



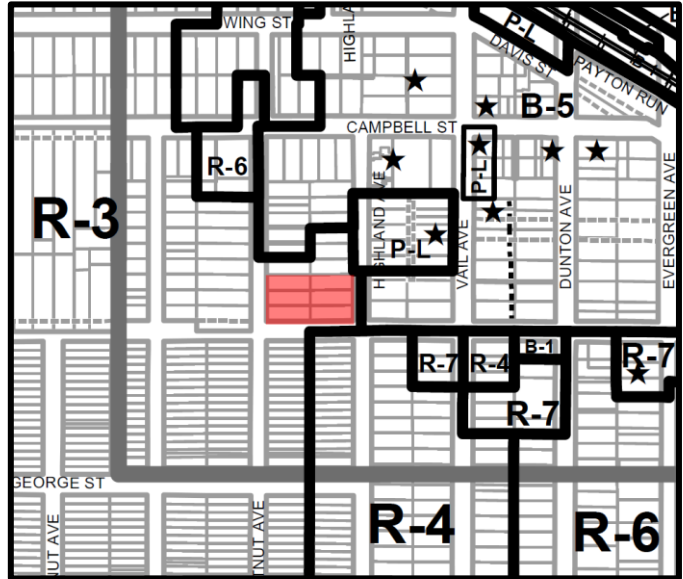
VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

File Number: PC #17-016
Project Title: Sigwalt Apartments/CA Ventures
Address: 37-45 S. Chestnut St., 36-40 S. Highland St.
PIN: 03-30-425-021 thru 023, 03-30-425-012 thru 014

To: Plan Commission
Prepared By: Sam Hubbard,
 Development Planner
Meeting Date: February 28, 2018
Date Prepared: February 23, 2018

Petitioner: Michael Porto
 CA Ventures
Address: 130 E. Randolph St. – Ste. 2100
 Chicago, IL 60601

Existing Zoning: R-3: One-Family Dwelling District



SURROUNDING LAND USES

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

Requested Action:

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
2. A Planned Unit Development (PUD) to allow the construction of a five story, 80 unit residential development.
3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

Variations Required:

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

Project Background:

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

CA Ventures, an international developer based out of Chicago, is proposing consolidation of the six lots into one property to accommodate the construction of a five-story 80-unit residential rental development with parking located on the first floor (51 spaces) and within the basement (69 spaces). The units would consist of 35 one-bedroom units (44%) and 39 two-bedroom units (49%), and 6 three-bedroom units (7%). One-bedroom units would range between 745 square feet and 810 square feet in size, two-bedroom units would range between 955 square feet and 1,332 square feet in size, and the three-bedroom units would range between 1,383 square feet and 1,438 square feet in size. The second level of the building would contain an outdoor amenity deck, including patio furniture, landscaping, a pergola/trellis and two barbeque grills. Residential units would be located on all floors except the basement. CA Ventures has stated that they plan to develop and manage this project for the long-term, and they do not anticipate developing and selling the building. The total cost of construction is estimated at 17.5 million dollars.

Access to the site would come from Highland Avenue, which would provide entry/exit to the interior garage. Two on-street parking spaces along Highland Avenue would be removed to accommodate the garage entrance (there are currently five on-street parking spaces along Highland Avenue adjacent to the site). An on-street loading space for deliveries/move-ins/move-outs is proposed along the north side of Sigwalt Street adjacent to the front entrance of the building, and seven on-street parking spaces would be added to the north side of Sigwalt Street as well. There are currently no on-street parking spaces along Sigwalt Street abutting the subject property, however, on-street parking along the north side of Sigwalt exists on the adjacent block to the east. The development would result in a net increase of five street parking spaces and one loading space.

Based on input from Village staff, the Village Board, and nearby residents, the proposed development has undergone several changes since first being presented to staff in early 2017. **Table I** below provides a breakdown of the development at different stages, and a detailed description of the plan modifications is included in the following section:

Table I: Development Characteristics

	FEBRUARY 2018 CURRENT PLAN PRESENTED TO PLAN COMMISSION	OCTOBER 2017 PLAN PRESENTED TO VILLAGE BOARD FOR FINAL APPROVAL	APRIL 2017 PLAN PRESENTED TO VILLAGE BOARD FOR EARLY REVIEW
Floors	5	5	5
Dwelling Units	80	88	86
Parking Spaces	120 (1.5 spaces per unit)	110 (1.25 spaces per unit)	98 (1.14 spaces per unit)
Parking Spaces needed in Vail Garage to conform to 1.5 spaces per unit requirement	0	22	31

Plan Modifications:

A previous version of this project appeared before the Plan Commission on September 22, 2017, and received a recommendation of approval by a 4-3 vote. Ultimately, the project was denied by the Village Board. Since this meeting, the petitioner has revised their proposal to address concerns raised by the Plan Commission, Village Board, and surrounding community. The following is a summary of the salient changes to the plans:

- Recessed the 5th floor
- Reduced the building height
- Reduced the development density
- Increased the amount of on-site parking

- Altered the building setbacks
- Modified the front retaining walls
- Reduced the overall number of bedrooms
- Increased the parking space sizes
- Provided additional on-street parking spaces
- Shifted the location of the loading zone

More specifically, the developer has proposed a recessed fifth floor, which will help to soften the mass of the building when viewed from the street. On the Sigwalt Street side, the fifth floor has been pushed 13 feet in from the southern face of the building. On the Highland and Chestnut Avenue sides, the fifth floor has been pushed in by 10 feet. On the north side, portions of the fifth floor at the corners have been pushed in by 10 feet from the northern edge of the building. Additionally, the building has been shifted slightly to the east to increase the separation between the building and the single-family residential areas to the west. The number of units has been reduced from 88 to 80, and the proposed bedroom mix has been modified. The number of on-site parking spaces has increased from 110 to 120 spaces, which now complies with the parking regulations within the R-7 District. Additionally, the Sigwalt Street building setback has been increased to 20 feet in order to comply with code requirements, and the height of the building has been reduced to 60 feet to comply with the R-7 height requirement.

As a result, the overall number of required variations has decreased from 15 variations (as approved by the Plan Commission in September of 2017) to 11 variations under the current proposal. A summary of the key modifications to the plans is shown in **Table II** below, and a list of the overall required variations is included within **Appendix I** located at the end of this report. For reference, a strikeout version of the previously requested variations is included within **Appendix II** at the end of this report.

Table II: Plan Modifications

	Previous Proposal	Revised Proposal	Code Requirement
Total Number of Units	88	80	53 (per proposed bedroom mix)
1-Bdrm	38	35	-
2-Bdrm	50	39	-
3-Bdrm	-	6	-
Overall Number of Bedrooms	138	131	-
Dwelling Units Per Acre	97	88	
Required Minimum Lot Size (density)	67,800 sq. ft.	61,500 sq. ft.	-
Proposed Minimum Lot Size (density)	39,587 sq. ft.	39,587 sq. ft.	-
Setbacks			
North (side)	5'	5'	35'
South (exterior side)	18.3'	20'	20'
East (front)	10.5'	6.7'	45'
West (front)	16.3'	20'	45'
F.A.R.	253%	242%	200%
Building Lot Coverage	72%	72%	45%
Height	62.5'	60'	60'
Number of Parking Spaces	110	120	120
Parking Spaces Per Unit	1.25	1.5	1.5
Loading Space	On Highland Ave.	On Sigwalt St.	One Loading Space
Number of On-Street Parking Spaces	1 (loss of 4 existing spaces)	10	-

Actions to Date

The petitioner has appeared before multiple boards/commissions to present their revised proposal prior to appearing before the Plan Commission. Below is a summary of all previous actions.

Early Review

On December 4, 2017, the petitioner appeared before the Village Board for an Early Review of the modified proposal. Overall, the Village Board was appreciative of the proposed changes and felt that the current version of the project was an enhancement over the previous version. Minutes from this meeting are attached.

Conceptual Plan Review Committee

The Conceptual Plan Review Committee met on January 24, 2018, to consider the revised proposal. The Committee believed that the proposed modifications were an improvement to the plan, and that the changes to make the on-site parking conform with code requirements had addressed some of their previous concerns. The minutes from this meeting are attached.

