



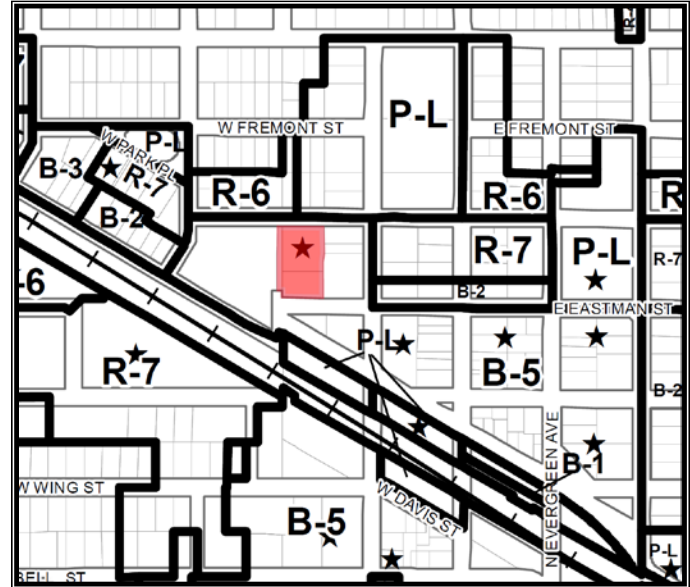
# **VILLAGE OF ARLINGTON HEIGHTS** **STAFF DEVELOPMENT** **COMMITTEE REPORT**

**Temp File Number:** T1759  
**Project Title:** 116-120 W Eastman Redevelopment  
**Address:** 116-120 W. Eastman Street  
**PIN's:** 03-29-316-001, 03-29-316-008

**To:** Conceptual Plan Review Committee  
**Prepared By:** Sam Hubbard, Development Planner  
**Meeting Date:** July 13, 2022  
**Date Prepared:** July 1, 2022

**Petitioner:** Joe Taylor  
 Compasspoint Development LLC  
**Address:** 202 S. Cook Street – Suite 210  
 Barrington, IL 60010

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



## **SURROUNDING LAND USES**

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District P-L: Public Lands District	Single-family homes, at-grade parking lot.	Single-Family Attached
South	B-5: Downtown District	Single-story retail sales building	Mixed-Use
East	B-5: Downtown District	Two-story office building	Mixed-Use
West	B-5: Downtown District	Village Bank & Trust	Mixed-Use

## **Requested Action:**

1. PUD approval to allow a 154-unit multi-family residential building with ground floor/basement commercial spaces.
2. Land Use Variation to allow principal use to be residential in the B-5 District.

## **Variations Required:**

- Variation to Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow a minimum lot size of 43,580 square feet where code requires a minimum lot size of 47,000 square feet.
- Variation to Chapter 28 of the Municipal Code, Section 10.7, to allow one 10' x 35' loading berth where two are required.

**Project Background:**

The subject property is 43,580 square feet in size (1 acre) and currently occupied by two office buildings, each of three stories in height. Along the western side of the site there is a 33-foot easement for pedestrian and vehicular traffic and parking; half of that easement is located on the subject property (16.5') and the other half is located on the property to the west (210 W. Northwest Highway). The site was originally approved for a PUD in 1965 to allow a three-story office building and a seven-story apartment building with 65 units. After the three-story office building was constructed on the north side of the site, the PUD was amended in 1968 to eliminate the residential component and construct a second three-story office building in its place. To the west of the site is a multi-tenant office building including a real estate office (Baird & Warner) and the Village Bank & Trust that has a drive-thru lane. To the east of the site is a two and a half story office building occupied by AT&T. To the south is single-story commercial building and to the north are single-family homes and a surface parking lot owned by the Village.

Access to site comes from a curb cut on St. James Street on the north and Eastman Street on the south. Additionally, the shared drive aisle on the west of the site provides a third means of ingress/egress, which operates in a one way fashion from south to north.

The petitioner, Compasspoint Development, LLC, has the property under contract and is proposing demolition of the existing buildings and site and constructing a seven story multi-family rental building with 154 residential units and limited commercial space on the ground floor and basement. The property would consist of eight two-bedroom units (5%), 120 one-bedroom units (78%), and 26 studio units (17%). The ground floor would include approximately 2,500 square feet of commercial space and the basement would include approximately 1,000 square feet of commercial space. Both units are targeted towards food/beverage users and would be located at the southern end of the building. No commercial space is contemplated along the northern side of the site. The building would include 158 interior parking stalls located on the ground floor and second level of the structure. There would be a total of 16 surface parking stalls located along the western side of the building and accessible from the shared drive aisle along the west. The entrance into the garage would also be come from the shared access aisle. There would be one curb cut on the south of the building, which would lead to a 12' x 45' loading zone at the southeast corner of the building.

**Zoning and Comprehensive Plan**

The subject property is zoned B-5, Downtown District, which allows mixed-use development with ground floor commercial spaces and multi-family units above. While the proposed development proposes around 2,500 square feet of commercial uses on the first floor, along with approximately 1,000 square feet of additional space in the basement, the overall space does not appear large enough to constitute a mixed-use development. The overall mix of uses need further analysis, however the Staff Development Committee is generally supportive of the limited commercial spaces as proposed and notes that commercial spaces along the north side of the site and adjacent to the single-family homes in that area should be avoided. A Land Use Variation for the apartment building use would be required, and all developments within the B-5 District require Planned Unit Development approvals.

The Comprehensive Plan designates the property as Mixed-Use and the multi-family use with limited commercial space is generally compatible with this designation. No amendment to the Comprehensive Plan is warranted, and staff notes that the subject property is not directly referenced in the Downtown Master Plan with specific guidelines. However, the Downtown Plan generally indicates that zoning in this area should

allow for structures between 70' and 100' in height. The proposed structure is 90' in height, which is the peak height allowed with B-5 zoning without qualifying for height bonuses.

The petitioner will likely need a variation from the following code section:

- **Chapter 28 of the Municipal Code, Section 5.5-1, Permitted Use Table, to allow a multi-family apartment building in the B-5 District.**

In order to demonstrate conformance with the standards of approval for this Variation, the petitioner must provide written justification to the following hardship criteria:

- **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 Staff Development Committee is generally supportive of the requested variation given that north side of the building is not appropriate for ground floor commercial. Any future restaurant user within the ground floor and basement commercial space would be required to obtain special use permit approval (or a special use permit waiver if eligible). The petitioner should be aware that the provision of food is required in all establishments that require a liquor license.

Since the project involves a fairly large-scale redevelopment with a portion of the subject property located across the street from single-family homes to the north, the petitioner shall hold a neighborhood meeting well in advance of appearing before the Plan Commission, which shall introduce the project to the surrounding property owners to understand what concerns they may have. Additionally, it is recommended that the petitioner meet with the property owner of the site abutting to the east to understand their future plans for redevelopment of the site. Should that site redevelop in the future with a multi-story structure built up to its western property line, certain units on the subject property may have poor access to sun and light.

As part of the Plan Commission application, the petitioner will need to provide a construction schedule and phasing plan. Additionally, the petitioner shall provide a market analysis to show market demand for the multi-family housing development of this type at this location.

### **Impact Fees & Affordable Housing**

Impact fees (school, park, library) shall be required for all residential units. With regards to affordable housing, the project will be required to conform to the Inclusionary Housing Ordinance, which will require a certain number of onsite affordable units. Specifically, the project requires a minimum of 5% of units be provided as onsite affordable units and a fee in lieu of an additional 2.5% of units be required. With 154 units proposed, the development is required to provide eight onsite units and provide a fee in lieu of additional units. A total of nine onsite affordable units have been proposed, and as part of the Plan Commission process, the developer will need to provide additional details on their affordability plan. Ultimately, an appearance before the Housing Commission shall be required.

It should be noted that Section 7-1709, Development Cost Offsets, of the Inclusionary Housing Ordinance allows density bonuses (at the discretion of the Village Board) equal to no more than one market rate dwelling unit for each required affordable dwelling unit constructed within the building. At 154 units proposed on the site, the development is nine units above maximum density requirements. However, they are proposing nine onsite affordable units and therefore code allows a nine-unit density increase, which can be authorized by the Village Board:

- **Variation to Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow a minimum lot size of 43,580 square feet where code requires a minimum lot size of 47,000 square feet.**

#### **Building, Site, Landscaping:**

The B-5 District allows for zero-setback structures and mid-rise height to foster the type of development found in transit-oriented development downtown areas. The proposed development would be built out to a 0' setback along the north, east, and southern property lines. Along the west side of the site, the building would extend above/over surface parking stalls adjacent to the shared drive aisle. The north side of the building would be built with a tapering effect with the first two levels built directly on the northern property line with the seven-story portion of the building tapering back and beginning approximately 20' setback into the property. The petitioner should provide a "Existing" cross section showing the St. James street with the residential structures on the north and the existing office buildings on the south. Additionally, a "Proposed" cross section should be provided for review of the bulk and mass of the structure in relation to its neighbors.

The primary entrance to the building would be located on the southern (Eastman Street) side of the no building, and as mentioned above, the interior garage would be accessed off the western elevation/shared drive aisle. The 3<sup>rd</sup> floor would include a rooftop pool/deck on the western elevation and the eastern elevation would have a small setback for a 3<sup>rd</sup> story roofdeck/dogrun. The seventh floor would include a rooftop deck at the southwest corner of the building.

Based on a preliminary analysis, the structure conforms to all height, setback, and bulk standards of the B-5 District. A Design Commission application shall be required, and the petitioner will need to outline any wall mounted meters/panels/building infrastructure, fire department connections, and transformers as part of the architectural review process. All mechanical units shall be appropriately located on the rooftop and screened from view. A comprehensive analysis of zoning requirements will be completed during the Plan Commission process once detailed and dimensioned plans are prepared and submitted for review.

#### **Infrastructure**

Preliminary engineering plans must be provided as part of the Plan Commission application, and a code complaint landscape and photometric plan shall also be required. Detention must conform to all Village and MWRD standards for stormwater management, including any applicable volume control standards. Any underground detention vault must be designed to support the weight of any truck/fire engine that may need to drive or stage on top. The developer should provide a summary in their narrative regarding sustainable development features they are proposing within their building.

The existing brick sidewalk along Eastman Street must be removed and replaced with the Village's updated downtown standard. The sidewalk along St. James will need to be removed and replaced, which may require slight re-alignment. Along St. James Street, a new 8-inch water main must be extended to service the development. The building will be required to connect to this line, which will require an IEPA permit.

### **Parking and Traffic:**

As mentioned above, the existing circulation of the western shared drive aisle is as a one way south to north direction. The petitioners plan appears to modify this drive aisle to become two-way with an unobstructed width of 26-feet (with exception to a portion on the northwest corner of the building). The Building & Life Safety Department will need to analyze the western fire access to determine if any modifications are needed. In addition to the western shared drive aisle, fire lanes would exist along St. James and Eastman. The petitioner will need to provide fire truck turning exhibits verifying the responding vehicles path of travel through the site.

The petitioner is required to provide a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. The study shall analyze parking occurring along the shared drive aisle and how the proposed development could impact the development to the west. The petitioner is encouraged to reach out to the owners of the property to the west to understand what concerns they may have. Along with data from similar apartment developments in downtown suburban settings, the petitioner shall provide detailed information on how parking will be managed and shared/allocated amongst the different users on the subject property. The Planning Department typically sees parking demand in downtown Arlington Heights around 1.3-1.5 spaces per unit and the proposed development must provide details on space allocation.

Finally, code requires parking stalls at a ratio of 1 per unit for studio/1-bdrm units and 1.25 per units for 2-bdrm units. The residential component requires 156 parking stalls. The development provides 158 residential parking stalls with an additional 20 stalls as tandem options. It is assumed that the 16 surface parking stalls would be allocated to the patrons of the commercial establishments.

If the total of the commercial spaces is over 5,000 square feet, a second loading berth shall be required. The petitioner should be aware that the loading zone is only 12' wide and information should be provided on delivery truck, moving schedules, and refuse loading must be provided.

**Table I: Parking Per B-5 Regulations**

Use	Seating Area sq. ft. / # of Units	Parking Ratio	Required Parking
Residential	154		
Studio/1 Bedroom	146	1 per unit	146
2 Bedroom	8	1.25 per unit	10
Com./Rest./Office	Unknown		
Basement Bar/Restaurant	950	1 space per 200 sq. ft. of seating area	5
1st Flr. Restaurant/Lounge	1,520	1 space per 200 sq. ft. of seating area	8
Total Required			168
Total Provided On-site*			174
Surplus / (Deficit)			6

\* Does not include 20 tandem spaces

Petitioner has indicated that out of the 174 parking spaces (which does not include the 20 tandem spaces), 158 may be allocated for residential uses. Per code, 156 spaces are required for the residential uses.

## **RECOMMENDATION**

The Staff Development Committee reviewed the proposed PUD to allow a 154-unit multi-family residential building with ground floor/basement commercial spaces, and a Land Use Variation to allow a principal use to be residential in the B-5 District, and the following Variations from Chapter 28 of the Municipal Code:

- **Variation to Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow a minimum lot size of 43,580 square feet where code requires a minimum lot size of 47,000 square feet.**
- **Variation to Chapter 28 of the Municipal Code, Section 10.7, to allow one 10' x 35' loading berth where two are required.**

The Staff Development Committee is generally supportive of the effort to redevelop this property and requests the petitioner to address the following as they proceed through the Plan Commission review process:

1. The petitioner shall provide written justification to the following hardship criteria for each variation requested:
  - **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.**
2. Special Use Permit approval (or SUP Waiver approval if eligible) is required for any future restaurant on the subject property.
3. The petitioner should provide a "Existing" cross section showing the St. James street with the residential structures on the north and the existing office buildings on the south. Additionally, a "Proposed" cross section should be provided for review of the bulk and mass of the proposed structure in relation to its neighbors.
4. The petitioner shall coordinate with neighboring property owners to the east and west relating to possible concerns of impacts.
5. Prior to appearing before the Plan Commission, the petitioner shall hold a neighborhood meeting to introduce the project to the surrounding property owners and obtain early input from the residential neighborhood.
6. The petitioner shall provide a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The study shall analyze existing parking and circulation on the shared access aisle, as well as provide details on how parking will be managed and shared/allocated amongst the different tenants on the subject property.
7. The petitioner shall provide a market analysis to show market demand for the multi-family housing development of this type at this location.
8. Preliminary engineering plans are required and onsite stormwater detention shall be designed to conform to MWRD and Village standards. Preliminary engineering plans must include a fire truck turning exhibit and a photometric plan.
9. Sidewalks along St. James and Eastman shall be removed and replaced. A water main must be extended along St. James.
10. A traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets shall be required. The study shall analyze parking along the shared drive aisle and how the proposed

- development could impact the development to the west. The plan shall provide detailed information on how parking will be managed and shared/allocated amongst the different users on the subject property.
11. The petitioner shall evaluate access to the loading zone and provide details on move-ins/refuse collection, and deliveries.
  12. A Design Commission application will be required for architectural review of proposed buildings.
  13. The petitioner must provide an Affordable Housing Plan as part of their Plan Commission application and an appearance before the Housing Commission shall be required. Onsite affordable housing shall be provided pursuant to the Village's Inclusionary Housing Ordinance.
  14. Impact Fees shall be required in accordance with Chapter 29 of the Municipal Code.
  15. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
  16. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

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July 1, 2022

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager  
All Department Heads  
Temp File 1759