



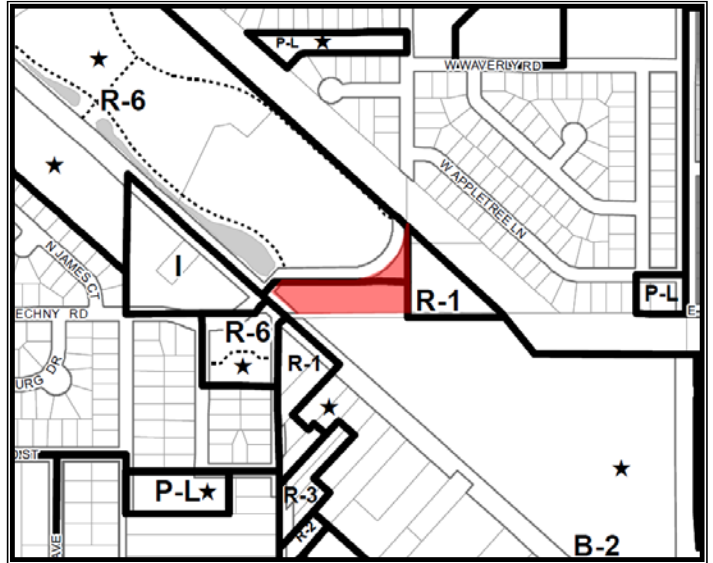
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC #21-010
Project Title: Crescent Place
Location: 310 W. Rand Road
PIN: 03-18-204-008, 03-18-204-024

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: June 23, 2021
Date Prepared: June 18, 2021

Petitioner: Jake Zunamon
 Housing Trust Group
Address: 3225 Aviation Avenue, 6th Floor
 Miami, FL 33133

Existing Zoning: B-2: General Business District, R-6: Multiple-Family Dwelling District
Comprehensive Plan: Commercial, Moderate Density Multi-Family



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District	Multi-Family rental development	Moderate Density Multi-Family
South	B-2: General Business District	Vacant land with power lines	Commercial
East	R-1: One-Family Dwelling District	ComEd substation	Parks
West	R-6: Multiple-Family Dwelling District, I: Institution District	Townhomes, Waverly Inn Memory Care Facility	Moderate Density Multi-Family, Institutional

Requested Action:

1. Amendment to Comprehensive Plan to reclassify the subject property from "Commercial" to "Moderate Density Multi-Family".
2. Rezoning from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District.
3. Preliminary Plat of Subdivision approval to consolidate the subject property into one lot.

Variations Required:

1. None.

Project Background:

The subject property is 2.46 acres in size and located at the southeast corner of the intersection of Chestnut Avenue/Techny Road and Rand Road. The site was formerly used as a restaurant, however, the restaurant building has been demolished and the site has sat vacant for close to 20 years, although it has occasionally been used for the seasonal sale of Christmas trees. Access to the site comes from one existing curb cut along Rand Road and one existing curb cut along Chestnut. The intersection of Chestnut/Techny and Rand Road is non-signalized and under the jurisdiction of IDOT. The Chestnut and Techny approaches are under stop sign control.

Housing Trust Group, a national developer of affordable housing located in Florida, has proposed a 40-unit apartment building on the subject property, comprised of 20 one-bedroom units and 20 two-bedroom units dispersed through-out a four-story building of approximately 45,000 square feet. The project would be developed in conjunction with a local partner (Turnstone Development), which has done similar projects in Northlake, Crystal Lake, and Riverdale.

Approximately 80% of the units (32 units) would be made affordable for families earning no more than 60% of the Area Median Income (AMI). Specifically, 12 one-bedroom units and 20 two-bedroom units would be rented to families earning no more than 60% AMI, which translates to a monthly rent of \$871 per month for a one-bedroom unit and \$1,047 per month for a two-bedroom unit.

The remaining eight one-bedroom units would be rented to families earning at or below 30% of AMI, which translates to a monthly rent of \$384 per month. The petitioner will keep all 40 units rented at affordable levels for no less than 30 years, although a certain percentage of the units must remain affordable in perpetuity per the Villages' Inclusionary Housing Ordinance, and further details on this are outlined within the Housing Commission section of this report.

Access to the site would come from two curb cuts along Chestnut Avenue; the existing curb cut along Rand Road would be eliminated. A total of 80 parking spaces would be provided onsite. The proposed property manager is Carefree Management, and the site would include a full-time property manager and a part-time maintenance supervisor. Through-out the first year, a leasing agent would also be employed at the site. The development would include various amenities, such as a computer café, private storage lockers, library, fitness center, community room, and outdoor amenity areas. Security cameras would be positioned through-out the development and access to all exterior entry doors would be restricted via key-fob readers. The building common areas have been designed to be completely accessible to the disabled and four of the units would also be completely accessible. In addition, 12 units would be handicap adaptable.

Zoning and Comprehensive Plan

The majority of the subject property is within the B-2, General Business District, however, a small portion at the north is within the R-6, Multiple-Family Dwelling District. The proposed use is classified as a "Multi-Family Building", which is not a permitted use in the B-2 District. Therefore, the petitioner has proposed a rezoning of the B-2 portion of the site into the R-6 District; if approved, the entire subject property would be within the R-6, Multiple-Family Dwelling District. The proposed multi-family development is a permitted use within the R-6 District.