Housing Commission

On August 15, 2017, the Housing Commission met to discuss the proposed development. At that time, the petitioner was proposing 88 units within the development, and per the Village's Affordable Housing Policy, 15% (13 units) of the 88 units were required to be affordable. In lieu of providing these units, the developer agreed to provide \$25,000 for each of the 13 required affordable units not provided, for a total of \$325,000. The Housing Commission made a positive recommendation to the Village Board and the meeting minutes are attached. As the petitioner has reduced the overall number of units proposed, only 12 affordable units are now required. Therefore, the required affordable housing "fee in-lieu-of" payment is reduced to \$300,000, which is consistent with the Housing Commission approval since the per unit amount remains the same (\$25,000 per unit).

Neighborhood Meeting

Since the previous Plan Commission hearing, the petitioner has held two separate neighborhood meetings to introduce the revised 80-unit building with the recessed fifth floor to surrounding residents. The first meeting occurred on December 20, 2017, and was intended primarily for single-family neighbors located immediately west and south of the subject property. For this meeting, the petitioner notified every property owner within 250 feet of the subject property, as well as additional areas to the south and west that were beyond the 250-foot distance. A summary of this meeting is attached. On January 25, 2018, the petitioner held a second neighborhood meeting for the residents of condo buildings to the north and to the east of the subject property. This meeting was scheduled since it had been brought up during the first neighborhood meeting that certain condo buildings to the north and east were slightly outside of the 250' mailing area and weren't invited to the first meeting but would still be impacted by the proposed development. During this meeting, certain infrastructure concerns were identified relative to flooding and power capacity. Staff has followed up on both of these issues and information relative to these items is included within the Infrastructure section of this report. A summary of the second neighborhood meeting is also attached. Finally, Planning and Community Development staff also met with a small group of neighbors on February 9, 2018.

Design Commission

The petitioner presented the revised development to the Design Commission on January 9, 2018. This meeting resulted in a 3-2 vote to recommend denial of the project. In their motion, the Design Commission expressed that they were generally in favor of the aesthetics of the building (with recommendations for minor modifications), however, they expressed concerns regarding neighborhood compatibility, the requested variations, and conformance to the Comprehensive Plan.

Since the January 9th meeting, In-House Counsel Robin Ward discussed with the Design Commission what their role is relative to projects that also must appear before the Plan Commission and Village Board. Essentially, the role of the Design Commission is limited in these instances, specifically, the Design Commission should consider **only** the architecture/aesthetic of a proposed structure, and review of the harmony and compatibility of a structure in relation to the surrounding neighborhood, as well as any variations requested by the petitioner, is left up to the Plan Commission to consider.

The Design Commission passed a motion to reconsider the project at their next meeting on January 23, 2018. In consideration of only the architecture and aesthetic of the proposed building, the Design Commission voted 4-1 in favor of a recommendation of approval, subject to certain recommendations relative to the color of the fiber cement siding, the addition of windows, and the color of the entrance canopy and 2nd floor pergola. The Design Commission also encouraged the Plan Commission and Village Board to take under consideration the harmony and compatibility aspect of the development.

A copy of the minutes from both meetings have been included within the packet for the Plan Commission. It should be noted that the Plan Commission should not review the architectural merit and aesthetics of the development as that is the responsibility of the Design Commission.

Zoning, Comprehensive Plan, Downtown Master Plan

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

2015 Comprehensive Plan:

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

2007 Downtown Master Plan:

- One of the objectives of the Downtown Master Plan is to “Strengthen downtown’s residential base by encouraging additional residential development”. The proposed rezoning is consistent with this objective as it will facilitate a high density residential development that will strengthen the downtown residential base to a greater extent than single-family homes, which are allowed under the current R-3 zoning.
- The Downtown Master Plan calls for redevelopment of Block 425, and Recommendation #1 within the plan calls for Block 425 to be redeveloped as “mixed-use on northern three-quarters of block transitioning to 4 to 6 stories on the southern quarter of block.” The proposed 5-story building is consistent with this recommendation.

Up until an amendment to the Comprehensive Plan in 1997, the subject property was shown as appropriate for mixed-use development, which correlates to B-5 Downtown District zoning and would have allowed a more intense use of land and structures up to 140 feet tall. However, this classification was revised during the 1997 amendment, which resulted in the current “High Density Residential” designation. The rationale was to have this property act as a transitional zone to the residential areas to the south and east. The proposed development is compliant with this designation and will function as a transitional zone from the more intense uses of land at the north and east, to the less intense uses of land to the south and west. As a transitional development, the project is harmonious and compatible to both the downtown district at the north and east, and the single-family residential district to the south and west. When the Comprehensive Plan was updated in 2015, the “High Density Residential” designation was retained.

Furthermore, when the Downtown Master Plan was adopted in 2007, which involved a 19-person task force and 31 public meetings, this site was specifically considered relative to its proximity to downtown and the neighboring

single-family homes. The result of this process was the recommendation that the subject property be developed with a 4-6 story building, and as stated above, the proposed building is consistent with this recommendation.

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

Plat of Subdivision

The petitioner has submitted the Final Plat of Subdivision showing the consolidation of the six lots into one lot to accommodate the proposed development. Staff has reviewed the Plat and found it in compliance with all applicable codes. As part of the subdivision, the petitioner is required to dedicate land on both the east and west side of the subject property for roadway Right-of-Way purposes and this dedication has been shown on the Plat. All required engineering fees, bonds, and deposits have been submitted.

PUD Variations

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

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

The petitioner has provided a response to the above criteria, which has been included in the packet for the Plan Commission. In regards to these standards, the following points were considered:

- The proposed development is a transition between the downtown areas to the north and east and the single-family homes to the south and west, and the five-story building (with a recessed fifth floor) complies with the height requirements of the R-7 District and is compatible with the Downtown Master plan and Comprehensive Plan. As such, the building helps to achieve the goals of these plans, and as a transitional building, the development will not have a detrimental influence on the surrounding neighborhood.
- Other five-story R-7 developments have been built south of Sigwalt Street within the predominately single-family neighborhood. Sigwalt Street and Chestnut Avenue separate the proposed development from neighboring residential homes.
- The courtyard orientation of the 2nd through 5th floors on the southern elevation provides relief from the bulk and mass of the building as viewed from the south, which helps to mitigate some of the requested variations. This courtyard design is not a code requirement and is an area of the development which exceeds the minimum standards of the code.
- The courtyard feature also allows for the proposed outdoor amenity deck, which will offer exterior recreation opportunities for building residents and conforms to the PUD standard relative to outdoor recreation as outlined.
- Where feasible, the petitioner will bury certain overhead utility lines along Sigwalt and will provide streetscape improvements to the parkway along Highland and Sigwalt. These aspects are not strict code requirements and are portions of the design that exceed minimum standards and will enhance the existing street aesthetic.

- The developer has proposed a green roof on the one story garage ramp bump out on the northern elevation. Green roofs are encouraged for their impact on stormwater runoff and their aesthetic value, but are not required by code.
- Additional outdoor patios or landscaping may be added to the recessed fifth floor area to provide an amenity space for residents with 5th floor units.
- There are no natural features on the property that warrant conservation of wetlands and wooded areas.
- The proposed building will incorporate an underground detention vault that will capture stormwater runoff. The existing site does not have any area that provides notable floodwater retention.

Variations

Staff has analyzed the development in relation to the requirements within the R-7 District and determined that multiple variations are needed (outlined in **Appendix I**). The petitioner has provided written justification for the requested variations as based on the hardship criteria outlined in the Village’s Zoning Ordinance, more specifically:

- **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.**
- **The plight of the owner is due to unique circumstances.**
- **The variation, if granted, will not alter the essential character of the locality.**

The petitioners written justification is contained within the packet provided to the Plan Commission.

In analyzing these variation requests, the Staff Development Committee has considered the context of the subject property location, which is separated from adjacent single-family residential uses by streets to the west (Chestnut Avenue) and to the south (Sigwalt Street). To the east, the subject property is separated from the neighboring office uses by Highland Avenue. It is important to note that no portion of the subject property directly abuts any single-family zoning district that contains a single-family home. These street separations help to provide a buffer from the single-family residences to the south and west, which helps to mitigate the impact of the development on these areas.

