of five floors, is reasonable and compatible with the height standards within the Downtown Plan, which calls for building heights in the six to eight story range. Even with this increase, the building remains lower than suggested in the Downtown Master Plan. At five stories in height, the building will be of a similar scale to the four-story rowhomes being developed to the south, as well as the four to five story Highland garage proposed to the east. While the buildings along the west side of Chestnut are single-family homes in the two to two and a half story range, staff notes that the height differential between the Chestnut building and these single-family homes is typical in transitional areas along the edge of Downtown where higher density zoning districts border single-family zoning districts. There are several examples of buildings in the five to six story range that directly abut single-family homes, and staff notes that the proposed five story building on the subject property will not directly abut single family homes but will be located across the street. The height of this building is also compliant with the height maximums allowed within the R-7 district, which is a transitional district that surrounds Downtown. In this sense, the proposed height increase to the Chestnut building is harmonious and compatible to the existing fabric established around the periphery of Downtown Arlington Heights.

Affordable Housing

During the original PUD approval with a total of 361 units within the development, the petitioner agreed to provide 5% of all units (18 units) as on-site affordable units, as well as a \$25,000 per unit fee in lieu of providing an additional 2.5% of all units (nine units) as onsite affordable units for a total contribution of \$225,000. However, since the 2019 approval, the Village adopted new Inclusionary Housing regulations, which include similar standards for affordability, several new options for cost offsets (e.g. permit fee waivers and the provision of parking spaces within the Village system for affordable units), and additional requirements for unit mix and distribution, as well as housing preferences.

The Housing Commission agreed with staff and recommended that the petitioner either comply entirely with their previously approved affordable housing plan or the newly adopted Inclusionary Housing regulations, but was not allowed to pick and choose the least restrictive parts of both for compliance.

Accordingly, the developer has agreed to comply with the newly adopted Inclusionary Housing regulations and will provide 5% of units (16 units) as on-site affordable units and a \$25,225 per unit fee in lieu of providing an additional 2.5% (eight units) as onsite affordable units for a total contribution of \$201,800 (this fee will increase annually by a measure of CPI until such time as the fee is paid). The petitioner has also asked that, per the newly adopted Village Inclusionary Housing regulations, one parking permit for each onsite affordable unit be accommodated within the Vail Avenue garage and that certain permit related fees be waived for this project as permitted under the Inclusionary Zoning Ordinance. A condition

of approval has been included to require compliance with the regulations of the Inclusionary Housing Ordinance and associated Inclusionary Housing Guidelines.

Building and Site:

As previously stated, the only exterior changes to the proposed buildings and site are to the building heights and to the shape/footprint of the Highland garage building. No new variations are needed for the proposed plan modifications. There are several conditions from the 2019 approval relative to the site and additional details that shall be required as the project moves forward with final Plat of Subdivision approval, and these conditions are still applicable. These previous conditions of approval, as well as certain proposed modifications to these conditions, are included in **Exhibit 1** attached to the end this staff report.

The Campbell building qualifies for a 23-foot tall additional height bonus (Section 5.1-14.3f “General Amenities”) due to the inclusion of the landscaped courtyard between the Chestnut building and Highland garage. As such, the proposed 111’ tall Campbell building is within the 113’ height allowance per the B-5 regulations. The onsite structured parking garage also qualified the PUD for additional height bonuses, but the buildings are already code compliant without having to take advantage these. Both the Chestnut building and Highland garage are within the 90’ tall base height allowance within the B-5 district. As previously mentioned, the height of the proposed buildings are compatible and harmonious with the existing fabric of Downtown Arlington Heights and surrounding areas.

The petitioner has proposed an interior storage/loading area on east side of the first floor within the Highland garage with access to this storage/loading area coming from Highland Avenue via an overhead door, which would require the removal of four on-street parking spaces within the Vail Avenue garage on Highland Avenue. Staff believes that there are better locations closer to the buildings that are being served that preserve valuable parking spaces. Parking on the lower levels of the Vail garage are the most popular and heavily used parking spaces within the garage, and staff believes that the refuse/storage area could be located on the north side of the first floor, with access coming from the internal motorcourt (see **Graphic 1** below). Additional options for building storage are at the corners of the garage. The SDC has recommended a condition of approval that would require this relocation.

Graphic 1 – Relocated Refuse/Storage/Loading Area



Parking/Traffic:

Parking and traffic were significant components of the development review during the 2019 PUD approval process. The proposed modifications to the plans require a detailed analysis and review of these crucial elements.

Traffic Analysis

Given the reduced number of residential units, the reduced size of commercial floor area, and the elimination of office uses from the development, the overall traffic impact will be less than under the existing PUD approval. However, in order to ensure safe vehicular and pedestrian movements at key intersections adjacent to the development, the petitioner is still required to install stop signs and crosswalks at all four legs of the Sigwalt Street/Highland Avenue intersection, and at all three legs of the Campbell Street/Highland Avenue intersection. Similarly, per the previous conditions of approval, the petitioner is responsible for the installation of curbed bump-outs for parking along the east side of Chestnut adjacent to the subject property, the south side of Campbell adjacent to the subject property, and along the west side of Highland adjacent to the subject property (but not within the Vail Avenue garage). In addition, high visibility crosswalks shall be installed across Campbell on the east leg of the Campbell/Chestnut intersection and the east leg of the Campbell/Highland intersection (concurrent with a curbed bump-out required in this area). From a traffic standpoint, the proposed PUD modifications will result in less traffic than the existing PUD approval, will have a reduced impact on surrounding properties, and the expected traffic volumes will be compatible with the existing uses within the vicinity.

Parking Analysis

The provision of sufficient onsite parking was an important part of the original PUD analysis and subsequent approval. During the 2019 Plan Commission review process, both the petitioner and staff worked together to arrive at an acceptable number of parking spaces, method of management, and appropriate allocation of those spaces between the various uses within the development. Since the proposed number of residential units within the development has decreased and the commercial and office floor area has been reduced, the proposed number of parking stalls within the development has also decreased. The table below outlines the primary changes to the parking:

2019 Approval				
	Phase One	Phase One A	Phase Two	Development Total
Residential Units	307	-	54	361
Commercial Floor Area	36,438 sq. ft.	-	-	36,438 sq. ft.
Office Floor Area	7,469 sq. ft.	-	-	7,469 sq. ft.
Number of Parking Stalls	507	-	58	565
Total Parking Stalls	507	-	565	565

2021 Proposed PUD Amendment				
	Phase One	Phase One A*	Phase Two	Development Total
Residential Units	234	-	85	319
Commercial Floor Area	7,962 sq. ft.	-		7,962 sq. ft.
Office Floor Area	-	-	-	
Number of Parking Stalls	345	90	44	389 or 435**
Total Parking Stalls	345	435	389 or 435**	389 or 435**

* The developer has not yet determined if they will proceed with Phase One A

** 435 spaces represent the development total only if the developer proceeds with construction of Phase One A

Similar to the 2019 PUD, the Staff Development Committee has analyzed parking for the development using two 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* on an hour by hour peak parking demand basis for the commercial portion of the development, in combination with an hour by hour peak parking demand basis utilizing 1.3 parking spaces per residential unit for the multi-family component of the development, which is based on demand that the Village has seen within existing rental developments in Downtown Arlington Heights.

The key issues relative to parking are:

- Is there sufficient parking within the development to accommodate for all uses at peak times during each phase of development? 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.
- Has an appropriate number of parking stalls been allocated to each use within the development to capture their anticipated peak parking demand on an hour by hour basis.

Code Analysis

Parking for the Campbell building, including all non-residential uses, will be provided within the 345 space Phase One Highland garage. Per the Inclusionary Housing regulations, which allow the developer to receive one parking permit within the Vail Avenue garage for every one onsite affordable unit, 12 parking permits (one for each of the 12 affordable units within Phase One) will be made available within the Vail Avenue garage. Similarly, during Phase Two a total of 16 parking permits (one for each of the 16 onsite affordable units within the PUD) will be made available within the Vail Avenue garage. If a unit owner requires an additional space it would need to either be provided by the developer or the Village can elect to permit additional permits subject to availability.

Relative to code requirements, the Highland garage is proposed at 345 parking spaces where 253 spaces are required by code, for a surplus of 93 parking stalls (shown in **Exhibit 2**). If Phase One A is built either before or along with Phase Two of the development, a total of 435 parking spaces would be available for the Phase Two development scenario, resulting in a surplus of 96 parking stalls. If Phase One A is not built, Phase Two of the development would provide a total of 389 parking spaces where code requires 339 parking spaces, resulting in a 50-space surplus above to code requirements. However, based on demand that the Village has observed in similar residential and commercial uses within Downtown Arlington Heights, actual peak parking for the residential uses and commercial uses will exceed what is required by code.

ITE Analysis + 1.3 spaces per unit ratio

The weekday and weekend parking demand within the Highland garage will experience peaks on weekday and weekend evenings between 6:00pm and 8:00pm when there is an increase in commercial parking and residential tenants have returned home from work. Estimated peak parking demand for the non-residential uses, as based on the ITE standards, is well above the 19 spaces required by code, with the highest peak requiring 60 spaces during the weekday evening (likely occurring on a Friday evening when

the restaurant uses on the site experience their dinner rush). Since the weekday peak is the highest, this time period was analyzed as a worst-case scenario. The data is summarized below, with the full hour by hour analysis included in **Exhibit 3** at the end of the report:

	Parking Provided	Code Required Parking	ITE Peak Weekday Demand (commercial) + 1.3 Spaces Per Unit
Phase One	345 Spaces	253 Spaces (92 space surplus)	340 Spaces (5 space surplus)
Phase Two (with Phase One A not built)	389 spaces	339 Spaces (50 space surplus)	444 Spaces (55 space deficit)
Phase Two (with Phase One A built)	435 Spaces	339 Spaces (96 space surplus)	444 Spaces (9 space deficit)

The petitioner has worked with staff to allocate spaces within the garage to accommodate the peak demand for each use. Within Phase One, staff requested the petitioner to provide 56 parking spaces to be used by the commercial uses only. The petitioner has proposed the provision of 56 spaces within the ground level of the Highland garage for “all guests, employees, and valet parking”, which leaves 289 spaces for residential tenants and additional residential guests. Based on the expected commercial peak of 60 parking stalls, the 56 allocated stalls within the Highland garage would be sufficient to accommodate peak commercial parking demand, however, staff recommends that these spaces be allocated for commercial uses **only** (i.e. the space shall only be used by commercial employees, customers/patrons of the commercial uses within the development, and valet parking). Guests of the residential tenants should not be permitted to parking within these 56 parking stalls. While the 56 stalls are four stalls short of the expected 60 space commercial parking peak, the reality is that certain patrons of the commercial uses will utilize parking within the downtown streets and/or within the Vail Avenue garage. Therefore, staff believes that the 56 allocated spaces for commercial/nonresidential uses only is acceptable.

At 1.3 parking spaces per residential unit, the peak parking demand for residential uses would be 289 parking stalls during Phase One, and 394 parking stalls during Phase Two. The petitioner has allocated 289 parking stalls for the Phase One residential uses, however, neither Phase Two, both with and without the construction of 5th floor Phase One A option, contain sufficient parking to accommodate expected residential demand.

The Staff Development Committee believes that Phase One includes sufficient parking and appropriate allocation to accommodate for the expected peak commercial and residential parking demand, but does not believe that Phase Two includes enough parking to accommodate for the anticipated demand from that phase of development. As such, a condition of approval has been recommended that would not allow construction of Phase Two unless the following provisions have been met:

- Minimum number of parking spaces provided for the 85 units within the Chestnut Building (Phase Two) shall be at a ratio of 1.3 spaces per unit (105 spaces), for a total of 450 parking onsite spaces within the entire PUD. Parking for the Chestnut Building may be provided within the Phase One A addition to the Highland garage, or within the Chestnut building/underground garage, or a combination of both.
- Alternatively, the number of units/bedroom mix within the Chestnut Building must be reduced to comply with the 1.3 parking spaces per unit ratio.

- Or as a final alternative, the petitioner must provide sufficient data on usage within the Highland garage, which demonstrates that parking demand for residential units is less than 1.3 spaces per unit. Should data show a lesser parking demand, then a reduction in the number of parking stalls for the residential units may be allowed, which shall be subject to staff review and shall require Village Board approval.

Conditions of Approval

The 2019 PUD approval included several conditions of approval, many of which outlined further details that were needed as the petitioner finalized engineering related issues and moved forward with final Plat of Subdivision approval. Many of these conditions of approval are still relevant and shall remain applicable as the project continues to develop detailed plans necessary for final engineering and construction permits. Some of these conditions are no longer applicable given the proposed modifications to the development, and some of the conditions must be amended to reflect the proposed alterations to the development plan. A list of all previous conditions of approval is attached as **Exhibit 1**, which includes strike through text to indicate language/conditions that will be deleted, and colored text to indicate new language/modified conditions.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #19-019 to allow modifications to the previously approved development plan and Special Use Permit to allow a "Private Garage, Customer/Employee" on the subject property and recommends **APPROVAL** of the application subject to the modified conditions of approval as outlined in **Exhibit 1**.

March 26, 2021

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Modified Conditions of Approval

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.
- ~~2. No structure shall be erected and no obstruction shall be placed in the 26-foot fire lane that runs between the Chestnut Avenue building and the Highland Avenue building, unless approved by the Fire Department.~~

Building Conditions

- ~~3. If a restaurant is constricted on the 13th floor of the Highland Avenue building, it shall provide a full kitchen with black iron equipment.~~
- ~~4.2.~~ 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.
- ~~5.3.~~ 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.
- ~~6.4.~~ 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 determines 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 developer' s responsibility. The Village reserves the right to reject any plans or construction that may negatively impact the Vail Avenue garage.

Site Conditions

- ~~7.5.~~ 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.
- ~~8.6.~~ The Petitioner shall provide final details on the Chestnut Avenue building garage ramp wall (materials, height, etc.) prior to final plat of resubdivision approval, for review and approval by the Village.
7. Prior to final plat of resubdivision 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. Where applicable, the fence along the southern property line shall be a decorative black metal style open fence.
8. Prior to final plat of resubdivision approval, the petitioner shall incorporate the following revisions to the plans, as identified within the departmental review comments:
 - a. The median within the porte cochere shall be extended south, and on the north side shall be revised so that it does not encroach into the pedestrian way.
 - b. Additional striping, signage, or other modification shall be added to delineate turning movements near the Highland garage northwest access point.

- c. No Right Turn signage shall be added to the Highland garage exit to direct vehicles to the traffic circle/interior motorcourt.
 - d. If determined necessary to provide a 30" cover for fiber optic and copper cable located in the east parkway of Chestnut Avenue, the petitioner shall further bury said cables.
 - a-e. Any other revisions as necessary to address any other comments raised within the departmental review comment.
9. 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 three feet in height. Additionally, said wall shall be setback from the southern property line no less than one- foot to allow for maintenance.
10. The Petitioner shall explore further enhancements to the northeast corner of the site to provide a focal point for this prominent corner.
- 10.11. The proposed storage/refuse area along the eastern side of the first floor of the Highland garage shall be relocated to the north side of the Highland garage with access from the private drop-off/loading space, or relocated to an area that does not require removal of parking spaces along Highland Avenue, which shall be subject to final review and approval by the Village.

Parking/ Loading Conditions

- ~~11. The Highland Avenue parking garage parking space allocation and management shall comply with the plan prepared by Briarwood Management LLC, dated April 9, 2019, and shall be subject to the following additional conditions:~~
- ~~a. The Subject Property shall provide 160 parking spaces in perpetuity for the non-residential uses on the Subject Property, comprised of 134 non-residential only spaces and 26 non-residential/ resident guest parking spaces. These spaces shall be located on the lower level, ground level, level 1, 5, and level 2.~~
 - ~~i. These spaces shall not be individually assigned to specific non-residential tenants/individuals/employees and shall be open to any non-residential user/customer/ employee.~~
 - ~~ii. Leases for non-residential tenants shall specify that parking is provided within the Highland Avenue building garage and that all employees shall park within the Highland Avenue building garage.~~
 - ~~iii. Employee parking rates shall not exceed employee parking rates set by the Village for the Vail Avenue garage.~~
 - ~~iv. Part-time employees of the non-residential uses on the Subject Property shall be provided free parking within the Highland Avenue building garage, consistent with the free parking provided by the Village within the Vail Avenue garage.~~
 - ~~v. Customer parking for customers and patrons of the non-residential uses on the Subject Property shall be free.~~
 - ~~vi. Customer parking shall be restricted to a maximum of four hours. There shall be no long term parking within the 160 non-residential parking spaces.~~
 - ~~b. The Subject Property shall provide no more than 347 parking spaces within the Highland Avenue building garage for the residents within the Highland Avenue, Campbell Street and Chestnut Avenue buildings.~~
 - ~~i. All residential parking within the Highland Avenue building shall be rented separately and shall not automatically be included with a residential lease.~~
 - ~~c. Valet parking for restaurants on the Subject Property shall be provided on Thursday through Saturday within the lower level of the Highland Avenue building garage.~~

~~d. At the request of the Village, the property owner shall provide details and data on the operation and management of the parking within the Highland Avenue building garage. If parking issues arise, the property owner shall work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The property owner shall use good faith efforts to implement and enforce said Highland Avenue garage parking conditions and restrictions, and shall have the ability to adjust the above referenced conditions so long as the project is in substantial conformance and the development continues to adequately accommodate the developments' parking demand to the satisfaction and approval of the Village.~~

12. The Highland parking garage shall be operated as presented within the Arlington 425 "Managing from the Inside Out" document (dated March 2021), the Parking Allocation Diagram (dated 3/12/21) and Highland Alt. Garage w/5th Fl. plan (dated 3/22/21), and as within the written Departmental comment responses provided by the petitioner. Parking within the PUD shall be subject to the following additional conditions:

a. Phase One – Development of Campbell Building with 234 residential rental units, 7,962 square feet of commercial space, and 345 parking stalls within the four-story Highland garage:

i. 56 spaces shall be dedicated and reserved on the first floor of the garage for the commercial uses within the Campbell building. Residential guests or residential tenants shall not be permitted to park in these spaces.

ii. 289 spaces shall be dedicated and reserved for the residential uses. Of these spaces, 12 shall be open to residential tenants and their guests, and 277 shall be open to residential tenants only.

b. Phase One A – Construction of a fifth level to the Highland garage providing a total of 435 parking spaces within the garage. This may be completed as a separate phase or may be combined with Phase One or Phase Two.

i. A minimum of 56 commercial parking spaces and 289 resident parking spaces shall continue to be maintained.

c. Phase Two – Development of Chestnut Building with maximum of 85 residential rental units. This phase shall only proceed if the following has been met:

i. Minimum number of parking spaces provided for these 85 units shall be at a ratio of 1.3 spaces per unit (105 spaces), for a total of 450 parking onsite spaces within the entire PUD. Parking for the Chestnut Building may be provided within the Phase One A addition to the Highland garage, or within the Chestnut building/underground garage, or a combination of both, or;

ii. The number of units/bedroom mix within the Chestnut Building is reduced to comply with the 1.3 parking spaces per unit ratio, or;

iii. Sufficient data on usage within the Highland garage is provided, which demonstrates that parking demand for residential units is less than 1.3 spaces per unit. Should data show a lesser parking demand, then a reduction in the number of parking stalls for the residential units may be allowed, which shall be subject to staff review and shall require Village Board approval, at its sole discretion.

d. Parking Spaces For Commercial Users

i. Parking spaces within the Highland garage shall not be individually assigned to specific commercial tenants/individuals/employees and shall be open to any commercial user/customer/employee.

ii. Leases for commercial tenants shall specify that parking is provided within the Highland garage and that all employees shall park within the Highland garage.

- iii. Employee parking rates shall not exceed employee parking rates set by the Village for the Vail Avenue garage.
- iv. Part-time employees of the commercial uses on the Subject Property shall be provided free parking within the Highland garage, consistent with the free parking provided by the Village within the Vail Avenue garage.
- v. Customer parking for customers and patrons of the commercial uses on the Subject Property shall be free.
- vi. Customer parking shall be restricted to a maximum of four hours. There shall be no long term parking within the 56 commercial use parking spaces.
- vii. Valet parking for restaurants on the Subject Property shall be provided on Thursday through Saturday within the spaces dedicated for commercial uses.
- e. Parking Spaces For Residential Users
 - i. All residential parking within the Highland Avenue garage shall be rented separately and shall not automatically be included with a residential lease
- f. At the request of the Village, the property owner shall provide details and data on the operation, management, and usage of the parking within the Highland garage. If parking issues arise, the property owner shall work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The property owner shall use good faith efforts to implement and enforce said Highland garage parking conditions and restrictions, and shall have the ability to adjust the above referenced conditions so long as the project is in substantial conformance and the development continues to adequately accommodate the developments' parking demand to the satisfaction and approval of the Village.
- g. In any areas where the Arlington 425 "Managing from the Inside Out" document (dated March 2021), the Parking Allocation Diagram (dated 3/12/21) and Highland Alt. Garage w/5th Fl. plan (dated 3/22/21, and the petitioners written Departmental comment responses differ from the requirements of 12a through 12f, the requirements of 12a through 12f shall govern.
- 12.13. Except for the allowance of one parking permit for each actual affordable housing unit provided, No employee or residential parking permits for parking within the Vail Avenue garage shall be issued to tenants, residents or guests of the Subject Property, unless determined acceptable by the Village.
- 13.14. 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. The plan shall also include garage safety measures such as emergency call boxes.
- 14.15. Loading operations for the development shall be restricted to the following:
 - a. Commercial/restaurants/offices: 7:00 am to 3:00 pm on. Monday through Saturday. No loading permitted on Sundays.
 - b. Residential: 7:00 am to 6:00 pm on Monday through Saturday.
 - c. Street deliveries shall be prohibited, with exception to the on-street loading space in front of the Chestnut Avenue building.
 - d. All trash shall be loaded onto trucks within the loading area or within the base of the Chestnut Building ramp. No on-street trash collection shall be permitted.
 - e. All tenants shall be provided with access to the loading and trash areas.
- 15.16. 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

~~16~~17. Intersection improvements shall be required at the following intersections:

- a. Highland Avenue/ Campbell Street. This intersection shall be under three-way stop sign control. The developer shall install high visibility crosswalks across Highland Avenue within this intersection. The Village shall relocate the proposed mid-block crosswalk to the eastern leg of this intersection, which shall extend across Campbell Street.
- b. Highland Avenue/ Sigwalt Street. This intersection shall be under four-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 Avenues. This may include the relocation of an existing fire hydrant and installation of required streetscape improvements. Additionally, the developer shall be responsible for installing bump outs for the proposed crosswalk at the eastern leg of the Campbell Street/Highland Avenue 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.

~~17~~18. The developer shall be responsible for the expansion of Chestnut Avenue and installation of the parking lane as depicted on the engineering plans, which shall occur as follows:

- a. Between Campbell Street and the drive aisle exit of the development as part of phase one.
- b. Between the exit drive of the development and the south property line at the earliest of the following:
 - i. During Phase Two of development.
 - ii. Concurrent with the widening of Chestnut Avenue from Sigwalt Street to the south property line of the Subject Property. If Phase Two has not commenced, the curb bump out may be omitted (but must be constructed when either 18.b.i or 18.b.iii have occurred).
 - iii. Within four years of adoption of this Ordinance.

~~18~~19. Eight feet of land shall be dedicated for public right-of-way along Chestnut Avenue and along a portion of Highland Avenue, as shown on the preliminary plat of resubdivision

~~19~~20. 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. Prior to making this determination, the Village will consult with the property owner.

~~20~~21. The Petitioner shall provide visible warning beacons on the garage ramp for the Chestnut Avenue building, as well as on the Highland Avenue building garage entrances/exits, determined necessary by the Village.

~~21~~22. The Petitioner shall ensure full streetscape compatibility with the rest of the downtown and shall ensure 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.

~~22~~23. 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 Avenue.

Affordable Housing Conditions

24. Full compliance with Article XVII Inclusionary Zoning Ordinance and the Inclusionary Housing Guidelines, as amended, shall be required:
- a. Compliance with Section 7-1707 b. 1. Downtown B-5 District. Provide 5% actual affordable units (16 units) and 2.5% (8 units) fee-in-lieu payment.
 - b. Approval of Development Cost Offsets Section 7-1709 b. proportional fee waiver for the actual provided affordable units.
 - c. Approval of Development Cost Offsets Section 7-1709 c. parking requirements to permit one parking permit in the Village garage for each on-site affordable unit provided.
 - d. All other provisions of the Inclusionary Zoning Ordinance and the Inclusionary Housing Guidelines as they apply.
- ~~23. 18 actual affordable units be provided (5% of all units), affordable at 60% Area Median Income (AMI) that are to be affordable in perpetuity. These units will be charged no more than 60% of the normal parking charges for the market-rate units.~~
- ~~24. A payment in lieu of 9 units (2.5% of all units) to be paid at \$ 25,000 per unit (\$225,000 total) as follows:~~
- ~~25% at the time of issuance of Garage/ Highland Building Permit.~~
 - ~~25% at the time of issuance of first Garage/ Highland Building Occupancy Certificate.~~
 - ~~50% at the time of issuance of first Campbell Building Occupancy Certificate.~~
- ~~25. The income eligibility standard for the affordable units is to be 60% of the Area Median Income (AMI) for the Chicago-Joliet-Naperville area, adjusted for household size as updated annually by HUD.~~
- ~~26. The maximum rents are to be the rents determined to be affordable to households at 60% of Area Median Income (AMI) for the applicable unit sizes (studio and one bedroom units) according to the method used by the Illinois Housing Development Authority IHDA) for the Chicago Metro Area.~~
- ~~27. The affordable units for the Arlington 425 development may be restricted to the Highland and Campbell Buildings. 1/ 3 of the 18 affordable units will be studio units (6 studio units) and 2/ 3 of the affordable units will be one bedroom units (12 one bedroom units), which is consistent with the proportions of these units in the development. However, owner may periodically adjust up or down between the studio and 1 bedroom units by no more than three units subject to prior approval from the Village.~~
- ~~28. Preference for tenancy of the affordable units will be given to current Arlington Heights residents, employees of Arlington Heights businesses or organizations, and/ or veterans~~
- ~~29. The owner shall submit an annual report concerning compliance with the affordable housing program by March 31 of each year in a form as determined by the Village and in compliance with all other elements of the guidelines.~~
- ~~30. If the Village's Affordable Housing Guidelines applicable to this project are revised prior to 12 months after issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied.~~

General Conditions

25. At time of Final Plat application, the petitioner shall provide a phasing plan, which shall include details on all infrastructure that will be constructed in each phase of development, as well as a phased landscape plan, all for final review and approval by the Village.
- 31.26. 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.

~~32.27.~~ 33.28. The developer shall install and maintain a gateway sign at the northwest corner of the site within the public right-of-way, as part of the required streetscape improvements within phase one of the development. The design of said sign shall be in substantial compliance to the sign details document dated April 4, 2019.

~~33.28.~~ 34.29. Conversion of any building to condominium units shall require an amendment to the planned unit development and determination of sufficient parking for such change shall be provided to the satisfaction of the Village.

~~34.29.~~ 35.30. Impact fees shall be required in accordance with the requirements of Chapter 29 of the Municipal Code.

~~35.30.~~ 36.31. Compliance with the March ~~3012~~, 202~~119~~¹⁹, Design Commission motion shall be required.

~~36.31.~~ 37.32. All restaurants shall be required to apply for a special use permit, or, shall apply for a special use permit waiver if deemed acceptable by the Village.

~~37.32.~~ 38.33. Medical office uses shall only be allowed after review and approval by Village staff of their projected parking impact. If it is determined by staff that parking for medical offices cannot be adequately accommodated on the Subject Property, medical office uses shall not be allowed.

~~38.33.~~ 39.34. The Petitioner shall comply with all Federal, State and Village codes, regulations and policies.

Exhibit 2 – Code Analysis for Parking

Parking At B-5 Requirements (Campbell & Highland Buildings)				Parking At B-5 Requirements - Chestnut Building				TOTAL
Use	Square Footage / # of Units	Parking Ratio	Required Parking	Use	Square Footage / # of Units	Parking Ratio	Required Parking	Required Parking
Residential	234			Residential	85			319 units
Studio/1 Bedroom	181	1 per unit	181.0	1 Bedroom	65	1 per unit	65.0	246.0
2 Bedroom	53	1.25 per unit	66	2 Bedroom	20	1.25 per unit	25.0	91.3
Com./Rest.	7,962							
Restaurant - 1st Flr. (seating area)*	3,000	1 Space per 200 sq. ft. of seating area	15					15.0
Retail (1st Floor)	3,500	1 Space per each 500 sq. ft. of floor area above 1,500 sq. ft.	4					4.0
Retail (Basement)	0	1 Space per each 750 sq. ft. of floor area above 2,000 sq. ft.	0					0.0
Total Required**			253	Total Required*			86.0	339
Total Provided On-site			345.0	Total Provided On-site			44.0	389.0
Surplus / (Deficit)			92	Surplus / (Deficit)***			-42.0	50
* Seating area is 3,000 per petitioner. Remaining 1,462 sq. ft. on 1st floor will be allocated as back of house restaurant (per leftover size of 1st floor commercial space)				* Reduced from 90 to 86 (-4) since parking for 3 one-bdrm and 1 two-bdrm affordable units are provided in Vail Ave. Garage				
** Reduced from 266 to 253 (-13) since parking for 9 studio/one bdrm and 3 two-bdrm affordable units are provided in Vail Ave. garage								

Exhibit 3 – Village Hour by Hour Parking Analysis

Arlington 425 - Phase 1

Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	Retail (Visitor)	Retail (Employee)	Restaurant (Visitor)	Restaurant (Employee)	Residential	**Total Required	Surplus/ Deficit	Commercial Total
6:00 AM	0	0	5	2	289	296	49	7
7:00 AM	1	5	10	3	260	279	66	19
8:00 AM	2	1	12	6	246	267	78	21
9:00 AM	4	2	15	6	231	258	87	27
10:00 AM	7	3	20	7	217	254	91	37
11:00 AM	9	3	26	7	202	247	98	45
12:00 PM	10	3	35	7	188	243	102	55
1:00 PM	10	3	33	7	202	255	90	53
2:00 PM	10	3	23	7	202	245	100	43
3:00 PM	9	3	17	5	202	236	109	34
4:00 PM	9	3	19	5	217	253	92	36
5:00 PM	10	3	30	7	246	296	49	50
6:00 PM	10	3	35	7	260	315	30	55
7:00 PM	10	3	40	7	280	340	5	60
8:00 PM	8	3	40	7	283	341	4	58
9:00 PM	5	2	32	6	286	331	14	45
10:00 PM	3	1	30	6	289	329	16	40
Total Parking Provided:								
345 Spaces								
<p>Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistent demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekdays</p>								
<p>Scenario: Campbell Building and Highland Garage Constructed (222 units parking on-site with 12 units parking in Vail Garage, 345 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.</p>								

Arlington 425 - Phase 1
Weekend Parking Demand - ITE/ULI and Modified Village

<i>Time</i>	<i>Retail (Visitor)</i>	<i>Retail (Employee)</i>	<i>Restaurant (Visitor)</i>	<i>Restaurant (Employee)</i>	<i>Residential</i>	<i>**Total Required</i>	<i>Surplus/ Deficit</i>	<i>Commercial Total</i>
6:00 AM	0	0	2	2	289	293	52	4
7:00 AM	1	1	5	4	260	271	74	11
8:00 AM	1	1	9	4	246	261	84	15
9:00 AM	3	2	14	5	231	255	90	24
10:00 AM	5	3	18	6	217	249	96	32
11:00 AM	7	3	21	6	202	239	106	37
12:00 PM	8	3	30	6	188	235	110	47
1:00 PM	9	3	28	6	202	248	97	46
2:00 PM	10	3	22	6	202	243	102	41
3:00 PM	10	3	17	5	202	237	108	35
4:00 PM	10	3	18	5	217	253	92	36
5:00 PM	9	3	24	7	246	289	56	43
6:00 PM	8	3	32	7	260	310	35	50
7:00 PM	8	2	40	7	280	337	8	57
8:00 PM	7	2	40	7	283	339	6	56
9:00 PM	5	2	24	6	286	323	22	37
10:00 PM	4	1	23	6	289	323	22	34

Total Parking Provided: 345 Spaces

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistent demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekends

Scenario: Campbell Building and Highland Garage Constructed (222 units parking on-site with 12 units parking in Vail Garage, 345 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

Arlington 425 - Phase 2
Weekday Parking Demand - ITE/ULI and Modified Village Code

<i>Time</i>	<i>Retail (Visitor)</i>	<i>Retail (Employee)</i>	<i>Restaurant (Visitor)</i>	<i>Restaurant (Employee)</i>	<i>Residential</i>	<i>**Total Required</i>	<i>Surplus/ Deficit</i>	<i>Commercial Total</i>
6:00 AM	0	0	5	2	394	401	-12	7
7:00 AM	1	1	10	3	355	370	19	15
8:00 AM	2	1	12	6	335	356	33	21
9:00 AM	4	2	15	6	315	342	47	27
10:00 AM	7	3	20	7	296	333	57	37
11:00 AM	9	3	26	7	276	321	68	45
12:00 PM	10	3	35	7	256	311	78	55
1:00 PM	10	3	33	7	276	329	60	53
2:00 PM	10	3	23	7	276	319	70	43
3:00 PM	9	3	17	5	276	310	79	34
4:00 PM	9	3	19	5	296	332	58	36
5:00 PM	10	3	30	7	335	385	4	50
6:00 PM	10	3	35	7	355	410	-21	55
7:00 PM	10	3	40	7	382	442	-53	60
8:00 PM	8	3	40	7	386	444	-55	58
9:00 PM	5	2	32	6	390	435	-46	45
10:00 PM	3	1	30	6	394	434	-45	40

Total Parking Provided: 389 Spaces

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistent demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekdays

Scenario: Campbell Building and Highland Garage Constructed (303 units parking on-site with 16 units parking in Vail Garage, 389 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