The subject property currently exists as two separate lots and must be consolidated into one lot to allow the proposed development. Accordingly, the petitioner has requested Preliminary Plat of Subdivision approval to consolidate both lots. Should the preliminary plat be approved, the petitioner would need to

appear again before the Plan Commission, and ultimately the Village Board, for approval of the Final Plat of Subdivision. There is a 0.14 acre part of the subject property that projects out into Rand Road, and this portion must be dedicated as IDOT Right-of-Way (ROW). The required dedication is shown on the preliminary plat, and the remaining balance of the site would total 2.32 acres (101,166 square feet).

The Comprehensive Plan designates the B-2 portion of the property as “Commercial” and the R-6 portion of the property as “Moderate Density Multi-family”. The petitioner has proposed an amendment to the Comprehensive Plan, which would reclassify the “Commercial” portion of the site to “Moderate Density Multi-family”, and would align the proposed rezoning with the Comprehensive Plan land use designation for this site. The Staff Development Committee notes that the proposed rezoning would allow a development that conforms to the following goals and policies as identified within the Comprehensive Plan:

- General: To promote affordable housing for various income levels and housing types.
- Housing & Population: To encourage a wide variety of housing alternatives by type, size, and price range.
- Housing & Population: To provide a wide variety of housing for young, elderly, disabled and single households, including rental housing.
- Sustainability: To promote and encourage energy efficiency for residential and commercial buildings (development has committed to obtaining National Green Building “Bronze” status and will have “Energy Star” rated appliances).

In order to justify the change in land use and zoning, the petitioner has provided a market study that analyzed the demand for an affordable housing development in this location. The study concluded that the project was well positioned relative to similar developments in the area; the existing supply of affordable housing within the study area was found to be modest. Given projected rents, unit sizes, and onsite amenities the study estimated a rapid lease up and absorption rate with 95% occupancy expected within six months.

The subject property has sat mostly vacant for close to twenty years and the site is not ideal for commercial uses (as would be allowed under the existing B-2 zoning); there is no signalized access to/from Rand Road and IDOT would likely prohibit any direct access/curb cut to the site from Rand Road due to proximity to the Chestnut Avenue and Rand Road intersection. Given that Crescent Place would: 1) comply with several of the goals and policies within the Comprehensive Plan, 2) provide a product that is underserved in the current market, and 3) provide a viable use on a site that is not ideal for commercial uses as allowed under the current zoning, the Staff Development Committee is supportive of the proposed rezoning, lot consolidation, and amendment to the Comprehensive Plan.

Conceptual Plan Review Committee:

The petitioner appeared before the Conceptual Plan Review Committee (CPRC) on January 27, 2021 for review of their development concept. The CPRC did not express any major concerns with the proposed use and conceptual plan, and were generally favorable of this redevelopment as they recognized that the site had been vacant for many years and had certain characteristics that were impediments towards redevelopment. There was discussion on the affordable component of the development and how long the units would be required to remain affordable. The CPRC encouraged the petitioner to conduct outreach with the surrounding neighbors to introduce their project and understand potential concerns. The minutes from the CPRC meeting are included within the Plan Commission packet.

Housing Commission:

On March 2, 2021, the petitioner appeared before the Housing Commission for review of this project, which resulted in a unanimous recommendation of approval. While the financing sources for the development require that all units be rented at affordable levels (as outlined above) for a period of no less than 30 years, the Village's Inclusionary Housing Ordinance (IHO) has slightly different requirements. Specifically, the IHO requires two actual one-bedroom and two actual two-bedroom units be rented to individuals or families earning no more than 60% of AMI. Accordingly, although the developers' lenders only require 30 years of affordability, the four units as outlined above shall be rented at affordable levels in perpetuity in order to comply with the Inclusionary Housing Ordinance.

Neighborhood Meeting:

As recommended by both staff and the Conceptual Plan Review Committee, on the evening of March 10th, 2021 the petitioner held a neighborhood meeting via Zoom to introduce the project to adjacent neighbors. Three members of the public attended the meeting, and according to the petitioner, asked questions about traffic movements at the intersection of Chestnut and Rand Road. The petitioner responded that they had hired a traffic consultant to analyze the impact of the development on traffic movements in the vicinity, but that they expected traffic generation from the 40-unit development to be minimal.

Design Commission:

On May 11, 2021, the Design Commission met to discuss the project and voted unanimously to recommend approval of the application subject to six required modifications relative to material colors, window trim, and additional brick along the southwest corner of the building. Subsequent to this meeting, the petitioner made all of the changes as required by the Design Commission; the plans provided to the Plan Commission reflect these design changes. Meeting minutes from the May 11th Design Commission meeting are included in the packet to the Plan Commission.

Building, Site, and Landscaping:

The proposed development conforms to all height, bulk, density, and setback requirements. No variations are required for the building, site, or landscaping. The petitioner has submitted fire truck turning exhibits showing that emergency service vehicles can adequately maneuver through the site. The development would provide several sustainable design features, such as native seed mixes within the detention/bioswale/volume control areas, National Green Building "Bronze" status, and "Energy Star" related appliances, exhaust systems, and light fixtures.