Moreover, the 2015 Comprehensive Plan allows for “Single-Family Attached” uses (i.e. townhomes) on the land located immediately west of the subject property on the west side of Chestnut Avenue, as well as on the southeast corner Sigwalt Street and Chestnut Avenue. To the south of the subject property (at the southwest corner of Highland Avenue and Sigwalt Street), the Comprehensive Plan allows for High Density Multi-Family uses. The southwest corner of Highland Avenue and Sigwalt Street would not likely be appropriate for a development at a similar scale to the current proposal as that site is directly abutting existing single-family homes and is not separated from these homes by a street. Furthermore, there are several areas of existing R-7 zoning located south of Sigwalt Street that contain five-story buildings which directly abut single-family homes. As noted, the subject site does not have the same relationship to neighboring single-family residential properties as it is separated by a street on three sides. The southern portion of Block 425 defines the edge of downtown as has been envisioned for many years.

Zoning District Size

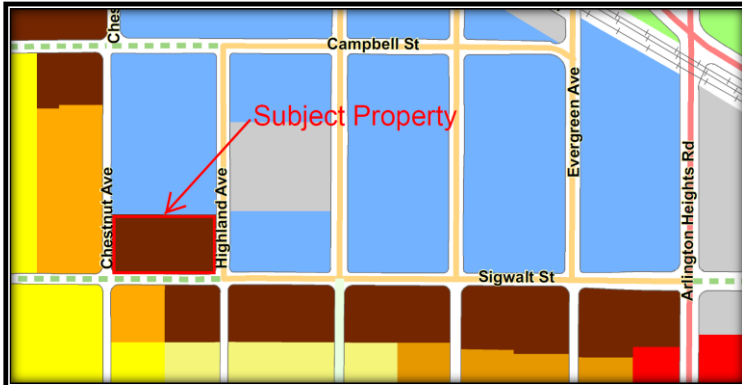
One of the variations relates to the size of the R-7 Zoning District, which in this instance will be 1.39 acres where code requires a minimum of 2 acres for land within the R-7 District. Therefore, the following variation is needed:

- **Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approximately 1.39 acres where code requires a minimum of 2 acres for the R-7 District.**

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

brown areas indicating properties appropriate for the R-7 District, and the blue properties as appropriate for B-5 Downtown District zoning:

Map I – Subject Property and Adjacent Comprehensive Plan Land Designations



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

Density

For each of the one-bedroom, two-bedroom, and three-bedroom unit types, the building offers several different layouts which adds to the uniqueness of the development. According to the Village's Zoning Ordinance, the maximum number of units allowed is based on the bedroom mix and the size of the property. Based on the petitioner's bedroom mix, which consists of 35 one-bedroom units, 39 two-bedroom units, 6 three-bedroom units, a lot area of 61,500 square feet is required per the R-7, regulations. The lot size of the proposed development is 39,587 square feet. Therefore, the following variation has been requested:

- **Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.**

The petitioner is required to dedicate land on both the Highland Avenue side of the site and the Chestnut Avenue side of the site for public Right-of-Way (ROW) in order to bring those ROW's into compliance with minimum standards for ROW width. This dedication reduces the size of the lot and consequently contributes to the density variation. The land area of the required dedication translates to the loss of four one-bedroom units per density allowances.

In addition, staff notes that the average household size within the United States has been declining for many decades. The US Census reports that in 1970, the national average household size was 3.1 persons (the R-7 density regulations were established in 1972). By 2012, the national average household size had dropped to 2.6 persons per household. This trend holds true in Arlington Heights, where the Census Bureau data shows the average household size in Arlington Heights was 2.58 persons in 1990 (including both renter and homeowner household sizes), but had dropped to 2.41 persons by 2010 (see **Appendix III**).

Data on renter household size in Arlington Heights is only available for 2000 and 2010, and this data shows the size of renter households as smaller than that of homeowner households (1.91 in 2000 and 1.93 in 2010). Furthermore, these renter household statistics are based on all forms of rental housing, including single-family homes, and it is assumed that single-family homes are generally preferable for larger families in comparison to rental apartment forms of housing. If the data could be isolated to show only rental multi-family households, staff expects that the average persons per household would be smaller than 1.93.

Considering this data, staff believes that the density regulations of the R-7 district are somewhat obsolete in that they are based on average household sizes that are no longer applicable today. Statistically, the proposed development will not yield as many residents today as it would have in the 1970's when the density regulations were established.

Furthermore, staff notes that the proposed development, even at the proposed density, is significantly less than what could be constructed in the B-5 Zoning District, which is the zoning classification for the majority of the remainder of Block 425 (B-5 zoning applied to the subject property would allow 112 units based on the unit mix). Therefore, the proposed density of the subject property will still allow the site to function as a transition between the remainder of Block 425 and the single-family neighborhoods to the south and west.

Finally, the subject property is the only R-7/High Density Residential area along the north side of Sigwalt Avenue within the Sigwalt Avenue corridor, making this site unique. Most other R-7 zoned property along the Sigwalt Avenue corridor is located south of Sigwalt and within a single-family neighborhood. These other R-7 properties within the corridor are not separated from single-family homes by public streets, which streets provide greater separation for the proposed development. Everything east and north of the subject property is within the B-5 District, and as a transitional R-7 zoned property with street separation from adjacent single-family homes, the density of the development will not alter the essential character of the locality.

Given these facts, the Staff Development Committee is supportive of the requested density variation.

Height

The Staff Development Committee requested that the developer evaluate the height of the building in order to comply with code requirements. As a result, the height of the structure has been reduced to 60 feet, which conforms to the code requirement for maximum building height within the R-7 District. Consequently, no variation to height is required. Since the structure is meant to be a transitional building between the remainder of the block to the north (which is zoned to accommodate buildings between 90 and 140 feet) and the single-family residential homes to the south and west, the proposed 60-foot height will be compatible with the scale of the neighborhood. Reducing the height has also reduced the amount of retaining walls needed along Sigwalt Street.

When the Village Board adopted the "Downtown Master Plan" in January of 2007, the plan made explicit recommendations for the redevelopment of Block 425. Specifically, the plan calls for development on the southern quarter of Block 425 to be in the 4-6 story range. The proposed development, at 5-stories, is consistent with the Downtown Master Plan. Furthermore, a current development trend is to provide larger floor-to-ceiling heights than have been provided in residential developments in the past, and in order to reduce the impact of the height of the building, the developer has sunk one floor of parking into the basement to keep the structure at 5-stories. To further reduce the impact of the building height, the fifth floor has been recessed to provide visual relief at the buildings' peak. Given the context of the site as separated from existing residential, coupled with the conformity to the Downtown Master Plan, the Staff Development Committee is supportive of the proposed 60-foot tall building height, which now complies with code.

Setbacks

Due to the unique layout of the subject site as fronting on three streets, the subject property has two front yards, one along Highland Avenue and one along Chestnut Avenue. The required setbacks for all yards are based, in part, on the size of the structure, and the following variations are required:

- **Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 45' setback.**
- **Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 45' setback.**
- **Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 35' setback.**

Relative to the prior version of this plan that was approved by the Plan Commission, the location of the building on the subject property has been shifted slightly to the east in an effort to increase the separation between the development and the single-family residential neighborhood to the west. This shift has decreased the east setback from the previously proposed distance of 10.5 feet to a distance of 6.8 feet, which has allowed the developer to increase the western setback from 16.3 feet to 20 feet (after 8-foot Right-of-way dedication), providing more separation between the structure and the single-family homes along Chestnut Avenue.

The building has also been narrowed on the southern side to provide a code compliant 20-foot setback along Sigwalt Street, which eliminates the need for a setback variation to the south.

Staff has evaluated the proposed setbacks and the Staff Development Committee is supportive of these variations for the following reasons:

1. The petitioner is required to dedicate 8' of land for public ROW on both the east and west sides of the property. Without this dedication, the setbacks along these frontages would be 14.8' (east side) and 28' (west side). Staff has studied similar developments within the R-7 district to determine the compatibility of the proposed development to existing R-7 developments within the community. The data relative to these developments is contained within **Exhibit I** attached to this report. In consideration of this land dedication, staff has found the proposed setbacks compatible with front yards of similar developments within the R-7 District. There are no immediate plans to widen the street along either Chestnut Avenue or Highland Avenue and therefore the dedicated ROW will remain as greenspace for the immediate, and potentially long-term future. The required street dedication is a unique aspect of the subject property.
2. To the south, east, and west, the subject property is bounded by streets, which provide a further measure of separation and buffer from the surrounding single-family properties. Therefore, the reduced setbacks will not adversely impair the flow of air or the provision of natural light to neighboring properties. As noted in **Exhibit I**, there are multiple examples of developments within the R-7 District that directly abut single-family homes and do not provide the same amount of separation as the subject property. In this regard, the proposed setback variations will not alter the essential character of the locality.
3. To the north, the setback of the subject property is 5' as measured from the 1-story garage ramp. However, the garage ramp is only one story tall and is not the full length of the building; the 5-story mass of the building is actually setback 18.3' from the north property line. Additionally, the roof of the garage will be a green roof, which provides additional greenspace that ordinarily would be provided within the required setback. The proposed garage ramp was added in order to eliminate a second garage entrance onto Chestnut Street, which helps to reduce the impact of the development on the single-family homes to the west. As such, the setback encroachment is a compromise to facilitate access and to maximize on-site parking. Finally, a 30' rear yard setback for residential uses (as measured from the north property line of the subject property) will be required for future development to the north as per the B-5 zoning regulations. In consideration of this future 30' setback, the proposed side yard setback on the subject property is suitable.
4. The smallest proposed setback (6.8-foot setback to the east) is located on the east side of the site, which abuts B-5 zoning located immediately across Highland Avenue. The B-5 Zoning allows for 0' foot setbacks along the east side of the street. In this manner, the reduced east side setback is compatible to the essential character of the locality.
5. The subject property is unique in that it has street frontage along three sides (67% of lot fronts a street). Based on this atypical amount of street frontage, the required setbacks are more stringent when compared to a similar sized property with traditional single frontage (interior lot) or dual frontage (corner lot).

FAR/Lot Coverage

In regards to both FAR and Building Lot Coverage, the following variations are needed:

- **Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.**

- **Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.**

Both FAR and Building Lot Coverage regulations are meant to restrict the bulk and mass of a building in order to minimize the visual impact of a structure as viewed from neighboring properties and public ROW's. Staff has studied other developments within Arlington Heights and found that the R-7 District contains several similar 5-story structures, many of which directly abut single-family homes, as shown in **Exhibit I**. Given the street separation between the subject property and the neighboring single-family homes, the effect of the bulk and mass of this structure will be minimized. Staff has also taken into account the required street dedication, which magnifies the extent of these variations but which land will likely be maintained as greenspace/parkway. In addition, the Downtown Master Plan calls for 4 to 6 stories on the subject site, whereas the proposed development is 5-stories. The incorporation of an underground detention facility, instead of an at grade detention basin, also helps to offset the lot coverage variation and preserves usable open space. Finally, the design of the structure, with the open amenity courtyard area in the center of the building, helps to reduce the overall mass of the structure.

The unique location of this property with street frontage on three sides, in combination with the separation provided by these streets, means that the proposed increases in Building Lot Coverage and FAR will not alter the essential character of the locality. In consideration of these items, the Staff Development Committee believes the proposed FAR and Building Lot Coverage to be acceptable.

Transformer

Per code requirements, all ground mounted mechanical infrastructure (AC Units, generators, transformers, etc.) must be located within the allowable building setback lines. The petitioner has proposed a transformer in the front yard along Highland Street, which requires the following variation:

- **Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard (east) setback.**

The Staff Development Committee is supportive of this variation due to the space constraints of the site and the unique orientation of the site with frontage along three sides. Given the parking ramp and underground detention vault at the rear of the building, there is no possibility to locate the proposed transformer behind the building. The proposed location will be away from the single-family residential areas. In addition, at the request of staff, the petitioner has incorporated additional evergreen landscape screening around this unit to provide for a year round buffer, which minimizes the effect of its appearance. Finally, there is an existing electrical switch box in the ROW on the west side of Highland Avenue, and two existing fiber optic utility pedestals in the ROW on the north side of Sigwalt Street. Due to the existing electrical and communication infrastructure that is located closer to the street than the proposed transformer, staff believes that the requested variation will not alter the essential character of the locality.

Loading Requirements

The proposed development is required to provide one on-site, 10-foot by 35-foot loading berth. The loading berth for this development is located on the street and not "on-site", and so the following variation is required:

- **A variation from Chapter 28, Section 11.7, Schedule of Loading Requirements, to waive the required loading berth for the development.**

The Staff Development Committee supports the aforementioned variation as an on-street loading space will be accommodated in the public ROW along Sigwalt Street adjacent to the front door of the development. This location represents a change to the previous proposal, which placed the loading dock along Highland Avenue. The modification was made due to concerns that delivery trucks would disregard the space along Highland Avenue and

would pull over on Sigwalt Street at the front entrance of the building, creating a traffic hazard. The new loading zone location on Sigwalt Street now provides a space for delivery trucks to park in front of the building.

There are several developments within and around the downtown area that have on-street loading, such as Dunton Tower, 110 S. Evergreen, and the Parkview Apartments (currently under construction). Furthermore, the 5-story residential development located approximately 450 feet southwest of the subject property (121 S. Vail Avenue) has no on-site or off-site loading zone. In consideration of these neighboring developments, staff believes the variation to waive the on-site loading space will not alter the essential character of the locality.

As has been done with other developments in Downtown, such as Metro Lofts, Parkview Apartments, and Metropolis, the Staff Development Committee would recommend that delivery/move-in/move-out operations shall be restricted as follows: 7:00 AM to 6:00 PM, Monday through Friday and 9:00 AM to 4:00 PM on Saturday and Sunday. Furthermore, the Public Works Department has raised concerns about the ability to clear snow from the proposed on-street parking spaces and loading space along Sigwalt Street due to the limited maneuverability of a plow truck. Therefore, the Staff Development Committee has recommended a condition of approval that the developer enter into an agreement with the Village that would assign the responsibility of snow removal for these spaces to the property owner.

Balconies

Per Section 6.6-5.1 of the Zoning Code, balconies are only permitted to encroach into a rear yard. However, some of the proposed balconies on the subject property will encroach into the front and exterior side yards up to a distance of 5.3 feet. Therefore, the following Variation is needed:

- **Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front and exterior side yards.**

The design of the balconies is compatible with the architecture of the building and the provision of private outdoor amenity space will enhance the quality of life for residents of the subject property. To recess all balconies inside of the building would reduce the overall floor area of each unit. At the request of the Design Commission, the petitioner has recessed certain balconies where feasible (on east, north, and west elevations), which has decreased the extent of the variation and improved the design of the building. However, the balconies on all elevations will encroach into the setback areas, and therefore the variation is still required. The unique characteristic of the subject property as a lot with frontage along three public streets and no rear yard, contributes to the need for this variation. Furthermore, the 4-story residential building located approximately 250 feet southwest of the subject property (100 S. Vail Avenue) has balconies that encroach into the required front yard setback along Sigwalt Street. In consideration of these aspects, the Staff Development Committee is supportive of the proposed variation.

Drive Aisle Widths

The Zoning Code requires that any two-way drive aisle within a parking area be a minimum width of 24 feet. The two-way ramp within the interior garage is only 20 feet in width. Additionally, there are also two drive-aisles in the garage that are 22'-2" in width, therefore, the following Variation is needed:

- **Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.**

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

1. The majority of the drive aisles within the interior parking garage meet the required 24-foot width requirement (with exception to the two areas where they are 22'-2"). Therefore, the requested variation is primarily applicable to the ramp that brings cars in and out of the basement parking level. The 24-foot width

requirement is mostly needed to allow sufficient space for cars to drive in and back out of parking stalls, and since there are no parking stalls that abut the ramp, the 24-foot width there is not a necessity.

2. The parking lot is not open to the public. As such, the only residents that will be subject to the reduced drive aisle widths will be the ones living within the building.
3. The residential use of the building means that there will not be high turnover within the parking areas (i.e. cars will not be constantly entering and exiting as within a parking lot serving commercial uses). Given the limited usage of the parking area, the reduced drive aisle width will have less of an impact.
4. The essential character of area will not be altered. Interior garages, especially within the downtown area, frequently have drive aisles that do not conform to the 24-foot width requirement. Staff notes that variations were recently granted for reduced drive aisle widths at the Parkview Apartments development.

Building Design

The building is well designed and the primary exterior material (brick) is compatible to similar structures of this size in and around Downtown Arlington Heights. The majority of the parking area is located below ground, and where the parking area extends onto the first floor, the parking is wrapped by residential units to the south, which conceals the majority of the parking area from public view. As identified above, the building architecture was favorably reviewed by the Design Commission, and review of the building architecture is not under the purview of the Plan Commission.

Site Infrastructure

The proposed development will provide on-site detention in an underground detention vault located on the northwest side of the site. The site will conform to all Village and Metropolitan Water Reclamation District (MWRD) requirements for stormwater runoff. In addition, the Village has begun design engineering for new stormwater infrastructure within this area, which will help to address historical flooding problems within the vicinity of the subject property. Implementation of the stormwater improvements is expected to begin construction within the next one to two years.

Relative to power outages that have been reported by residents within the vicinity, staff has reached out to ComEd to determine if there are any known problems with the electrical infrastructure in the area. ComEd has confirmed that there are no systematic and/or consistent power constraints, but they acknowledged that there were occasional service interruptions during 2017. Staff will be meeting with ComEd prior to the Plan Commission meeting to discuss any electrical constraints within the downtown area, however, there is sufficient power capacity to accommodate the proposed development.

There are currently four overhead utility poles that must be addressed as part of the proposed development. Block 425 contains multiple overhead wires that run along the north end of the site and down the center of the site and across the subject property. These overhead utilities must be removed to accommodate development of the block and will be relocated to the west side of Chestnut Avenue where there are existing utility poles.

There are also two utilities poles within the Sigwalt Street ROW along the north side of street and abutting the subject site. They contain overhead lines that run along the north side of Sigwalt Street to connect to a pole at the northeast corner of Sigwalt Street and Chestnut Avenue. Additionally, overhead lines run diagonally across Sigwalt Street to connect with a pole located on the southwest corner of Sigwalt Street, and there are also overhead lines that run directly across Sigwalt Street to connect with a pole directly south of the center of the property. The Fire Department will need the Sigwalt Street ROW to access the upper floors of the building during emergency situations, and in order to provide adequate overhead space for a ladder truck to maneuver, the Fire Department has requested that no overhead lines cross Sigwalt Street or be located on the northern side of Sigwalt Street.

For both fire safety and aesthetic purposes, the Planning Department and the Fire Department is requiring that *all* overhead utilities lines along Sigwalt Street west of Highland Avenue and east of Chestnut Avenue be buried as part of this development, unless the Village and ComEd determine that burial is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.

Landscape & Tree Preservation Issues

The petitioner has submitted a code compliant landscape plan. There are no trees on the subject property and no tree preservation plan is required. As previously indicated, the petitioner has incorporated additional evergreen plantings to screen the transformer along Highland Avenue and has enhanced some of the plantings at the entrance to the building. The landscape plan includes dense plantings along the Sigwalt Street elevation to enhance the pedestrian entrance to the building. In addition, several of the previously proposed retaining walls along Sigwalt Street were eliminated when the developer further sunk the building into the ground to conform to the R-7 height requirements. The elimination of these retaining walls helps to soften the appearance of the building as viewed from Sigwalt Street and has enhanced the overall aesthetic of the project.

Parking & Traffic

Parking for properties within the R-7 district is required at a rate of 1.5 spaces per unit, which represents the parking demand for the average of all units within the building. For an 80-unit residential development, this translates to 120 parking spaces required. The petitioner has proposed 120 on-site parking spaces (1.5 per unit) and therefore complies with code requirements. There are 15 tandem spots (totaling 30 spaces), which accounts for 25% of the overall parking spaces within the development, and these spaces will be assigned to any unit that wants more than one parking space. **Table III** below summarizes the parking requirements for this project:

Table III - Parking Assessment

Use	Square Footage / # of Units	Parking Ratio	Required Parking
R-7 Multi-Family Residential	80 units	1.5 spaces / unit	120 spaces
Total Required			120 Spaces
Total Provided On-site			120 Spaces
Surplus / (Deficit)			0

In order to ascertain local demand, staff has studied the supply of parking within developments located in Downtown Arlington Heights. The downtown area contains two rental apartment developments: Hancock Square and Dunton Tower. Staff has found that together, these two developments provided 1.51 parking spaces per unit during 2016. Furthermore, these developments do not provide any onsite parking, meaning that management must purchase parking permits from the Village for their tenants to use the North garage and Vail Avenue garage. It is unknown if the permits sold to these developments are used by residents of each development, however, the average of 1.52 parking spaces per unit is assumed to represent parking demand since those permits should not be purchased unless a tenant needs the space. Condominium developments within Downtown provide parking in the range of 1.65 spaces per unit to 1.0 spaces per unit, with an average of 1.43 spaces per unit. Staff believes that the proposed parking, at 1.5 spaces per unit, will satisfy parking demand for this project. The proposed net increase of five on-street parking spaces will also provide space for additional downtown parking.

When analyzed on a parking space per bedroom basis, Dunton Tower and Hancock Square provide 1.12 parking spaces per bedroom. The subject property is proposing 0.91 spaces per bedroom, which is generally consistent with data for properties within downtown. This data is summarized **Table IV** below, and the entire dataset is included as an attachment to this report as **Exhibit II**.

Table IV: Parking Analysis Relative to Existing Developments

	Parking Spaces per Unit	Parking Spaces per Bedroom
Dunton Tower	1.44	1.05
Hancock Square	1.59	1.17
Downtown Apartment Average	1.52	1.11
Downtown Condo Average	1.43	0.88
Sigwalt Apartments	1.50	0.91

Finally, since condo developments have historically generated additional parking demands when compared to apartment developments, staff has recommended a condition of approval that requires an amendment to the PUD should petitioner propose conversion of the subject property into condominiums.

Relative to traffic generation, the traffic analysis has found that minimal traffic will be generated by the proposed development during peak times. Furthermore, given the proximity of the site to the Metra station and the downtown retail amenities, the overall traffic generation projected for the development is expected to be reduced by 15% since residents will opt to travel by foot or bicycle rather than by car. Sigwalt Street is designated as a “collector” street per the Village “Thoroughfare and Transportation Policy Plan”, and it is meant to distribute traffic from local streets to arterial streets.

Traffic calming measures have taken into consideration both automobile and pedestrian safety at the intersection of Highland Avenue and Sigwalt Street. To address pedestrian safety, the developer will “bump out” the parkway at the northwest corner of this intersection (southeast corner of the subject property) to create a larger space for pedestrians in this area. This bump out will narrow the width of Highland Avenue and Sigwalt Street, making pedestrian crossings safer since there will be less distance to travel within the street.

The traffic study has analyzed the functionality of this intersection relative to traffic congestion and found that it currently operates at a Level of Service (LOS) of A and B (depending on what movement is made) during morning and evening peak travel times. The proposed development is expected to generate 26 cars traveling through the intersection during the morning peak hour, and 41 cars traveling through the intersection during the evening peak hour. Given this increase in automobile movements, and taking into account future traffic expected within the vicinity over the next five years, this intersection is anticipated to continue functioning at a LOS of A and B (these grades indicate favorable traffic flow conditions with very minimal delay). The chart below illustrates the specific LOS for each movement during morning and evening peaks.

CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS				
	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Sigwalt Street with Highland Avenue				
• Northbound Approach	B	12.2	B	12.0
• Southbound Approach	B	13.9	B	12.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.7	A	7.5
CAPACITY ANALYSIS RESULTS - PROJECTED YEAR 2023 TRAFFIC CONDITIONS				
	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Sigwalt Street with Highland Avenue				
• Northbound Approach	B	12.8	B	12.6
• Southbound Approach	B	15.3	B	13.5
• Eastbound Left-Turns	A	7.6	A	7.8
• Westbound Left-Turns	A	7.8	A	7.5

Based upon the traffic study, most of the traffic increases will occur along Sigwalt Street and Campbell Street, and along Highland Avenue adjacent to the development; very little increase in traffic is projected south of the site within

the single-family residential neighborhoods. Specifically, during peak times, 80% of all traffic to be generated by the development is expected to arrive and depart the site using Campbell Street and Sigwalt Street. At the intersection of South Street and Highland Avenue, the traffic study projects there will be only a 20% increase in traffic during peak travel times, which translates to seven additional cars during the morning peak hour and nine additional cars during the evening peak hour. The study has concluded that the existing roadway network adjacent to the subject property is capable of handling the minimal traffic anticipated from the development, and no improvements to the existing roadway network are warranted.

Construction/Phasing:

The petitioner has provided a preliminary construction/phasing plan outlining that the proposed development will proceed in two phases. Phase I will consist of construction of the underground parking level and first floor of the structure, as well as the utilities. Phase II will entail construction of the remainder of the building. Exterior work on the building should be complete by fall of 2018, and interior work by early 2019. The plan outlines that lane closures will occur intermittently while utility work is performed. A final construction plan, including details on all lane closures, will be required at time of building permit application.

Market Study and Economic Analysis

The petitioner has submitted a comprehensive market study in conjunction with their application, which has analyzed the local market conditions and evaluated the proposed development in relation to potential competitors. The study has found similar developments in the Northwest Suburban Cook County submarket to be at 95.7% occupancy, noting that 95% occupancy is considered “full” and illustrating that there is demand for additional units. Furthermore, the study has noted that the Northwest Suburban Cook County submarket has had incredibly little apartment development over the last 21 years (only 574 units), which further points to a pent-up demand for new rental units. When considering the lack of newly constructed units within Arlington Heights and in similar locations of neighboring communities, the study has estimated that the project will reach stabilization within 7-9 months after completion.

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

Table V – Fiscal Impact

Village Share of Real Estate Taxes (annual)	\$44,798
Impact Fee's (one-time)	\$272,214
Annual Resident Spending (within 3 miles)	\$1,224,704
Affordable Housing Fee	\$300,000

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

Overall, the development will provide a positive economic boost to Downtown Arlington Heights. The proposed units will include high-quality finishes and the development will have luxury amenities. With rents around \$1,963 for a one-bedroom unit, \$2,864 for a two-bedroom unit, and \$3,819 for a three-bedroom unit, tenants are expected to have significant spending power to contribute to local restaurants, retail stores, and services.

Impact on School Districts

The issue of how this development would impact the local schools was discussed during the public process for the previous proposal. Staff contacted SD #25 who provided data on number of children attending SD 25 and SD 214. Based on prior studies by the SD #25 demographer, it is estimated that this development would generate the following number of students: Elementary 2.6 students; Middle School 2.6 students; High School 2.6 students.

RECOMMENDATION

The Staff Development Committee has reviewed the petitioner's request and recommends **approval** of the following items:

- A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
- A Planned Unit Development (PUD) to allow the construction of a five story, 80 unit residential development.
- Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

And the following Variations:

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.
3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 45' setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 45' setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 35' setback.
6. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
7. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.
8. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
9. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
10. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front (east) yard setback.
11. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

This approval shall be subject to the following conditions:

1. Overhead utilities along Sigwalt Street west of Highland Avenue and east of Chestnut Avenue shall be buried unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.
2. Move-in/move-out operations shall be restricted to between 7:00 AM - 6:00 PM on Monday through Friday and 9:00 AM - 4:00 PM on Saturday and Sunday.
3. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.
4. The petitioner shall provide a final construction schedule/phasing plan, including detailed information on street closures, at time of building permit for review and approval by staff.
5. The petitioner shall comply with the August 15, 2017, motion of the Housing Commission to provide a \$300,000 fee in lieu of the providing the 12 affordable housing units (\$25,000 for each unit) to be paid at the time of building permit.
6. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit.
7. The Petitioner shall enter into an agreement with the Village that assigns the responsibility of snow removal within the on-street parking spaces and loading spaces (located along the north side of Sigwalt Street east of Chestnut Avenue and west of Highland Street) to the owner of the subject property.

8. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

February 23, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC File #17-016

Appendix I – Required Variations

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. in lot size.
3. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.8' where code requires a 45' setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' where code requires a 45' setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 35' setback.
6. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
7. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% F.A.R. where code limits maximum F.A.R. to 200%.
8. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
9. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
10. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard (east) setback.
11. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

Appendix II – Change to previously requested variations

Black Text = Variations still required with no change due to plan revisions

Green Bolded Text = Variations still required but reduced in extent due to plan revisions

Red Text = Variations still required and have increased in extent due to plan revisions

~~Red Strikethrough Text~~ = Variations no longer required due to plan revisions

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. **Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 61,500 sq. ft. ~~67,800 sq. ft.~~ in lot size.**
3. ~~Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 6.7' ~~10.5'~~ where code requires a ~~48'~~ 45' setback.~~
4. **Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 20' ~~16.3'~~ where code requires a ~~48'~~ 45' setback.**
5. **Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a ~~38'~~ 35' setback.**
6. ~~Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.~~
7. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
8. ~~A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.~~
9. **Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 242% ~~253%~~ F.A.R. where code limits maximum F.A.R. to 200%.**
10. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
11. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balconies to project 5.3' into the required front, exterior side, and side yards.
12. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
13. ~~Chapter 28, Section 11.2-7, Size, to reduce the required depth of certain parking stalls from 18' to 16'.~~
14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.
15. ~~Chapter 28, Section 11.4-1, Residential Uses, to reduce the off-street parking requirement from 132 parking spaces (1.5 spaces per unit) to 110 parking spaces (1.25 spaces per unit).~~

Appendix III – US Census Household Size Data for Arlington Heights

<i>Year</i>	<i>Population</i>	<i>Number of Households</i>	<i>Average Household Size</i>	<i>Average Renter Household Size</i>	<i>Average Owner Household Size</i>	<i>Total Number of Occupied Housing Units</i>	<i>Renter Occupied Housing Units*</i>	<i>Proportion of Renter Occupied Housing Units</i>	<i>Owner Occupied Housing Units</i>	<i>Proportion of Owner Occupied Housing Units</i>
2010	75,101	30,919	2.41	1.93	2.55	30,919	7,319	23.7%	23,600	76.3%
2000	76,031	30,763	2.44	1.91	2.60	30,763	7,155	23.3%	23,608	76.7%
1990	75,460	28,810	2.58	Not Available		28,810	7,896	25.9%	20,914	68.7%

Appendix IV – Estimate Fiscal Impact

Real Estate Taxes						
Units	Per Unit MV	Market Value	AV	EAV	Tax Rate	RE Taxes
80	120,000	9,600,000	960,000	2,688,000	9.6	\$ 258,048
					1.665 (VAH Portion)	\$ 44,798

Land Dedication (Impact) Fees						
	Units	SD 25	SD 214	AH Parks	Library	Total
1br	38	\$ 351	\$ 147	\$ 98,922	\$ 7,946	\$ 107,366
2br	50	\$ 18,942	\$ 8,135	\$ 135,210	\$ 10,861	\$ 173,147
	Total	\$ 19,293	\$ 8,282	\$ 234,131	\$ 18,806	\$ 280,513

Spending			
	Population	Per Person Annual	Total
	104	\$11,776*	\$ 1,224,704

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

Downtown Area Multifamily

Height, Setbacks, Zoning, and Density

Building	Height	North Setback	South Setback	East Setback	West Setback	Zoning	Adjacent Zoning North	Adjacent Zoning South	Adjacent Zoning East	Adjacent Zoning West	Density	FAR	Building Lot Coverage	Aerial Image Number
100 S. Vail	40'	20' (Front)	15' (Rear)	25' (Ext. Side)	31' (Side)	R-7	B-5	R-4	R-4	R-4	59.4 Units/ Acre	1.67	41.80%	1
104 N. Pine	42' *	13' 3" (Side)	20' (Ext. Side)	25' (Front)	33' (Rear)	R-7	R-6	R-7	R-3	B-2	50 Units/ Acre*	1.48	37%***	2
110 S. Dunton	45'	29' 13/4" (Side)	29' 13/4" (Side)	30' (Front)	30' (Rear)	R-7	B-1	R-6	R-6	R-7/R-4	53.29 Units/ Acre	2.00	47%	3
110 S. Evergreen	60' 10 ³ / ₈ "	20' (Front)	20' 4" (Rear)	17' (Ext. Side)	57' (Side)	R-7	B-5	R-6	R-7/R-6	R-6	47.14 Units/ Acre	2.07	37.76 %***	4
121 S. Vail	45.33' ***	17.29' *** (Side)	17.29' *** (Side)	30' (Rear)	27' (Front)	R-7	R-4	R-4	R-7	R-4	59.4 Units/ Acre	2.22***	44.37%***	5
214 N. Pine (Building Only)	44' *	22' ** (Ext. Side)	17' ** (Side)	26' ** (Front)	37' ** (Rear)	R-6	R-6	R-6	R-3	B-2	50 Units/ Acre*	1.75**	35.07%**	6
214 N. Pine (Building with Garage)	44' *	1'*** (Ext. Side)	2.5'*** (Side)	10'*** (Front)	16'*** (Rear)	R-6	R-6	R-6	R-3	B-2	50 Units/ Acre*	1.75**	69.53%**	6
215 W Miner	54' †	56.36/ 159.24' *** (Front)	25' (Rear)	14.56' (Side)	14.86' (Side)	R-7	R-7	R-7	B-3	R-3	96.53 Units/ Acre	1.47	24.49%	7
225 E. Wing	35' 8"***	25' (Front)	32' (Rear)	20' (Ext. Side)	13' 3" *** (Side)	R-7	R-7	R-7	R-4	B-2	50 Units/ Acre	1.51	37.63%	8
320 W. Campbell	56' to 58'	57.17' (Ext. Side)	41' (Ext. Side)	121.82' (Front)	50' (Rear)	R-7	R-3/R-7	R-3/R-6	R-6/R-7	R-3	57.14 Units/ Acre	2.00	18.22%	9

* Per Pine Ave. Neighborhood Study, March 2000

† Estimated at 9' per floor

** Estimated from aerial, no detailed plans on record

*** Estimated from poor quality plans on record

Downtown Area Multifamily

Height, Setbacks, Zoning, and Density

Building	Height	North Setback	South Setback	East Setback	West Setback	Zoning	Adjacent Zoning North	Adjacent Zoning South	Adjacent Zoning East	Adjacent Zoning West	Density	FAR	Building Lot Coverage	Aerial Image Number
355 W. Miner	44'	27' (Front)	42' (Rear)	12' 8.5" (Side)	12' 8.5" (Side)	R-7	R-7	R-3	R-7	R-7	49.36 Units/ Acre	1.65	37.10%	10

* Per Pine Ave. Neighborhood Study, March 2000

† Estimated at 9' per floor

** Estimated from aerial, no detailed plans on record

*** Estimated from poor quality plans on record

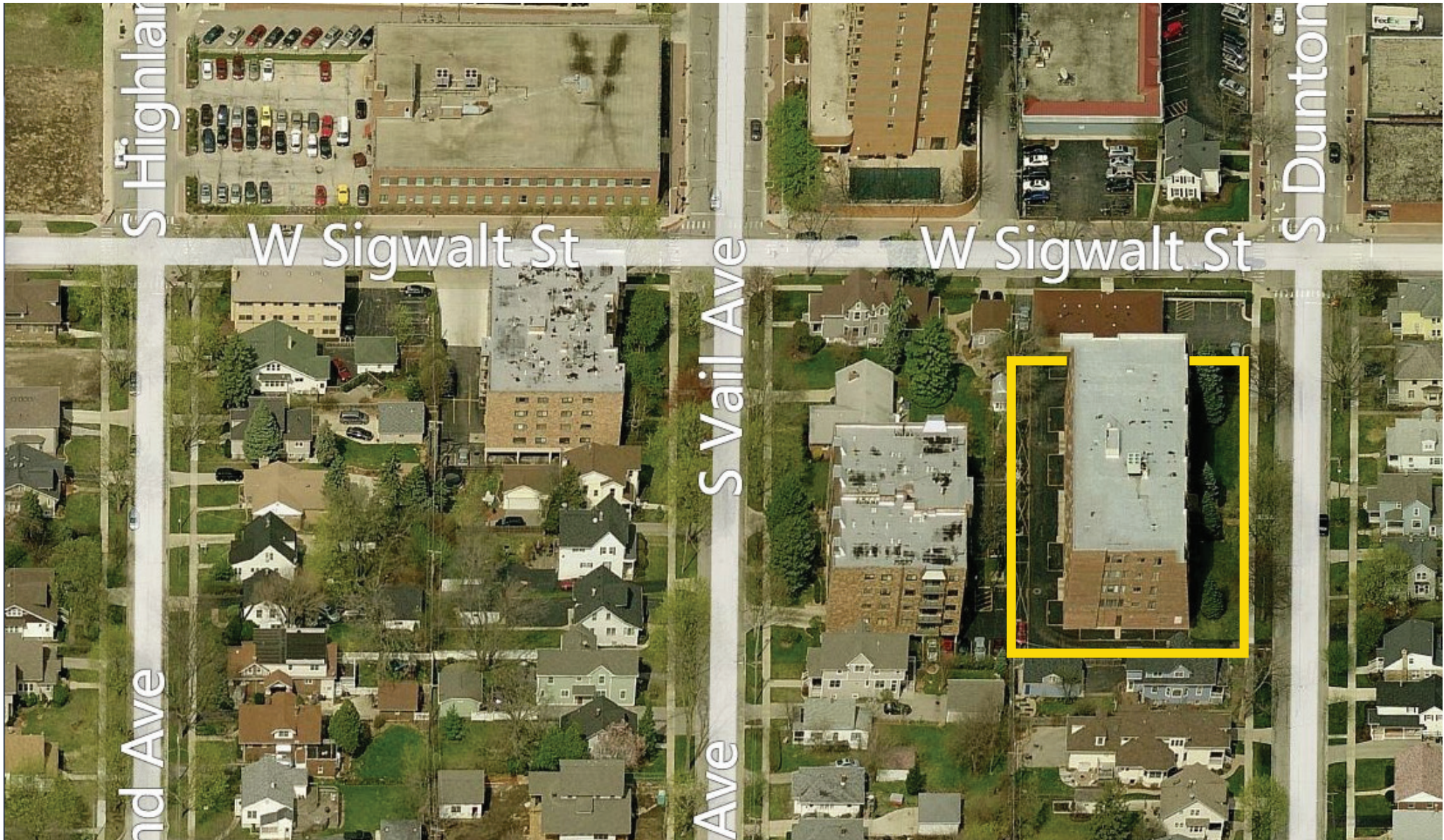
AERIAL 1 - 100 S. VAIL



AERIAL 2 - 104 N. PINE



AERIAL 3 - 110 S. DUNTON



AERIAL 4 - 110 S. EVERGREEN



AERIAL 5 - 121 S. VAIL



AERIAL 6 - 214 N. PINE



AERIAL 7 - 215 W. MINER

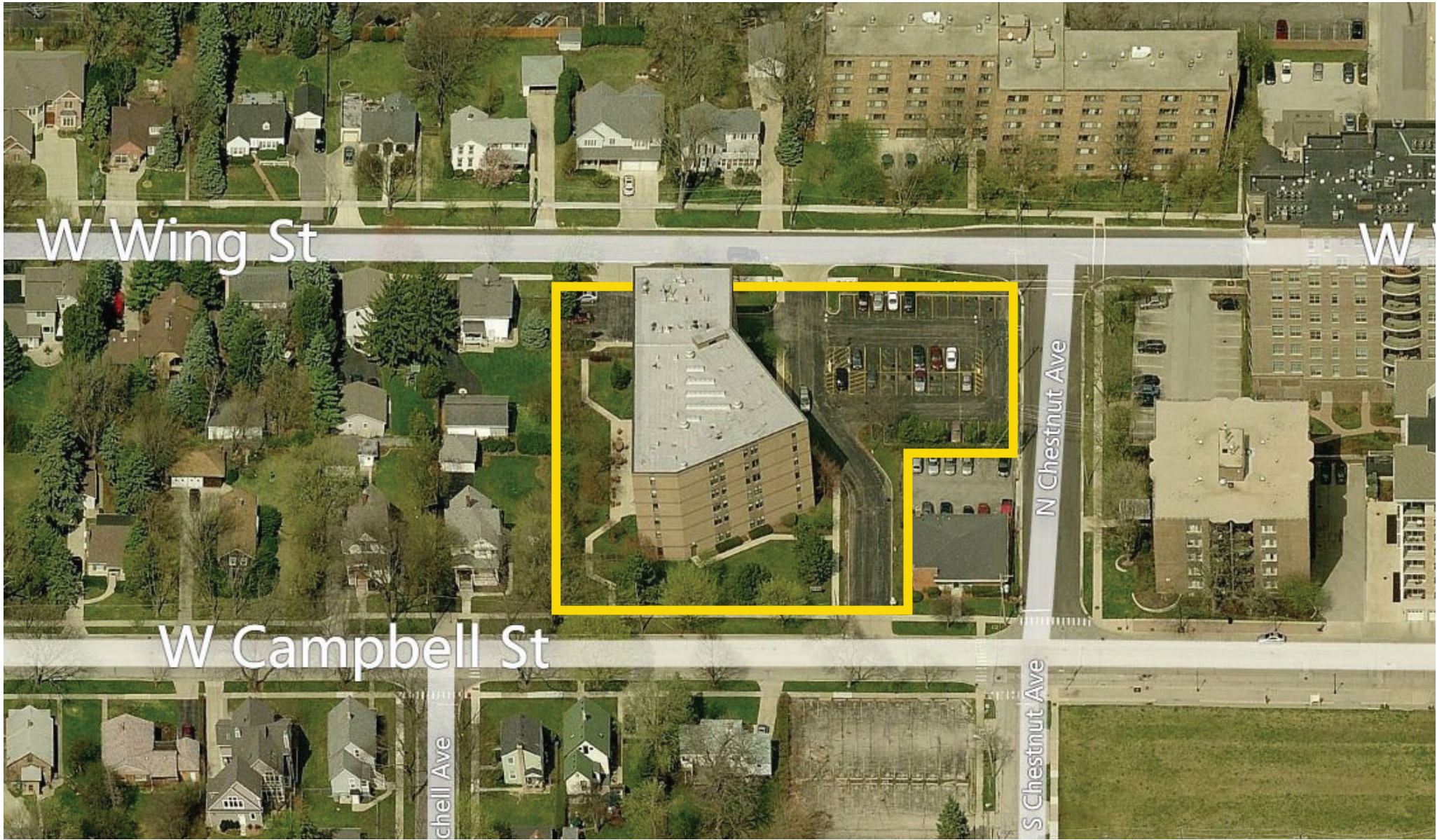


PREPARED BY VILLAGE OF ARLINGTON HEIGHTS
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

AERIAL 8 - 225 E. WING



AERIAL 9 - 320 W. CAMPBELL



AERIAL 10 - 355 W. MINER



Parking Permit Information Analysis

Introduction

For this study, sales of Parking Permits to selected downtown developments for the year 2016 were obtained from the Finance Department and analyzed. Data was obtained for overnight resident parking permits as well as sales of guest permits. Plan Commission files for the selected developments were also obtained in order to determine the number of units, number of bedrooms, and on-site parking spaces provided (if any).

Downtown Developments with some On-site Parking

Downtown developments with on-site parking were analyzed separately in this study, as they may have the ability to accommodate more on-site guest parking.

- Spaces/permits per unit range from 1.65 spaces per unit to 1.37 spaces per unit, with an average of 1.51 spaces per unit
- Spaces/permits per bedroom range from 1.08 spaces per bedroom to 0.71 spaces per bedroom, with an average of 0.84 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.14 permits per bedroom to 0.04 permits per bedroom, with an average of 0.08 permits per bedroom
- All developments with on-site parking are condominiums, with few rental units

Downtown Developments with no On-site Parking

Downtown developments with no on-site parking were also analyzed in this study, to determine the demand generated by these developments as a result of having no on-site parking available.

- Spaces/permits per unit range from 1.59 spaces per unit to 1.0 spaces per unit, with an average of 1.38 spaces per unit
- Spaces/permits per bedroom range from 1.17 spaces per bedroom to 0.92 spaces per bedroom, with an average of 1.04 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.53 permits per bedroom to 0.02 permits per bedroom, with an average of 0.36 permits per bedroom

Apartment Developments

Apartment developments were also analyzed in this study, to determine the demand generated by these developments compared to condominium developments. It should be noted that no apartment development in this study has on-site parking.

- Spaces/permits per unit range from 1.59 spaces per unit to 1.44 spaces per unit, with an average of 1.52 spaces per unit
- Spaces/permits per bedroom range from 1.17 spaces per bedroom to 1.05 spaces per bedroom, with an average of 1.11 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.53 permits per bedroom to 0.02 permits per bedroom, with an average of 0.28 permits per bedroom

Condominium Developments

Condominium developments were also analyzed in this study, to determine the demand generated by these developments compared to apartment developments. The majority of these developments have some on-site parking.

- Spaces/permits per unit range from 1.65 spaces per unit to 1.0 spaces per unit, with an average of 1.43 spaces per unit
- Spaces/permits per bedroom range from 1.08 spaces per bedroom to 0.71 spaces per bedroom, with an average of 0.88 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.46 permits per bedroom to 0.04 permits per bedroom, with an average of 0.18 permits per bedroom

Downtown Parking Permit Info - Summary

Property Type	Spaces/Permits Per Unit Ratio			Spaces/Permits Per Bedroom Ratio			Maximum Guest Permits per Month per Bedroom		
	High	Low	Average	High	Low	Average	High	Low	Average
With On-Site Parking	1.65	1.37	1.51	1.08	0.71	0.84	0.14	0.04	0.08
With no On-Site Parking	1.59	1.00	1.38	1.17	0.92	1.04	0.53	0.02	0.36
Apartments	1.59	1.44	1.52	1.17	1.05	1.11	0.53	0.02	0.28
Condominiums	1.65	1.00	1.43	1.08	0.71	0.88	0.46	0.04	0.18

Conclusion

It was found that, on average, developments with on-site parking had higher space/permit per unit ratios than developments without on-site parking (1.51 spaces per unit for developments with on-site parking, compared to 1.38 spaces per unit for developments with no onsite parking).

However, when observed on a per bedroom basis, developments with no on-site parking provided more permits/spaces per bedroom (1.04) than developments with on-site parking (0.84).

In regard to Guest Permits, developments with no on-site parking required more spaces per bedroom than developments with on-site parking (0.36 Guest Permits per bedroom for developments with no on-site parking compared to 0.08 Guest Permits per bedroom for developments with on-site parking).

When comparing Condominium developments to Apartment developments, it was found that, on average, Apartment developments provided more parking spaces per unit than Condo developments. Apartment developments averaged 1.52 spaces per unit, while Condominium developments averaged

1.43 spaces per unit. The same was true when analyzing spaces provided per bedroom, with Apartment developments averaging 1.11 spaces per bedroom and Condominium developments averaging 0.88 spaces per bedroom. However, it should be noted that it is unclear if the two Apartment projects utilize any of the purchased permits for other purposes, such as for employees or guests. Further, the condominium average is skewed by one development (Metropolis) having a much lower ratio. Removing this outlier, the condominium average is 1.49 spaces per unit, and 0.93 spaces per bedroom. As such, this data confirms the need for a required parking ratio of 1.5 spaces per unit.

Apartment developments also required more Guest Permits than Condominium developments, with Apartment developments requiring an average of 0.28 spaces per bedroom, and Condominium developments requiring an average of 0.18 spaces per bedroom. This could be due to the fact that no Apartment development had any on-site parking, while the majority of Condominium developments did have some on-site parking that could accommodate guests.

Prepared by Jake Schmidt, Assistant Planner

Planning and Community Development Department

9/11/2017

Parking Permit Info - Downtown

Property	*** Onsite Parking	Number of Units	Number of Bedrooms	Monthly Permits	Permit /Spaces per Unit	Permit / Spaces per Bedroom	*Guest Permits (Annual)	*Guest Permits (Max. per Month)	Guest Permits (Avg. per Month)
Dunton Tower Apartments	None	**215	296	*310 (16)	1.44	1.05	1077 (16)	158 (Sep. 16)	89.75
Hancock Square Apartments (Phase I and II)	None	**409	556	*650 (16)	1.59	1.17	32 (16)	12 (Dec. 16)	2.67
Metro Lofts	None	***55	80	81 (16)	1.47	1.01	259 (16)	37 (Nov. 16)	21.58
Metropolis	None	***90	98	90 (16)	1.0	0.92	257 (16)	41 (Nov. 16)	21.42
Arlington Town Square	118	***93	186	18 (16)	1.46	0.73	89 (16)	20 (Dec. 16)	7.42
Vail Bldg.	112	***79	133	4 (avg.) (Vail Bldg. 16)	1.47	0.87	5 (16)	5 (Apr. 16)	0.42
Campbell Bldg.	129	***98	189	5 (avg.) (Campbell Bldg. 16)	1.37	0.71	53 (16)	13 (Aug. 16)	4.42
Wing Bldg.	142	***86	176	0 (avg.) (Wing Bldg. 16)	1.65	0.81	8 (16)	8 (Jan. 16)	0.67
1 N. Chestnut	57	***40	59	*7 (avg.) (16)	1.6	1.08	17 (16)	8 (Apr. 16)	1.42

*Per Finance Dept. Records. Does not include standard monthly permits used as guest permits by mgmt.

** Per building mgmt.

***From Village Records