A stormwater detention area is proposed at the northeast of the site, which has been designed to hold water during heavy rain events but will gradually drain after rainfall has ceased to where it is considered a "dry bottom" stormwater basin. This basin will be well screened with perimeter landscaping and the interior will include a layered mix of low-profile native plantings and slightly taller bioswale plantings within the center of the basin. The landscaping has been designed to provide a dense buffer to the east abutting the ComEd substation property, including preservation of six existing trees along the eastern property line and the installation of a mix of 17 new deciduous and evergreen trees. To the south abutting the commercial uses, the petitioner has proposed over 20 new deciduous and evergreen trees, along with the preservation of an existing Syberian Oak tree that is in fair condition. The landscape plan goes above and beyond code requirements.

At the request of staff, the petitioner has relocated the proposed transformer on the west side of the structure to within a wing wall enclosure at the southwest corner of the building. However, staff notes that

the landscape plan will need to be revised to reflect this change. Additionally, the petitioner has not provided sufficient specificity on the heights of the proposed fixtures, and illumination values along the eastern property line abutting the ComEd substation slightly exceed code requirements. A condition of approval have been recommended that would require the petitioner to provide a revised photometric plan and fixture details at time of Final Plat of Subdivision submission, for review and approval by staff.

Parking & Traffic:

The petitioner has provided a traffic and parking study prepared by a Certified Traffic Engineer, which has surveyed traffic volumes during April of this year and assessed the existing roadway system characteristics, anticipated trip generation, directional distribution of the site traffic, capacity analysis at area intersections, site access, and parking for the proposed development. Based on the information provided, the Staff Development Committee believes the proposed low-intensity development will not create hazardous travel conditions; the existing roadway network in the vicinity of the site is capable of handling the anticipated traffic volumes from the proposed multi-family development.

Specifically, the study estimated that during peak morning travel times (7:15am – 8:15am) and peak evening travel times (4:45pm - 5:45pm), the site is estimated to generate 14 additional vehicle trips and 18 additional vehicle trips, respectively. This translates to one additional car every 4 minutes on average during the morning peak and one additional car every three minutes on average during the evening peak. Furthermore, the study found that the proposed development would result in an additional delay time of 3 seconds for left-hand turns from westbound Chestnut Avenue onto Rand Road during the evening peak, and approximately 1 additional second of delay for the same movement during the morning peak.

Although on days when traffic is significantly heavy, the queue on westbound Chestnut awaiting movement through the Rand Road intersection will stack to reach the westernmost entrance drive to the Stonebridge Apartments, this is estimated to occur only 5% of the time. Furthermore, Stonebridge has three additional curb cuts onto Chestnut Avenue located further east of this intersection, which provide viable alternatives to enter/exit that development. Left turn movements from southeast bound Rand Road onto Chestnut Avenue, which has a dedicated left-turn lane on Rand Road, will operate with minimal delay and this movement is classified with a Level of Service (LOS) of “A” during the morning peak and LOS “B” during the evening peak. No stacking issues are projected for the dedicated left turn lane on Rand Road and the study has found that no traffic infrastructure improvements are necessary as a result of the proposed development.

In comparison to an approximately 5,000 square foot restaurant on the subject property, which would be an acceptable use for the site given the existing commercial zoning, the proposed multi-family development would generate significantly less traffic (more than 50% reduction in trips both overall and during peak travel times). The Staff Development Committee believes the proposed development would not create an undue traffic burden on the adjacent roadway network.

With regards to parking, 80 parking stalls are required and 80 stalls have been proposed on the site. In comparison to two similar affordable rental developments in the Chicagoland suburbs, the study found that parking demand would equate to approximately one parking space per unit whereas the proposed development would provide two parking spaces per unit. When compared to ITE parking generation models for multi-family housing developments, which would expect peak parking demand of 1.47 cars per unit, the proposed parking supply at Crescent Place would exceed demand. The SDC believes that sufficient parking has been provided onsite and does not have concerns over the proposed parking supply. Finally,

the petitioner has proposed four bike parking stalls adjacent to the front entrance of the building, which satisfies the code requirement of four bike parking spaces.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed amendment to the Comprehensive Plan to reclassify the subject property from “Commercial” to “Moderate Density Multi-Family”, rezoning of the subject property from the B-2, General Business District, to the R-6, Multiple-Family Dwelling District, and Preliminary Plat of Subdivision approval to consolidate the subject property into one lot and recommends **APPROVAL** of the application subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.
2. Impact fees in accordance with Chapter 29 of the Municipal Code shall be required for each unit within the development.
3. Compliance with the March 2, 2021 Housing Commission motion shall be required.
4. Compliance with the May 11, 2021 Design Commission motion shall be required.
5. At time of Final Plat of Subdivision submission, the petitioner shall provide additional details on the light fixtures, as well as a revised photometric plan that conforms to all code requirements, for review and approval by staff.
6. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

June 18, 2021

Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads