



Village of Arlington Heights
Conceptual Plan Review Committee
Community Room, 3rd Floor
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
December 12, 2018
6:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. Arlington 425 Development - Highland Ave/Campbell
St/Chestnut Ave - T1599
Planned Unit Development, Plat of Subdivision, Rezoning from
R-3 to B-5, Land Use Variation to allow a Multi-Family use
within the B-5 District, Variations

VII. OTHER BUSINESS

VIII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: Arlington 425 Development - T1599

Department: Planning & Community Development

Requested Action

1. Rezoning from R-3, One-Family Dwelling District to B-5, Downtown District for four lots of the subject property.
2. Planned Unit Development approval to allow a 361-unit mixed-use residential development.
3. Plat of Subdivision to consolidate the site into one lot.
4. Land Use Variation to allow an Apartment Building or Multiple Family Dwelling in the B-5 District (for the Chestnut Building).

Variations Required

1. Chapter 28, Section 5.1-14.1, Conditions of Use, to allow dwelling units below the 2nd floor (for the Chestnut building).
2. Chapter 28, Section 5.1-14.6, Required Minimum Yards, to reduce the required interior yard setback (south) from 25 feet to 12.9 feet for the Highland building.
3. Chapter 28, Section 5.1-14.6, Required Minimum Yards, to reduce the required public street frontage setback (west) from 20 feet to 7 feet for the Campbell Building and from 20 to 12.3' for the Chestnut building.
4. Additional variations may be identified once details plans have been submitted.

RECOMMENDATION

The Staff Development Committee is generally supportive of the proposed rezoning from R-3, One-Family Dwelling District to B-5, Downtown District, Planned Unit Development approval to allow a 361-unit mixed-use residential development, Plat of Subdivision approval to consolidate 17 lots into one lot, Land Use Variation to allow an Apartment Building or Multiple Family Dwelling in the B-5 District (for the Chestnut building), and the following Variations:

- Chapter 28, Section 5.1-14.1, Conditions of Use, to allow dwelling units below the 2nd floor (for the Chestnut building).
- Chapter 28, Section 5.1-14.6, Required Minimum Yards, to reduce the required interior yard setback (south) from 25 feet to 12.9 feet for the Highland building.
- Chapter 28, Section 5.1-14.6, Required Minimum Yards, to reduce the required public street frontage setback (west) from 20 feet to 7 feet for the Campbell Building and from 20 to 12.3' for the Chestnut building.

The petitioner shall address the following items as part of the Plan Commission review process:

Site Related

1. The petitioner shall address the following items relative to the proposed site plan:
 - a. Modifications to the proposed streetscape and adjacent private improvements along Chestnut Avenue shall be required.
 - b. Eight feet of right-of-way shall be dedicated along Chestnut Avenue. Eight feet of right-of-way shall also be dedicated along Highland Avenue, with exception to the portion of the side along Highland Avenue that abuts the Vail Avenue garage, which is still under evaluation by the Village.
 - c. Develop and explore alternative options for the two loading spaces along Highland Avenue to avoid loading spaces that front a public street and require the elimination of on-street parking spaces.
 - d. Provide space for a downtown "gateway" sign at the northwest corner of the site. Maintenance and construction of this sign shall be the responsibility of the developer.

Fire Safety and Utility Related:

2. The petitioner must comply with the following:
 - a. Plans shall address the concerns from the Building and Fire Departments relative to fire lanes and fire access for each building. Plans shall be provided that clearly indicate the location of all Fire Department connections, the location and width of fire access lanes, and details on construction types and overhead utility lines.
 - b. Conformance to all MWRD and Village stormwater requirements shall be required. Additionally, preliminary utility information shall be required to allow the Village shall evaluate existing infrastructure capacity within the vicinity to accommodate for the proposed development. Certain utility infrastructure upgrades may be required.
 - c. A comprehensive utility exhibit outlining all proposed transformers, meters, generators, switchgear, ground mounted mechanical equipment, encroachments

into the public way, and the burial of overhead utility lines as necessary and feasible shall be required.

Parking & Traffic Related:

3. The petitioner shall address the following relative to traffic and parking:

- a. Evaluate the proposed curb cut along Campbell Street. Modifications to said curb cut, including potential elimination, may be required as part of the formal Plan Commission review process.
- b. A comprehensive Traffic and Parking study shall be required for the proposed development. The petitioner shall work with the Village to study and include all necessary aspects within said study as determined by the Village, including non-traditional peak hour analysis.
- c. Parking for the residential uses within the development shall be provided at a rate of 1.5 parking spaces per unit.
- d. The petitioner shall evaluate the provision of public parking within certain spaces inside the proposed Highland Avenue garage to mitigate the anticipated use of on-street and Vail Avenue garage parking spaces generated by the commercial uses within the development.
- e. The petitioner shall provide a detailed explanation outlining how trash collection, deliveries, and move-ins/move-outs will function, for both the commercial and residential uses proposed.
- f. Chestnut Avenue abutting the development shall be widened by eight feet, in addition to other off-site improvements that may be necessary as determined by the Village.
- g. Bicycle parking spaces shall be provided. Details on bicycle parking shall be provided as part of the Plan Commission review process.

General:

4. For each requested variation, the petitioner shall provide a written response to each of the hardship criteria necessary for variation approval, as summarized below:

- The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
- The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
- The proposed variation is in harmony with the spirit and intent of this Chapter.
- The variance requested is the minimum variance necessary to allow reasonable use of the property.

5. The developer shall provide a structural review of the existing Vail Avenue garage as part of the Plan Commission review process.

6. Plat of Subdivision approval to consolidate the 17 existing lots into one lot shall be required.
7. All future restaurants shall require Special Use or Special Use Permit waiver approval.
8. Design Commission review shall be required.
9. Housing Commission review shall be required, which will require the petitioner to provide a written response to the affordable housing requirement of the Village.
10. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
11. 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.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Project Narrative	Correspondence
Plat of Survey	Exhibits
Elevations	Exhibits
Floor Plans	Exhibits
Garage Plans	Exhibits
Landscape Plan	Exhibits
Rendering - Campbell Building 1	Exhibits
Rendering - Campbell Building 2	Exhibits
Rendering - Chestnut Building	Exhibits
Rendering - Overall 1	Exhibits
Rendering - Overall 2	Exhibits
Site Plan	Exhibits
Site Plan - Context	Exhibits
EARLY REVIEW - Village Board Minutes 10-1-18	Minutes
EARLY REVIEW - Site Plan	Exhibits
EARLY REVIEW - Rendering 1	Exhibits
EARLY REVIEW - Rendering 2	Exhibits
Neighborhood Meeting Summary	Minutes



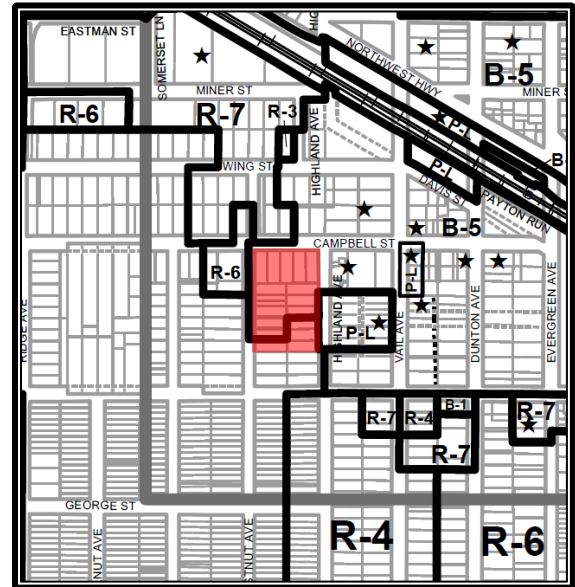
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T1599
Project Title: Arlington 425
Address: Campbell/Highland/Chestnut
PIN: Multiple PIN's

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: December 12, 2018
Date Prepared: December 7, 2018

Petitioner: Mike Firsel
Address: Firsel Ross
 2801 Lakeside Drive - Suite 207
 Bannockburn, IL 60015

Existing Zoning: B-5: Downtown District
 R-3: One Family Dwelling District
Comprehensive Plan: Mixed-Use



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-5: Downtown District, R-7: Multi-Family Dwelling District	Multi-family residential building, Mixed-use multi-family residential building	Downtown
South	R-3: One-Family Dwelling District	Vacant land	High-Density Multi-Family
East	B-5: Downtown District, P-L: Public Lands District	Mixed-use multi-family residential building, Public parking garage	Downtown, Government or Institutional
West	R-6: Multi-Family Dwelling District, R-3: One-Family Dwelling District	Parking Lot, Single-family homes	High-Density Multi-Family, Single-Family Attached

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4. Additional variations may be identified once details plans have been submitted.

Project Background:

The subject property is 2.87 acres (124,964 square feet) in size and located along Campbell Street between Highland Avenue and Chestnut Avenue in Downtown Arlington Heights. The property makes up the northern three quarters of what is known as “Block 425”, which is the large piece of vacant land bounded by Sigwalt Street, Campbell Street, Highland Avenue, and Chestnut Avenue. The majority of the property is within the B-5, Downtown District, with a small portion at the southern end of the site within the R-3, One-Family Dwelling District. One of the Board’s 2017 Strategic Priorities is to facilitate development of this block.

The proposed development involves the construction of three buildings on the site; one building along Chestnut Avenue, one building along Campbell Street, and one building along Highland Avenue. The developer is proposing a four-story residential building on the Chestnut Avenue side of the site, and a nine-story residential building with 1st and 2nd floor commercial/office space is proposed on the Campbell side. A 13-story building is proposed on the Highland Avenue side of the site adjacent to the Vail Avenue garage, which would include a small space for ground floor commercial and six floors of parking with residential units above. Residential units in all buildings would be rental. The project would proceed in two phases; the petitioner anticipates construction of both the Campbell and Highland buildings (along with the associated parking structure) as part of the first phase of development, and the final phase of development would be construction of the Chestnut building.

A summary of the key development attributes is shown in **Table 1** below.

Table 1 - Key Development Attributes

	Chestnut Building	Campbell Building	Highland Building	Total
Total Number of Units	54	182	125	361
Studio/1-Bdrm	28	133	101	262
2-Bdrm	26	49	24	99
Height****	Approx. 47.5'	96'	134'	-
Overall Number of Bedrooms	80	231	149	460
Setbacks	Proposed			Required
North	-	0'	-	0'
South	30'	-	12.9'	25'
East	-	7'	0'	0'
West	12.3'	7'	-	20'
Dwelling Units Per Acre	125.78*			
Minimum Lot Size (density)	119,432 sq. ft.*			118,200 sq. ft.
F.A.R.	TBD			None
Building Lot Coverage	TBD			None
Total Parking Spaces	537**			449
Parking Spaces Required (residential)	386			
Parking Spaces Required (commercial/office)	63			
Parking Spaces Per Unit	1.49***			

*Figure takes into consideration that 8' of ROW is dedicated along Chestnut and 8' of ROW is dedicated along Highland except where the site abuts the Vail Ave. garage

** Number will reduce when handicap stalls are included

*** This does not take into account the parking required for the commercial/office uses. This number will reduce when handicap stalls are factored in and when required parking for commercial/office is factored in.

**** Per developer. Staff will need to verify.

Preliminary Actions:

The developer has been through several steps in order to design their preliminary development concept for presentation before the Conceptual Plan Review Committee. These steps are summarized below:

- **Preliminary Staff Review:** As is customary with larger developments, the petitioner met with staff on several occasions to discuss their initial proposal. Conceptual plans were submitted for review by the Village, and on May 1, 2018, Village staff provided the petitioner with preliminary review comments on the proposal.
- **Meetings with Elected Officials:** Staff reviewed the conceptual plans in one-on-one meetings with the Mayor and individual Trustees and provided informal feedback from these meetings to the developer for their consideration.
- **Neighborhood Meeting:** On September 9, 2018, the developer hosted an open house for members of the public to introduce the proposal to the surrounding neighborhood and receive preliminary feedback from the public regarding the proposed development. Invitations for this open house were mailed to approximately 830 households located within the vicinity of the development. A summary of the open house is included within the materials provided to the Conceptual Plan Review Committee.
- **Early Review with the Village Board:** On October 1, 2018, the petitioner appeared before the Village Board for an early review, where they received preliminary feedback on their proposal. A copy of the plans that went before the Village Board and the minutes from the meeting are included in the packet provided to the Conceptual Plan Review Committee.
- **Ongoing Staff Preliminary Review:** Upon conclusion of the Early Review, the petitioner met again with staff to discuss revisions to their initial proposal. In addition, the petitioner has been working with multiple Village Departments to understand various code requirements and their applicability to the development.

Upon conclusion of the Conceptual Plan Review process, the developer can make additional revisions to the plans and formalize their proposal. Once the developer has finalized and provided all of the necessary plans to complete a Plan Commission application, they can initiate the Plan Commission public hearing review process. The project will also require review from the Design Commission and Housing Commission.

Downtown Master Plan and Building Height:

The Downtown Master Plan, which was originally adopted in 1986 and amended in 2007, outlined several development parameters for each block within Downtown Arlington Heights. This plan calls for Block 425 to be developed in a cohesive manner, with the northern three-quarters of the block (the subject property) designated with a height limit of 6-8 stories and the southern quarter of the block to be 4-6 stories in height.

While the Chestnut building is consistent with this plan, the proposed building along Highland Avenue is not. The existence of the five-story Vail Avenue garage structure, which was built up to the property line of the subject property adjacent to the proposed Highland building, provides some rationale for the proposed 13-story height of this building. In order to overcome the obstacle of the abutting five-story garage structure, the developer believes that the 13-story height of the Highland building is necessary.

The Campbell building is substantially consistent with the height guidelines outlined in the Downtown Master Plan, which call for a maximum building height of eight stories. This eight-story guideline applies to the entire site, and rather than have an eight-story structure adjacent to the single-family homes to the west, the developer has proposed a four-story building in that location (which was reduced from a previously proposed

height of five and a half stories due to concerns raised by the Village Board and the public). To compensate for the reduced four-story height in that location, the proposed height of the Campbell building was increased from eight stories to nine stories, which is appropriate. Staff notes that the property directly west of the Campbell building is zoned for multi-family uses, and the properties to the north and east are mid-rise buildings of a compatible scale.

The maximum building height within the B-5 District is 90 feet, however, the B-5 regulations allow buildings up to 140 feet tall provided that they qualify for certain height bonuses as outlined within the Zoning Code. The Chestnut building conforms to the height regulations of the B-5 District without the need for height bonuses. Based on a preliminary analysis, both the Campbell building and the Highland building qualify for height bonuses, and the height of those buildings therefore comply with the maximum permitted height within the B-5 District. Although the Highland building exceeds the height guidelines of the Downtown Master Plan, it conforms to the height requirements of the zoning district in which it is located. A detailed analysis of the qualifying height bonuses of the Highland and Campbell buildings is contained at the end of this report in **Exhibit 1**.

Zoning and Comprehensive Plan

As identified above, there is a small portion at the southern end of the site that is zoned R-3, One-Family Dwelling District and petitioner is requesting to rezone this property to the B-5, Downtown District. Staff is supportive of said rezoning as it is consistent with the surrounding zoning to the north and east and is consistent with the Comprehensive Plan, which designates the site as Mixed Use.

The B-5 District requires that all developments over 500 square feet in size receive PUD approval, and therefore the petitioner has requested approval as a Planned Unit Development. Additionally, since the site is currently composed of 17 previously platted lots, in order to accommodate for the proposed development, the site must be consolidated into one lot. Finally, since the B-5 District prohibits buildings that contain only residential units, the petitioner is seeking approval of a Land Use Variation to allow the Chestnut building as a single-use residential building.

As will be outlined below, there are certain variations that will be required in conjunction with the proposed development, and additional variations may be identified once plans have been finalized and submitted for formal review. For each variation requested, the petitioner must submit a written response addressing the four criteria necessary for variation approval, which have been summarized below:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

Affordable Housing

Affordable units must be provided pursuant to the Village's Multi-Family Affordable Housing Policy, which is a requirement for all Planned Unit Developments. Per this policy, 15% of the units (54 units) must be rented as affordable in perpetuity, or a fee-in-lieu of affordable units must be provided. The petitioner has indicated that they will plan for and include affordable units within the project in accordance with the Village's Multi-

Family Affordable Housing Policy. The specific details of this will be discussed and formalized during the Plan Commission and Housing Commission review processes.

Site Related:

Overall, the site is well designed with the tallest building proposed away from the single-family homes to the west and not directly adjacent to the existing multi-family mid-rises to the north and east. The smallest building (four stories) is proposed along Chestnut Avenue on the western side of the site, and the nine story structure is proposed adjacent to the existing five and eight story buildings on the north side of Campbell Street and the eight story building along Highland Avenue. The site provides an interior courtyard area that provides significant landscaping between the buildings and is designed to minimize traffic and loading on public streets and to provide for pedestrian access within the development. Several areas of the plan still need further analysis and revisions, as summarized below.

Right of Way Dedication

As mentioned above, the subject property must be consolidated into one lot to accommodate for the proposed development. Alternatively, the developer can create separate lots for each of the three proposed buildings, however, their preference is to have one lot for the overall development. As part of this consolidation process, eight feet of right-of-way must be dedicated along Chestnut Avenue. Along the Highland Avenue side, eight feet of ROW must also be dedicated, however, since the Vail Avenue garage is built up to the property line of the subject property, expansion of Highland Avenue in that location is not feasible. Therefore, the Village is analyzing whether dedication of right-of-way will be required along Highland Avenue where the subject property abuts the Vail Avenue garage. If no such dedication is required, a variation would likely be necessary to exempt the dedication of right-of-way along this portion of the site. In conjunction with the dedication of right-of-way along Chestnut Avenue, the roadway will need to be widened by approximately eight feet, which will allow for on-street parking and better traffic flow.

Setbacks:

Given the required eight-foot right-of-way dedication along Chestnut Avenue, neither the Campbell nor Chestnut buildings comply with the required 20-foot setback along this frontage. The Campbell building is proposed at a 15-foot setback from the existing right-of-way line along Chestnut, and the Chestnut building is proposed at a 20.3 foot setback from this line. After dedication, the Campbell building would be setback seven feet from the property line along Chestnut Avenue and the Chestnut building would be setback 12.3 feet from the property line along Chestnut Avenue, requiring variations for both buildings.

Staff had originally requested that the Chestnut building conform to the required setback along Chestnut Avenue. The developer has since reduced the height of the Chestnut building from five and a half floors to four floors and increased the height of the Campbell building from eight floors to nine floors. Relative to the Campbell building, staff believes that the setback along Chestnut Avenue is appropriate given that the property to the west is not within a single-family district and is zoned for multi-family use. Relative to the Chestnut building, the requirement for a fire lane between this building and the Highland building, along with the need to create adequate spacing between these two buildings, impacts the ability of the Chestnut building to be setback further from the street. In combination with the required dedication along the Chestnut Avenue frontage, staff believes both setback variations to be reasonable.

The Highland building is proposed to be setback 12.9 feet from the rear property line at the south of the site. The B-5 District regulations require a 25-foot setback along any interior lot line which abuts a residential zoning district. Since the land abutting the subject property to the south is zoned R-3, a 25' setback is required

along this lot line. The petitioner has requested a variation from this requirement to allow for the proposed 12.9-foot setback. The 12.9' setback allows the proposed Highland building garage to align with the existing Vail Avenue garage. Furthermore, the vacant property to the south has potential for R-7, Multiple Family Dwelling District zoning in the future. The Staff Development Committee supports the setback variation to align the two garages.

Site Engineering/Utilities/Fire Access:

The Petitioner will be required to provide on-site stormwater detention as part of their preliminary engineering submittal, and they have indicated that they will comply with all Village and MWRD requirements for stormwater management. The Village is currently in the process of designing new storm sewer lines in this area to address flooding issues and the developer will need to coordinate with the Village relative to this project (the design and capacity of these new storm sewers have taken into account development of the Block 425 site). Finally, a comprehensive utility plan outlining all transformers, meters, generators, switchgear, ground mounted mechanical equipment, encroachments into the public way, and the burial of overhead utility lines (where necessary and feasible) shall also be required, for further evaluation by the Village.

Fire access will need to be evaluated as part of the formal Plan Commission review process. Preliminary review comments from the Building and Fire Departments indicate that the development must be served by fire lanes and adequate fire access must be provided for each building. The petitioner will be required to provide fire truck turning exhibits that show how the Village's largest fire truck can safely traverse through the site. If dead end fire lanes are proposed, special relief will likely be needed from the Building Code Review Board. The petitioner's plans must clearly indicate the location of all Fire Department connections, the location and width of fire access lanes, and details on construction types and overhead utility lines. The Village recommends that all overhead utilities be relocated underground where necessary and feasible.

Curb Cut on Campbell Street

Since meeting with the Village Board for Early Review, the petitioner has revised the Campbell building to include a new access drive that runs through the base of the building and out to Campbell Street approximately at the center of the block. The developer has made this change to shift traffic away from Highland Avenue and one of the entrances/exits to the Vail Avenue garage. The traffic study will need to assess and justify the need for this newly proposed ingress/egress along Campbell Street and its associated impact on traffic. Staff has expressed concern relative to this design change as it would cause the elimination of on-street parking spaces along Campbell Street and would create a new curb cut that would force pedestrians on Campbell to cross four lanes of traffic. It is unclear if the proposed curb cut on Campbell Street is actually necessary (or if four lanes are needed) to provide for efficient circulation and distribution of traffic to, from, and through the site, and as stated above, the code required traffic study must address this.

Landscape/Streetscape:

The developer will need to work with the Village to develop appropriate streetscape improvements along Highland, Campbell, and Chestnut in conformance with the Village's downtown streetscape program. The conceptual plans show that the existing downtown style streetscape along Campbell Street will be upgraded with additional street trees. Details on the streetlights, landscaping, and street furnishings along this frontage will need to be provided, and the developer should provide space for a downtown "gateway" sign at the northwest corner of the site (maintenance and construction of this sign would be the responsibility of the developer).

Along Chestnut Avenue abutting the Campbell building, a reduced version of the downtown streetscape may be appropriate, and the developer should revise the plans to propose something other than the standard five-foot wide sidewalk and parkway. The standard five-foot sidewalk and parkway is acceptable along the frontage of the Chestnut building. The petitioner will need to evaluate the location of the sidewalk elements along the Chestnut frontage; given the ROW dedication along this street, certain portions of the private improvements fall within the public ROW and will need to be scaled back. Additionally, all standard five foot sidewalks must be setback one foot outside of the property line and the proposed sidewalk along the Chestnut building will need to be moved to conform to this requirement.

Dense landscaping shall be required within the greenspaces on the subject property. Details will be needed on the plantings proposed above the basement garage to determine how landscaping will be suitable in this courtyard area. In addition, the requirement for a fire lane in-between the Chestnut building and Highland building may impact the ability to provide plantings in this area.

Parking Garage Structure

The proposed development will include a basement and first floor garage within the Chestnut building, with ingress and egress coming from Chestnut Avenue. The Highland building will have a basement garage with six floors of parking above, and access to this garage comes from Highland Avenue and from the interior courtyard area. In order to address preliminary concerns about access to this garage, the developer has shifted this access west and away from the Highland Avenue.

The garage structure within the Highland building will be constructed abutting, but not connected to, the western edge of the existing Vail Avenue garage. Further review of the proposed garage will be required to ensure that it will not compromise the structural integrity of the Village parking garage. Additionally, the petitioner will need to ensure that the Vail Avenue garage is properly protected during construction and that future maintenance of the Village garage will not be impaired. The developer will need to provide a structural review of the existing Vail Avenue garage as part of the Plan Commission review process.

Traffic and Parking:

A traffic and parking study will be required to assess the traffic impact of the proposed development and the adequacy of the proposed parking supply. Staff has been working directly with the petitioner's traffic engineer to provide them with a comprehensive list of items that must be studied and addressed as part of the required study. One of the key items that must be analyzed is whether improvements to Highland Avenue north of the Vail Avenue garage are necessary to improve traffic flow and vehicular conflicts. Improvements to the intersection of Campbell Street and Highland Avenue may have an impact on a future mid-block crosswalk proposed on Campbell Street to the west of the proposed development, and the study must take this under evaluation. The study must also analyze the intersections of Highland/Campbell, Highland/Sigwalt, Campbell/Chestnut, Campbell/Vail, Sigwalt/Vail, and Sigwalt/Chestnut to determine if these intersections have the capacity to handle the expected traffic to be generated by the proposed development.

The proposed parking supply conforms to the B-5 parking requirements, however, based upon Arlington Heights data, 1.5 parking spaces per unit will be required for the residential use, plus parking to meet all requirements for the commercial/office portion of the development. The proposed development achieves a 1.49 parking space per unit ratio, however, when the required parking for the commercial/office uses is factored in, the total on-site parking falls to 1.2 spaces per residential unit. If the petitioner maintains that parking spaces for both residential and commercial/office uses have different times for peak usage, the parking study must analyze total on-site parking demand via a shared parking model to show when peak

parking demand occurs for each individual use. Based on staff's preliminary analysis, each use may have peak parking demand as estimated in **Table 2** below, which shows that estimated demand for peak parking exceeds code requirements:

Table 2- Parking by Code Requirements vs. Potential Parking Demand

	Residential Uses	Commercial/Office Uses
Parking Required By Code	386	63
Potential Parking Needed to Accommodate for Peak Demand*	Approximately 542 Spaces**	Between 125-204 Spaces**

* Estimates generated per Rich & Associates downtown parking studies and HNTB downtown parking study

** Subject to further evaluation, proposed uses, and shared parking models

The petitioner has stated that the parking garage within the Highland building will have spaces available for the commercial/office component of the development, however, this parking will be private and only available for employees and patrons of the businesses within the development. The Village believes that patrons of the commercial spaces within the development may not park solely within the Highland building garage; it is likely that these patrons will also utilize on-street spaces and spaces within Vail Avenue garage, which spaces are already heavily used during peak times. Therefore, the Village believes that it would be beneficial for the development to open up the commercial/office parking spaces with the Highland building garage to the public at large, and not just the public that will be patronizing the commercial/office spaces within the development.

Preliminary analysis indicates that four loading spaces are necessary in order to comply with code requirements (two for the residential uses, two for the commercial/office uses). The conceptual plans include two loading spaces within the interior courtyard, and two loading spaces within the Highland building with access from Highland Avenue. The loading spaces in the Highland building will require the removal of certain on-street parking spaces, which will need further analysis. The petitioner should develop and explore alternative options for these two loading spaces so as to keep access off of a public street and avoid the elimination of on-street parking spaces. As part of the Plan Commission process, the petitioner will need to provide a detailed explanation outlining how trash collection, deliveries, and move-ins/move-outs will function, for both the commercial/office and residential uses proposed.

Finally, bicycle parking spaces will need to be provided as part of the proposed development, and the necessary number of bicycle parking spaces will be determined as part of the PUD review process.

RECOMMENDATION

The Staff Development Committee is generally supportive of the proposed rezoning from R-3, One-Family Dwelling District to B-5, Downtown District, Planned Unit Development approval to allow a 361-unit mixed-use residential development, Plat of Subdivision approval to consolidate 17 lots into one lot, Land Use Variation to allow an Apartment Building or Multiple Family Dwelling in the B-5 District (for the Chestnut building), and the following Variations:

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1. The petitioner shall address the following items relative to the proposed site plan:
 - a. Modifications to the proposed streetscape and adjacent private improvements along Chestnut Avenue shall be required.
 - b. Eight feet of right-of-way shall be dedicated along Chestnut Avenue. Eight feet of right-of-way shall also be dedicated along Highland Avenue, with exception to the portion of the side along Highland Avenue that abuts the Vail Avenue garage, which is still under evaluation by the Village.
 - c. Develop and explore alternative options for the two loading spaces along Highland Avenue to avoid loading spaces that front a public street and require the elimination of on-street parking spaces.
 - d. Provide space for a downtown "gateway" sign at the northwest corner of the site. Maintenance and construction of this sign shall be the responsibility of the developer.

Fire Safety and Utility Related:

2. The petitioner must comply with the following:
 - a. Plans shall address the concerns from the Building and Fire Departments relative to fire lanes and fire access for each building. Plans shall be provided that clearly indicate the location of all Fire Department connections, the location and width of fire access lanes, and details on construction types and overhead utility lines.
 - b. Conformance to all MWRD and Village stormwater requirements shall be required. Additionally, preliminary utility information shall be required to allow the Village shall evaluate existing infrastructure capacity within the vicinity to accommodate for the proposed development. Certain utility infrastructure upgrades may be required.
 - c. A comprehensive utility exhibit outlining all proposed transformers, meters, generators, switchgear, ground mounted mechanical equipment, encroachments into the public way, and the burial of overhead utility lines as necessary and feasible shall be required.

Parking & Traffic Related:

3. The petitioner shall address the following relative to traffic and parking:
 - a. Evaluate the proposed curb cut along Campbell Street. Modifications to said curb cut, including potential elimination, may be required as part of the formal Plan Commission review process.
 - b. A comprehensive Traffic and Parking study shall be required for the proposed development. The petitioner shall work with the Village to study and include all necessary aspects within said study as determined by the Village, including non-traditional peak hour analysis.
 - c. Parking for the residential uses within the development shall be provided at a rate of 1.5 parking spaces per unit.
 - d. The petitioner shall evaluate the provision of public parking within certain spaces inside the proposed Highland Avenue garage to mitigate the anticipated use of on-street and Vail Avenue garage parking spaces generated by the commercial uses within the development.
 - e. The petitioner shall provide a detailed explanation outlining how trash collection, deliveries, and move-ins/move-outs will function, for both the commercial and residential uses proposed.

- f. Chestnut Avenue abutting the development shall be widened by eight feet, in addition to other off-site improvements that may be necessary as determined by the Village.
- g. Bicycle parking spaces shall be provided. Details on bicycle parking shall be provided as part of the Plan Commission review process.

General:

- 4. For each requested variation, the petitioner shall provide a written response to each of the hardship criteria necessary for variation approval, as summarized below:
 - **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
 - **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
 - **The proposed variation is in harmony with the spirit and intent of this Chapter.**
 - **The variance requested is the minimum variance necessary to allow reasonable use of the property.**
- 5. The developer shall provide a structural review of the existing Vail Avenue garage as part of the Plan Commission review process.
- 6. Plat of Subdivision approval to consolidate the 17 existing lots into one lot shall be required.
- 7. All future restaurants shall require Special Use or Special Use Permit waiver approval.
- 8. Design Commission review shall be required.
- 9. Housing Commission review shall be required, which will require the petitioner to provide a written response to the affordable housing requirement of the Village.
- 10. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
- 11. 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.

December 7, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1599

EXHIBIT 1 – Height Bonus Analysis

	Highland Building	Campbell Building
Setback Bonus. Two additional feet in height shall be allowed for each one foot of building wall setback measured from the property line to building line.		
Landscaped Mall or Plaza Bonus. One additional foot in height shall be allowed for each whole unit of 1,000-square foot of fully landscaped plaza. An area of less than 50 feet in width will be considered setback and not plaza. The Village shall consider appropriate landscaping to include shade trees, shrubs, planter boxes, grass sculpture, decorative paving, fountains, all of which must be for public enjoyment.		
Arcade Bonus. Eleven feet six inches additional height shall be allowed for each 1,000-square foot of an arcade. An arcade must have a minimum horizontal clearance of five feet, as measured from the inner wall to the projecting wall, with a minimum height of 9 feet.		
Multi-use Concept Bonus. Twenty-three additional feet of height shall be allowed for a building with two different non-residential uses. A use of less than an entire floor area will not qualify for a bonus. Only the following uses will qualify for this height bonus: retail business, services, offices, hotel and theater.		X
Enclosed Parking Bonus. Eleven feet six inches additional height shall be allowed for each level of underground car parking. Five feet nine inches additional height shall be allowed for each level of a parking structure above grade.	X	
General Amenities Bonus. Twenty-three additional feet in height shall be allowed for landscaping. Landscaping credited under (b) above may not be a part of the general amenities bonus		
Upper Floor Setback Bonus. Eleven feet six inches additional height shall be allowed for each whole unit of ten feet setback of the largest floor above the third floor. Setback shall be measured from the face of the lower floor to the face of the largest upper floor.	X	



MICHAEL D. FIRSEL
MICHAEL E. ROSS
CHRISTINE S. BOLGER
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November 8, 2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

Re: Request for Concept Plan Review of Arlington 425 Development

Dear Charles,

Please consider this letter the formal request of CCH, LLC (the "Petitioner") to be placed on the November 28, 2018 agenda for the Concept Plan Review Committee of the Plan Commission for the project commonly known as "Arlington 425". The property is located on the south side of Campbell Street between Chestnut Avenue and Highland Avenue. It currently consists of 17 separate lots, 13 of which are currently zoned B-5, and 4 of which are currently zoned R-3. The Petitioner is requesting the following actions:

1. A rezoning of the four R-3 lots to B-5 so that all lots within the development are zoned B-5;
2. Approval of a Planned Unit Development (PUD) to allow the construction of a primarily residential multi-family development consisting of three separate residential buildings; and
3. Preliminary and Final Plat of Resubdivision to consolidate 17 lots into one lot.

As you may be aware over the last several months, the Petitioner has presented its original conceptual development plans to your staff, the Village President, the Village Trustees (both individually and at Early Review), and as well as to the neighboring residents at an open public meeting. Based on the feedback and comments Petitioner has received, Petitioner has made revisions to the original concept plans, and would like to present the attached plans for this development to the Concept Plan Review Committee for initial review and comments at its next scheduled meeting.

Petitioner believes that for informational purposes, the members of the Concept Plan Review Committee be made aware of some of the modifications and enhancements based on the most welcome and constructive comments Petitioner has received to date.

Mr. Sam Hubbard
November 8, 2018
Page 2

1. Petitioner has reduced the height of the building along Chestnut Avenue from 6 to 4 stories, and has removed a large dormer gabled roof. This modification will reduce the overall height of this building by 21 feet. The current plan as presented will have a greatly reduced impact on the neighboring residences.
2. In order to retain the economic viability of the project one floor of additional residential units have been added to the Campbell Street building which will now consist of primarily 8 residential floors, plus one story of retail on the first floor as required by Village Code. The additional one floor addition will compensate for two floors removed from the Chestnut Street building. In addition, Petitioner is proposing to make the east half of the second floor of the Campbell Street building additional commercial space. This will provide additional flexibility and possibilities as Petitioner moves forward with the leasing of the retail/commercial space in the Campbell Street Building.
3. The initially proposed traffic circulation around the project was reviewed and analyzed very carefully, and the Petitioner concurs that the previously proposed entry into the development and the 454 space parking deck immediately off of Highland Avenue would create very additional significant traffic issues, and exacerbate an already problematic and congested area of the downtown. Therefore, the main access point into the development and parking deck be relocated on to Campbell Street, west of Highland Avenue in the middle of the block through the Campbell Street building. This entryway would allow the implementation two covered drop-off areas for the Campbell Street Building on both sides of this drive into the project, thereby obviating the necessity for any drop-off areas on Campbell Street.
4. The current site plan shows 2 recessed and easily accessible internal loading docks, as well as one back-in loading dock off of Highland Avenue (to serve the Highland Avenue building), which is located south of the one-way right-turn only drive in to the development.

Petitioner believes that the current plans being reviewed enhance the viability and the impact of this project on the downtown. Of very significant importance is that the Petitioner is not requesting any Village Code variances relating to three of the most impactful issues relating to a development of this type, namely, density, height and parking. The current 4 variances being requested include the elimination of mandated first floor retail in the Chestnut Street building and minor setback issues, of the type and nature that are fairly common requests to downtown transit-oriented high-density zoned projects.



Mr. Sam Hubbard
November 8, 2018
Page 2

Please confirm if we are able to be placed on the November 28, 2018 Concept Plan Review Committee agenda so that we can present and discuss these plans with the Committee, and move this exciting and most impactful project forward through the Village approval process.

Thank you for your cooperation and consideration in this matter.

Sincerely,

A handwritten signature in blue ink that reads 'Michael D. Firsell'. The signature is fluid and cursive, with the first name 'Michael' being the most prominent part.

Michael D. Firsell

MDF/djm

ALTA/NSPS LAND TITLE SURVEY

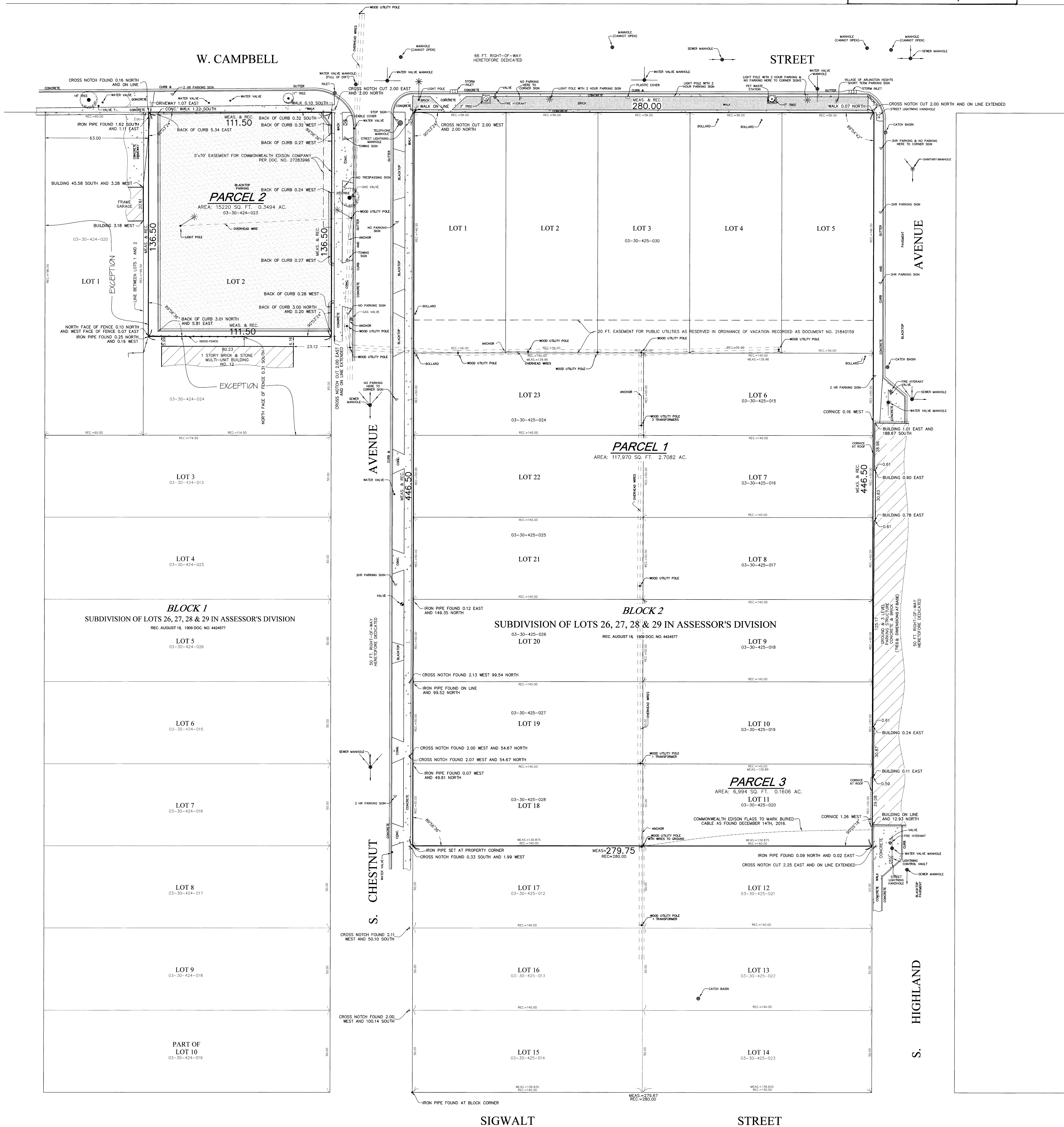
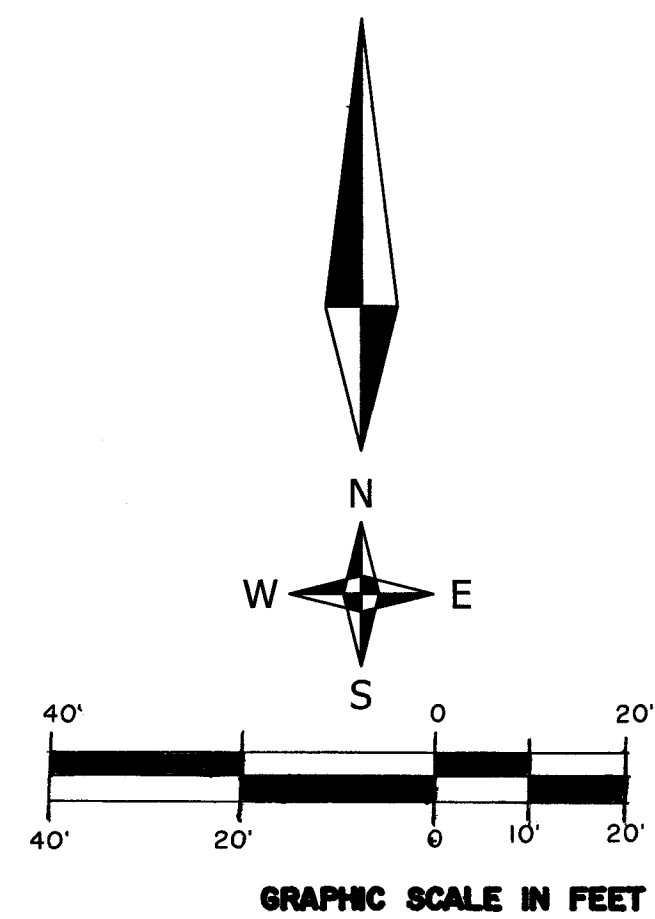
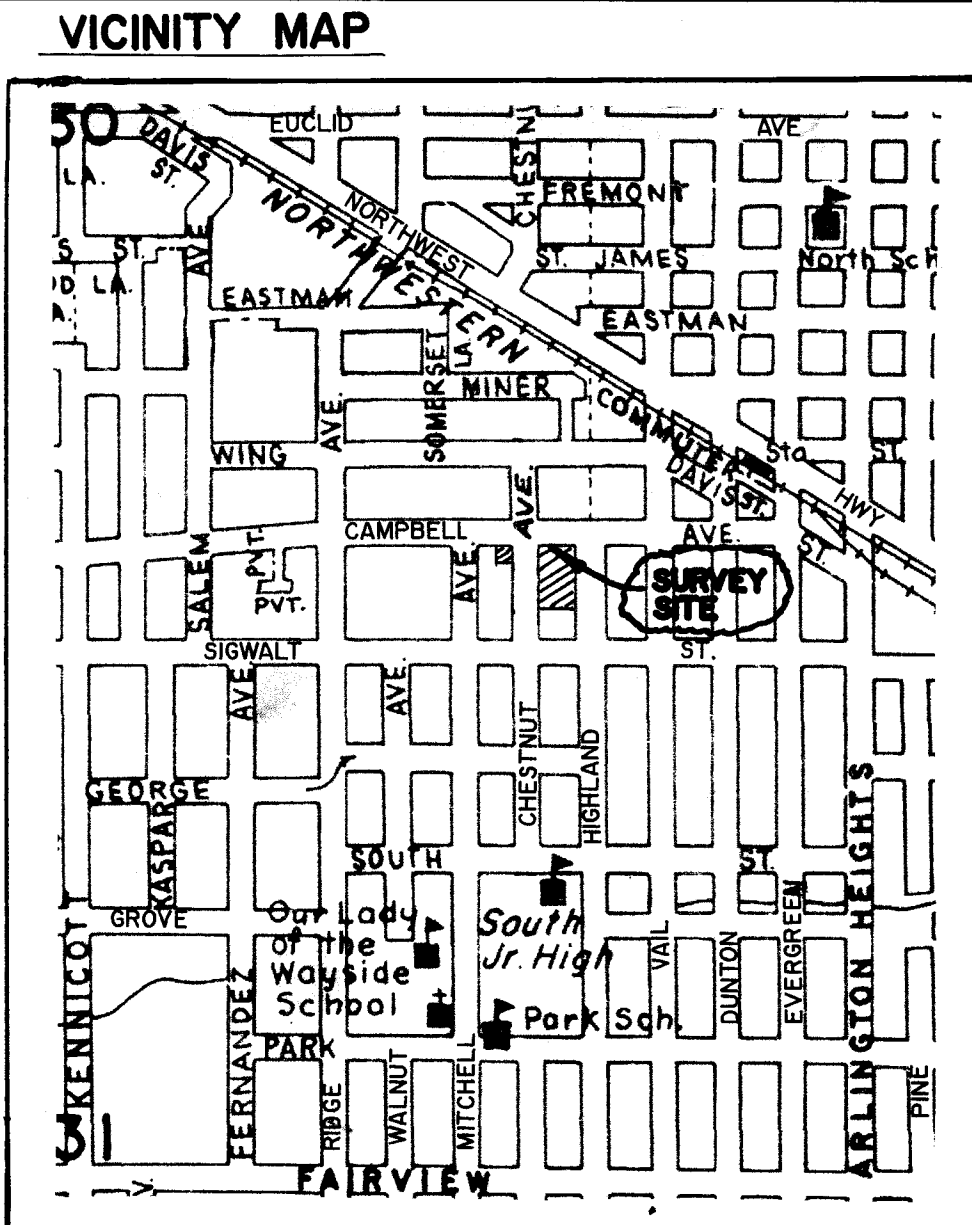
BY
JOHN M. HENRIKSEN
415 E. GOLF ROAD, SUITE 100, ARLINGTON HEIGHTS, ILLINOIS 60005
TEL: 224-875-7633 FAX: 224-875-7634
WWW.HENRIKSENSURVEY.COM
OF

PARCEL 1:
LOTS 1 TO 10 AND LOTS 18 TO 23 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S DIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
LOTS 1 AND 2, TAKEN AS A TRACT, (EXCEPT THE WEST 61.8 FEET AND EXCEPT THE SOUTH 66.90 FEET THEREOF) IN BLOCK 1 IN SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S DIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
LOT 11 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S DIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOTAL AREA OF SURVEY: 140,184 SQ. FEET OR 3.2181 ACRES



NOTES:

UTILITY INFORMATION IS BASED UPON FIELD MEASUREMENTS, AND THE BEST AVAILABLE RECORDS. FIELD DATA IS LIMITED TO THAT WHICH IS VISIBLE AND CAN BE MEASURED. THIS DOES NOT PRECLUDE THE EXISTENCE OF OTHER UNDERGROUND ITEMS. RECORD INFORMATION IS BASED UPON DATA COLLECTED FROM BOTH PUBLIC AND PRIVATE SOURCES. THE COMPLETENESS AND/OR ACCURACY OF THESE RECORDS CANNOT BE GUARANTEED, EXCEPT INsofar AS THEY CAN BE VERIFIED BY FIELD MEASUREMENT.

WARNING:
GAS MAINS ARE CONSIDERED "CLASSIFIED INFORMATION" PLEASE CALL "TULIE" AT 1-800-492-0123 TO HAVE UTILITIES MARKED ON THE GROUND AT THIS LOCATION AND WE WILL ADD THAT INFORMATION TO THIS DRAWING

NO BUILDINGS OR FOUNDATIONS ARE VISIBLE ON THE SURVEYED PROPERTY. THIS DOES NOT PRECLUDE THE EXISTENCE OF BURIED FOUNDATIONS OR OTHER STRUCTURES NOT VISIBLE.

REFERENCE HAS BEEN MADE TO CHICAGO TITLE INSURANCE COMPANY COMMITMENT NUMBER 1410 00005884 UL HAVING AN EFFECTIVE DATE OF OCTOBER 24, 2016 IN THE PREPARATION OF THIS SURVEY.

IN REGARDS TO SCHEDULE "B" EXCEPTIONS OF SAID TITLE COMMITMENT:

ITEM 12

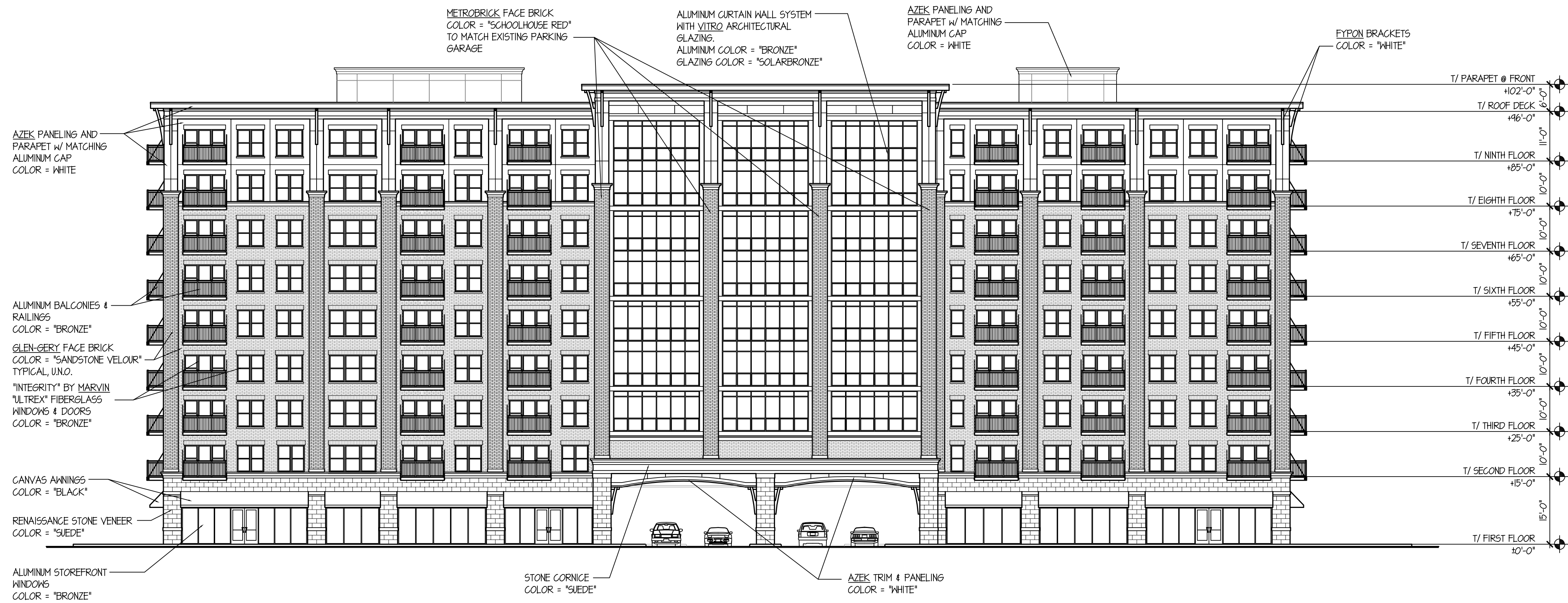
EASEMENT GRANTED TO COMMONWEALTH EDISON RECORDED OCTOBER 5, 1984 AS DOCUMENT 27283996. (SHOWN ON SURVEY)

ITEM 14

EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF COMMONWEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, AS RESERVED IN ORDINANCE OF VACATION RECORDED MARCH 29, 1973 AS DOCUMENT 21840159. (SHOWN ON SURVEY)

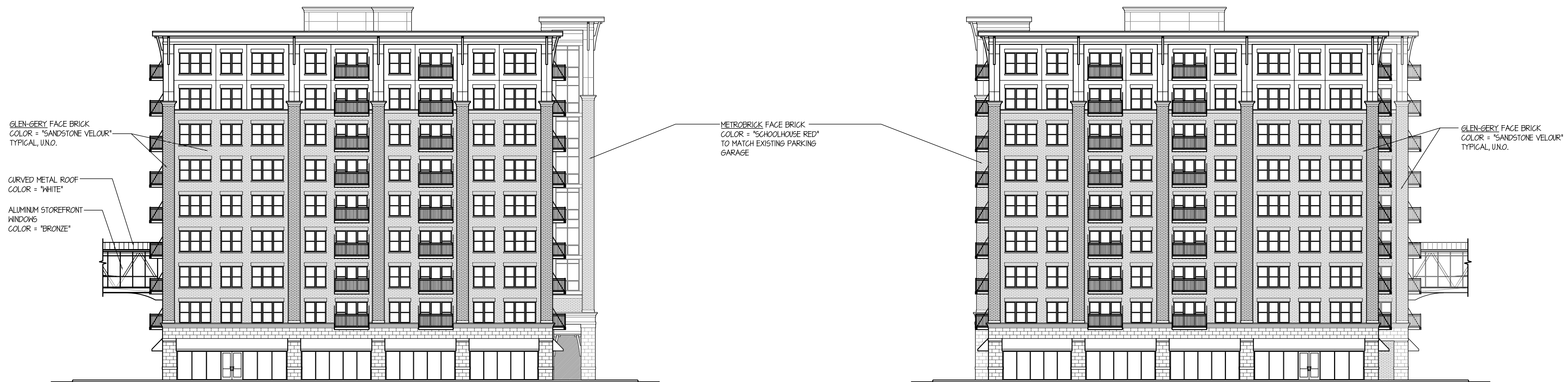
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5.02-5.03	3.45-3.46
5.04-5.05	3.46-3.47
5.06-5.07	3.47-3.48
5.08-5.09	3.48-3.49
5.10-5.11	3.49-3.50
5.12-5.13	3.50-3.51
5.14-5.15	3.51-3.52
5.16-5.17	3.52-3.53
5.18-5.19	3.53-3.54
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5.22-5.23	3.55-3.56
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5.26-5.27	3.57-3.58
5.28-5.29	3.58-3.59
5.30-5.31	3.59-3.60
5.32-5.33	3.60-3.61
5.34-5.35	3.61-3.62
5.36-5.37	3.62-3.63
5.38-5.39	3.63-3.64
5.40-5.41	3.64-3.65
5.42-5.43	3.65-3.66
5.44-5.45	3.66-3.67
5.46-5.47	3.67-3.68
5.48-5.49	3.68-3.69
5.50-5.51	3.69-3.70
5.52-5.53	3.70-3.71
5.54-5.55	3.71-3.72
5.56-5.57	3.72-3.73
5.58-5.59	3.73-3.74
5.60-5.61	3.74-3.75
5.62-5.63	3.75-3.76
5.64-5.65	3.76-3.77
5.66-5.67	3.77-3.78
5.68-5.69	3.78-3.79
5.70-5.71	3.79-3.80
5.72-5.73	3.80-3.81
5.74-5.75	3.81-3.82
5.76-5.77	3.82-3.83
5.78-5.79	3.83-3.84
5.80-5.81	3.84-3.85
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5.86-5.87	3.87-3.88
5.88-5.89	3.88-3.89
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5.94-5.95	3.91-3.92
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6.00-6.01	3.94-3.95
6.02-6.03	3.95-3.96
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6.06-6.07	3.97-3.98
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6.14-6.15	4.01-4.02
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6.30-6.31	4.09-4.10
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6.48-6.49	4.18-4.19
6.50-6.51	4.19-4.20
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6.54-6.55	4.21-4.22
6.56-6.57	4.22-4.23
6.58-6.59	4.23-4.24
6.60-6.61	4.24-4.25
6.62-6.63	4.25-4.26
6.64-6.65	4.26-4.27
6.66-6.67	4.27-4.28
6.68-6.69	4.



ARLINGTON 425: 225 W. CAMPBELL NORTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. CAMPBELL EAST ELEVATION

SCALE: 1" = 15'-0"

ARLINGTON 425: 225 W. CAMPBELL WEST ELEVATION

SCALE: 1" = 15'-0"

TINAGLIA ARCHITECTS+INC
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ARLINGTON HEIGHTS-IL 60004
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DATA • 847 253 3063
www.tinaglia.com

TINAGLIA
ARCHITECTS

CLIENT

CCH, LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

CAMPBELL BLDG.
ELEVATIONS

FILE NAME 3883-23P
DRAWN BY RDL DATE 11.13.18

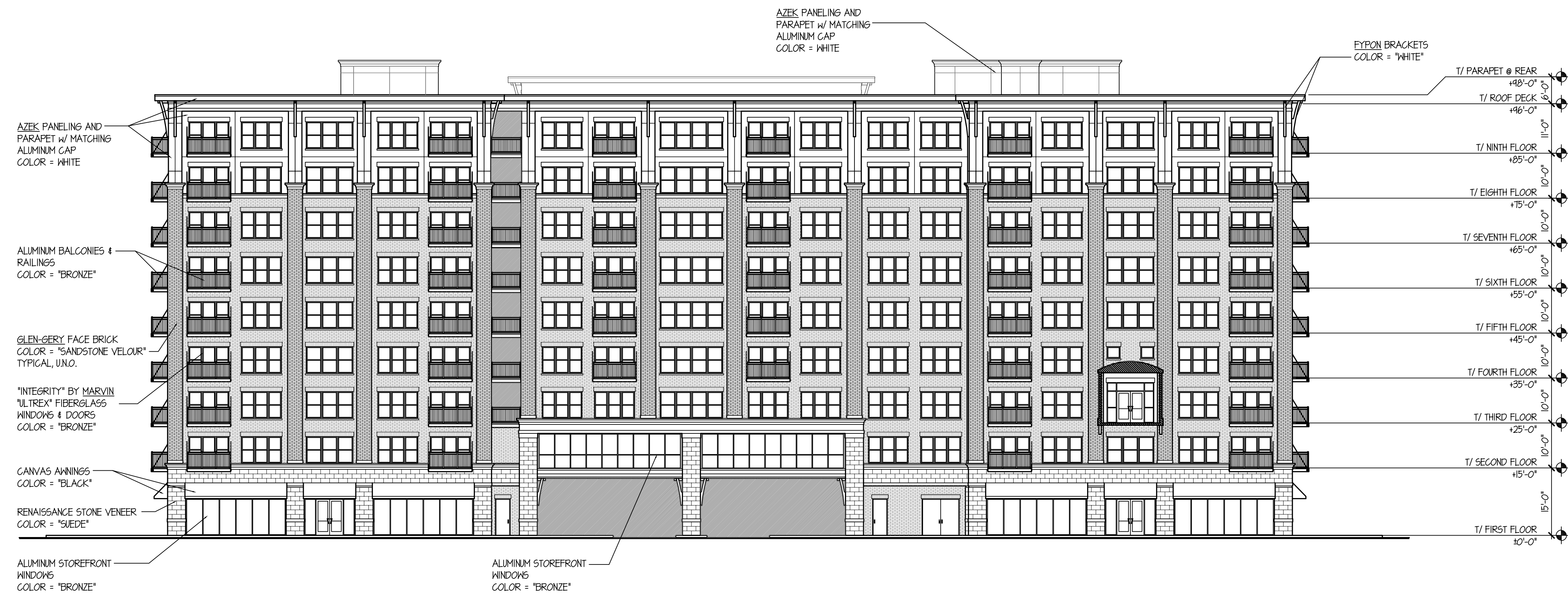
NO.	REVISED PER	DATE	BY

JOB NO. 388315

SHEET NO. CA.3
OF

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

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ARLINGTON 425: 225 W. CAMPBELL SOUTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. CAMPBELL COURTYARD LOOKING WEST SECTION ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. CAMPBELL COURTYARD LOOKING EAST SECTION ELEVATION

SCALE: 1" = 15'-0"

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PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

CAMPBELL BLDG.
ELEVATIONS

FILE NAME 3883-23P
DRAWN BY RDL DATE 11.13.18

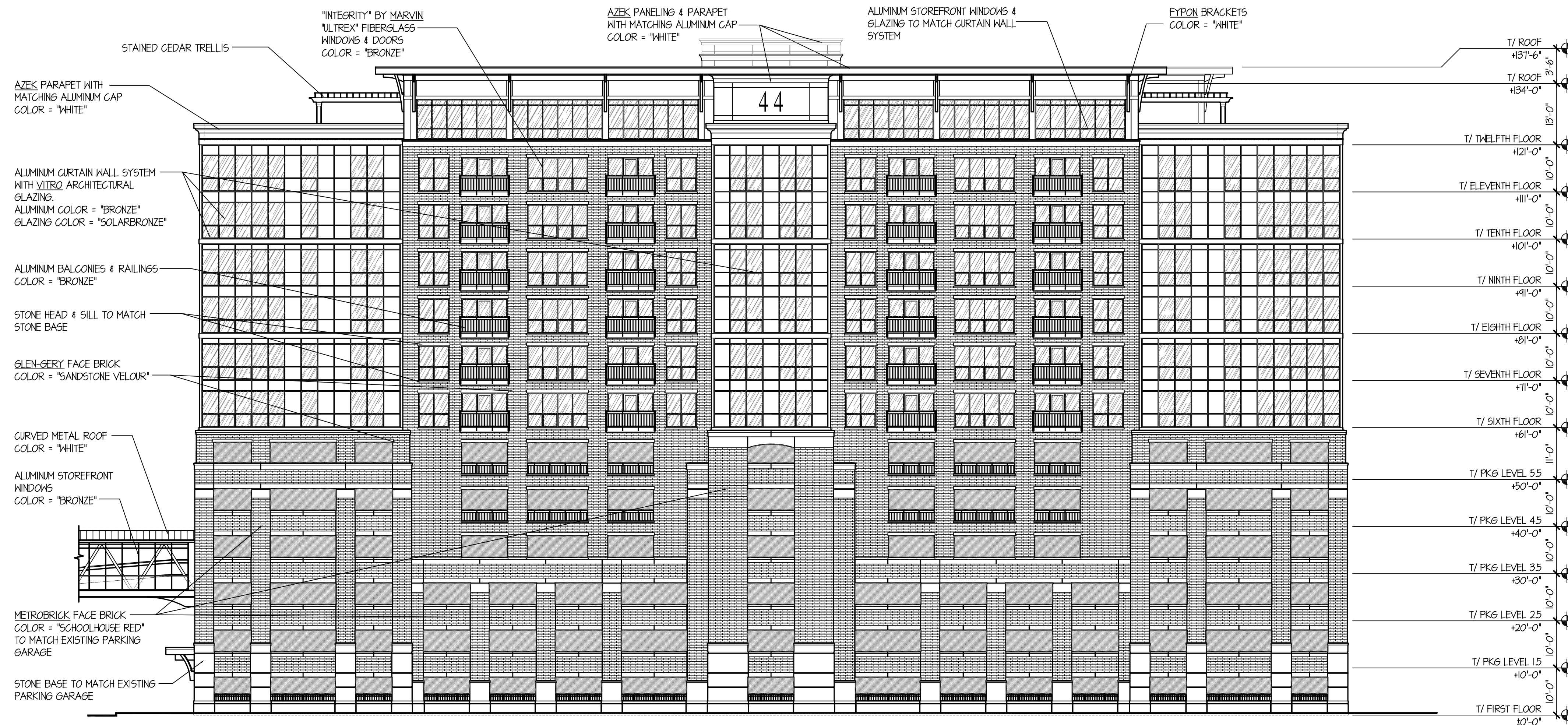
NO.	REVISED PER	DATE	BY

JOB NO. 388315

SHEET NO. OF CA.4

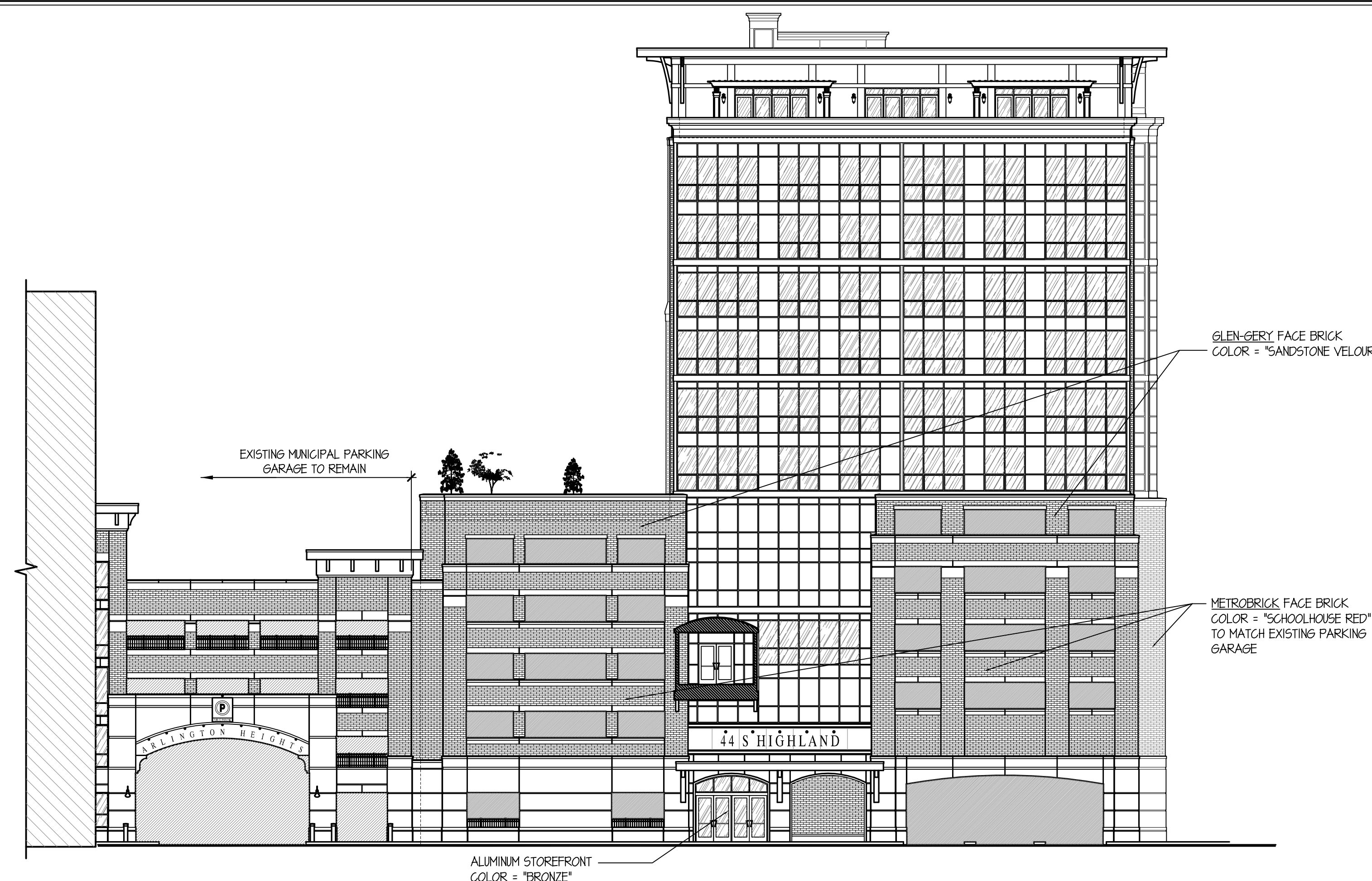
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PROFESSIONAL DESIGN FIRM LICENSE #184-002934



ARLINGTON 425: 44 S. HIGHLAND WEST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 44 S. HIGHLAND NORTH ELEVATION

SCALE: 1" = 15'-0"

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838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND BLDG.
ELEVATIONS

FILE NAME 3883-23P

DRAWN BY RDL

DATE 11.13.18

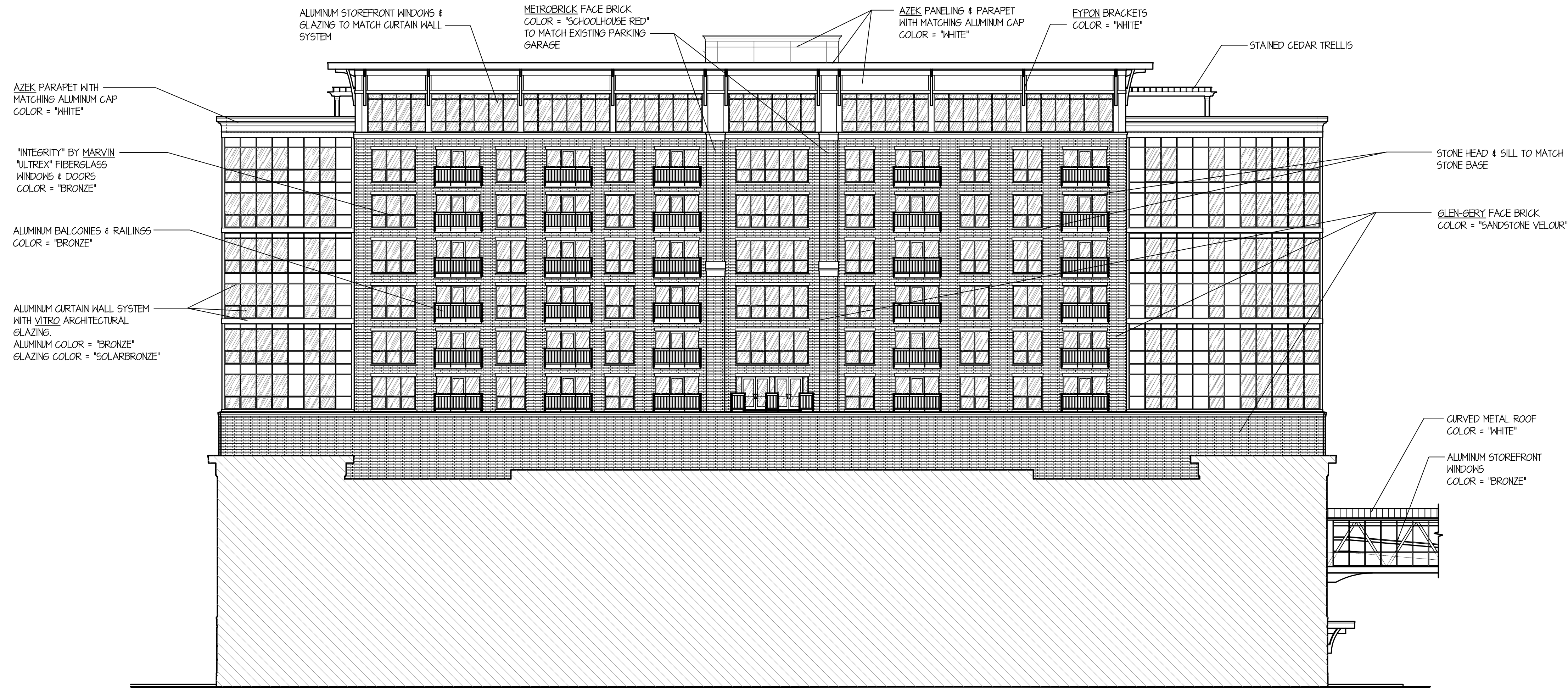
NO.	REVISED PER	DATE	BY

JOB NO. 388315

SHEET NO. OF HL.2

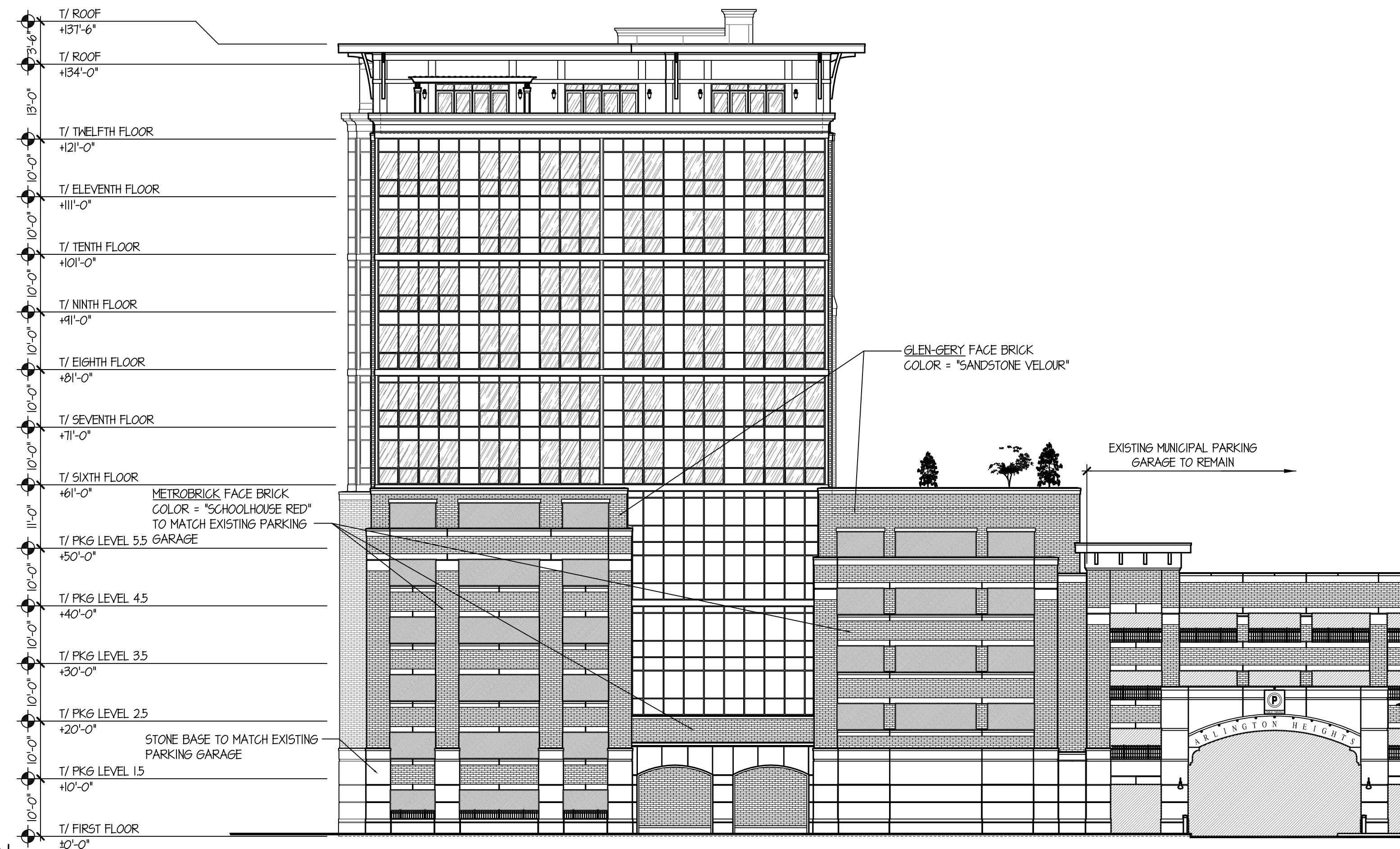
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ARLINGTON 425: 44 S. HIGHLAND EAST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 44 S. HIGHLAND SOUTH ELEVATION

SCALE: 1" = 15'-0"

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PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND BLDG.
ELEVATIONS

FILE NAME 3883-23P
DRAWN BY RDL DATE 11.13.18

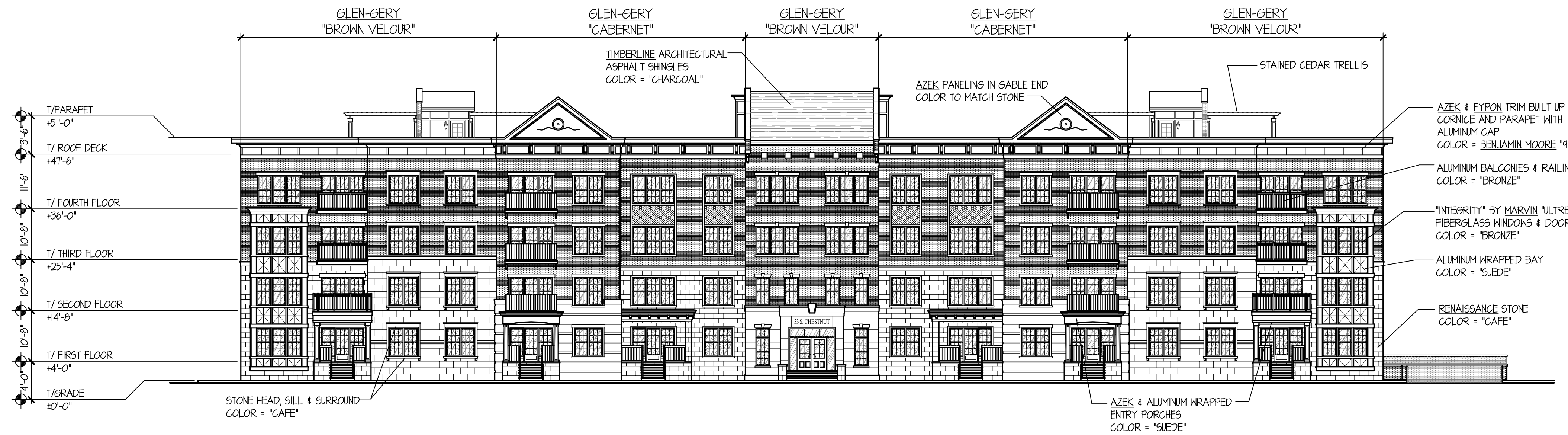
NO.	REVISED PER	DATE	BY

JOB NO. 388315

SHEET NO. OF HL.3

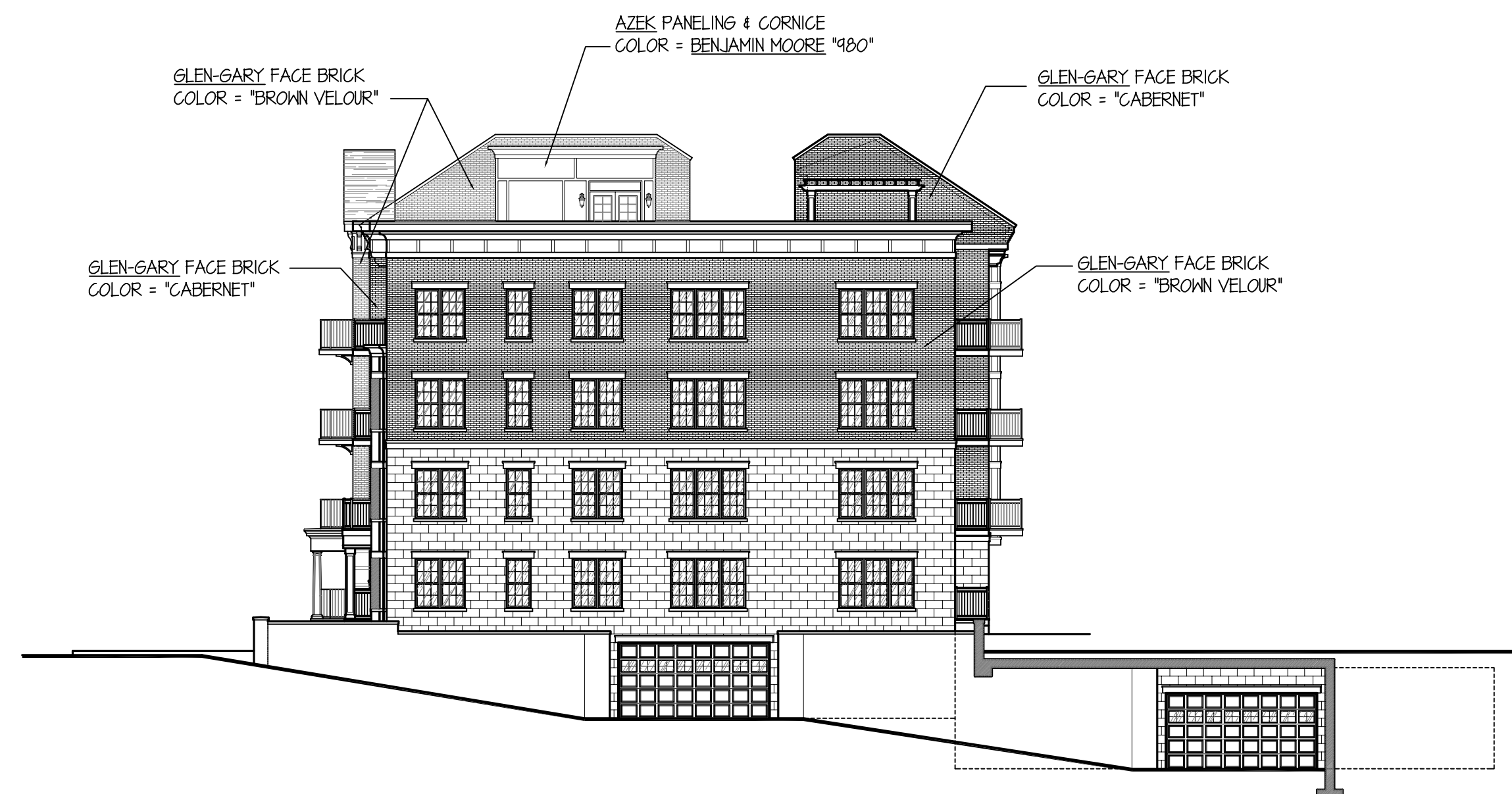
PROFESSIONAL DESIGN FIRM LICENSE # 184-002934

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ARLINGTON 425: 33 S. CHESTNUT WEST ELEVATION

SCALE: 1" = 15'-0"



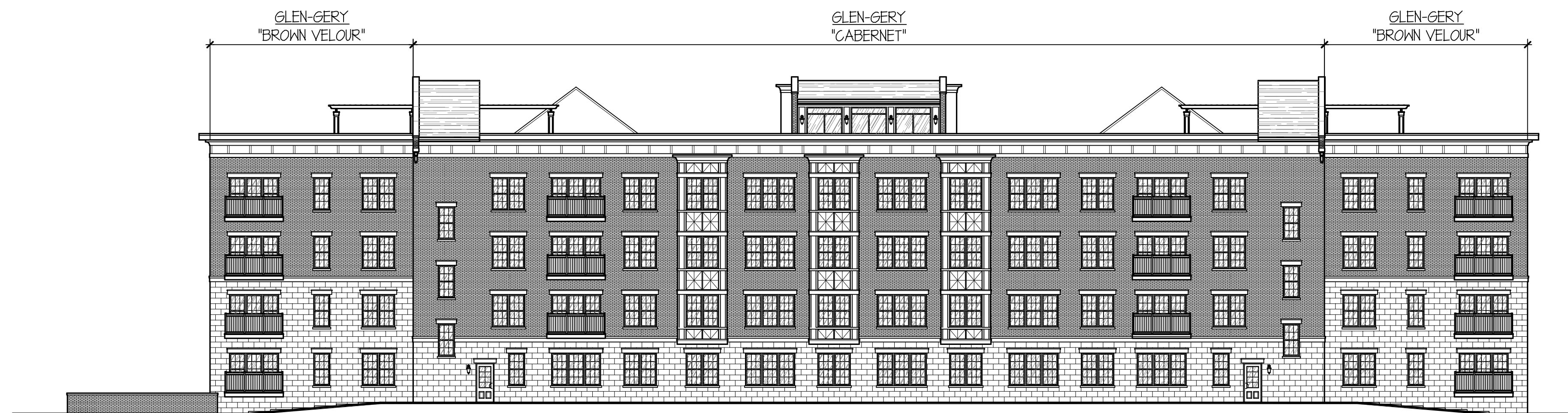
ARLINGTON 425: 33 S. CHESTNUT SOUTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 33 S. CHESTNUT NORTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 33 S. CHESTNUT EAST ELEVATION

SCALE: 1" = 15'-0"

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PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

CHESTNUT BLDG.
ELEVATIONS

FILE NAME 3883-23P
DRAWN BY RDL DATE 11.13.18

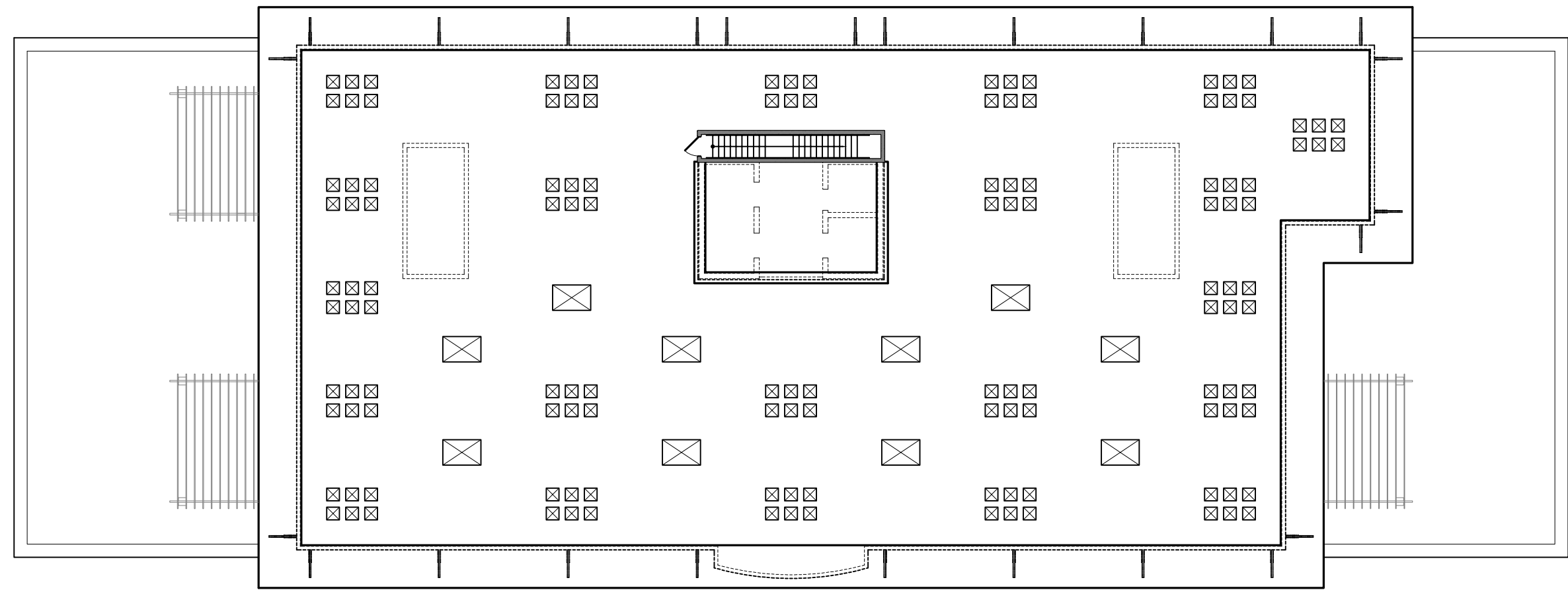
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JOB NO. 388315

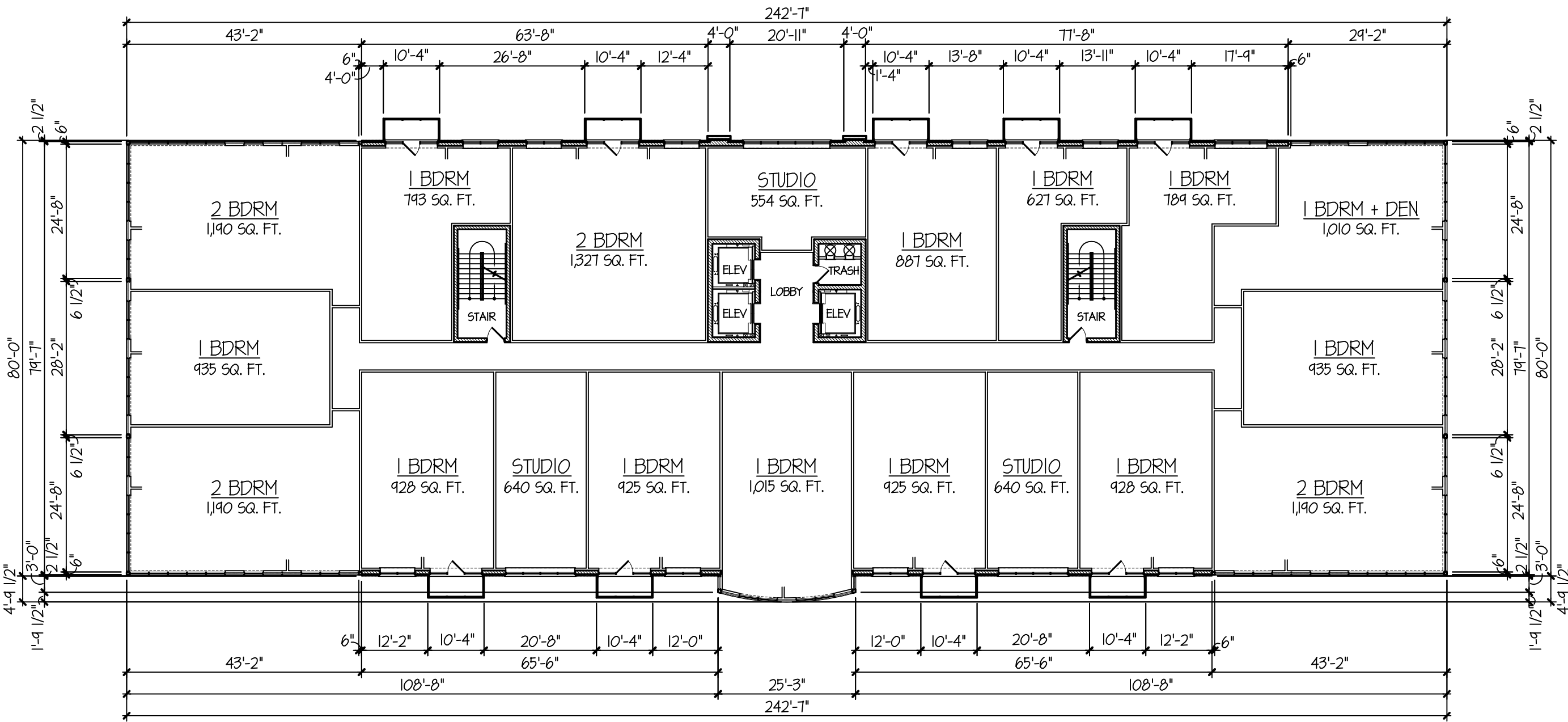
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OF

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

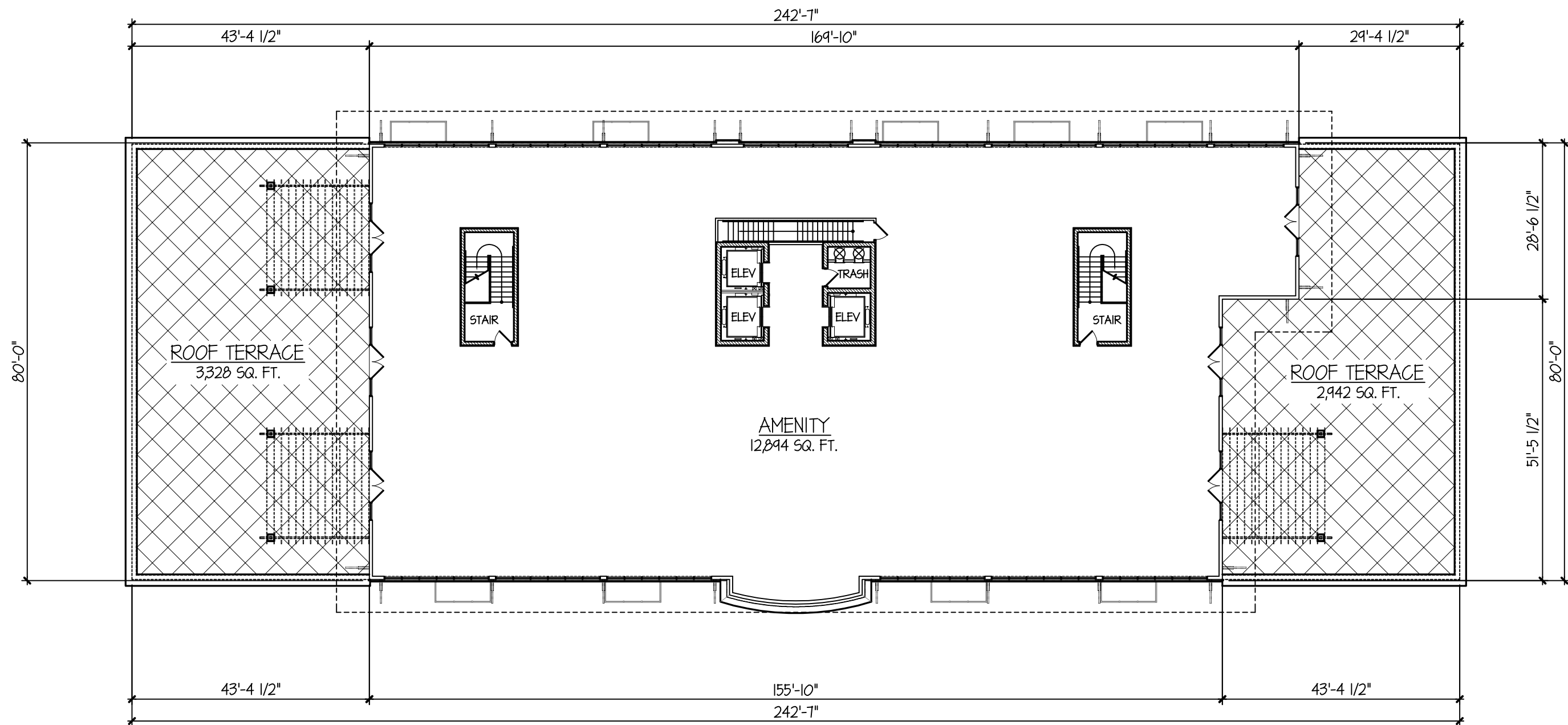
© COPYRIGHT 2018 TINAGLIA ARCHITECTS, INC.



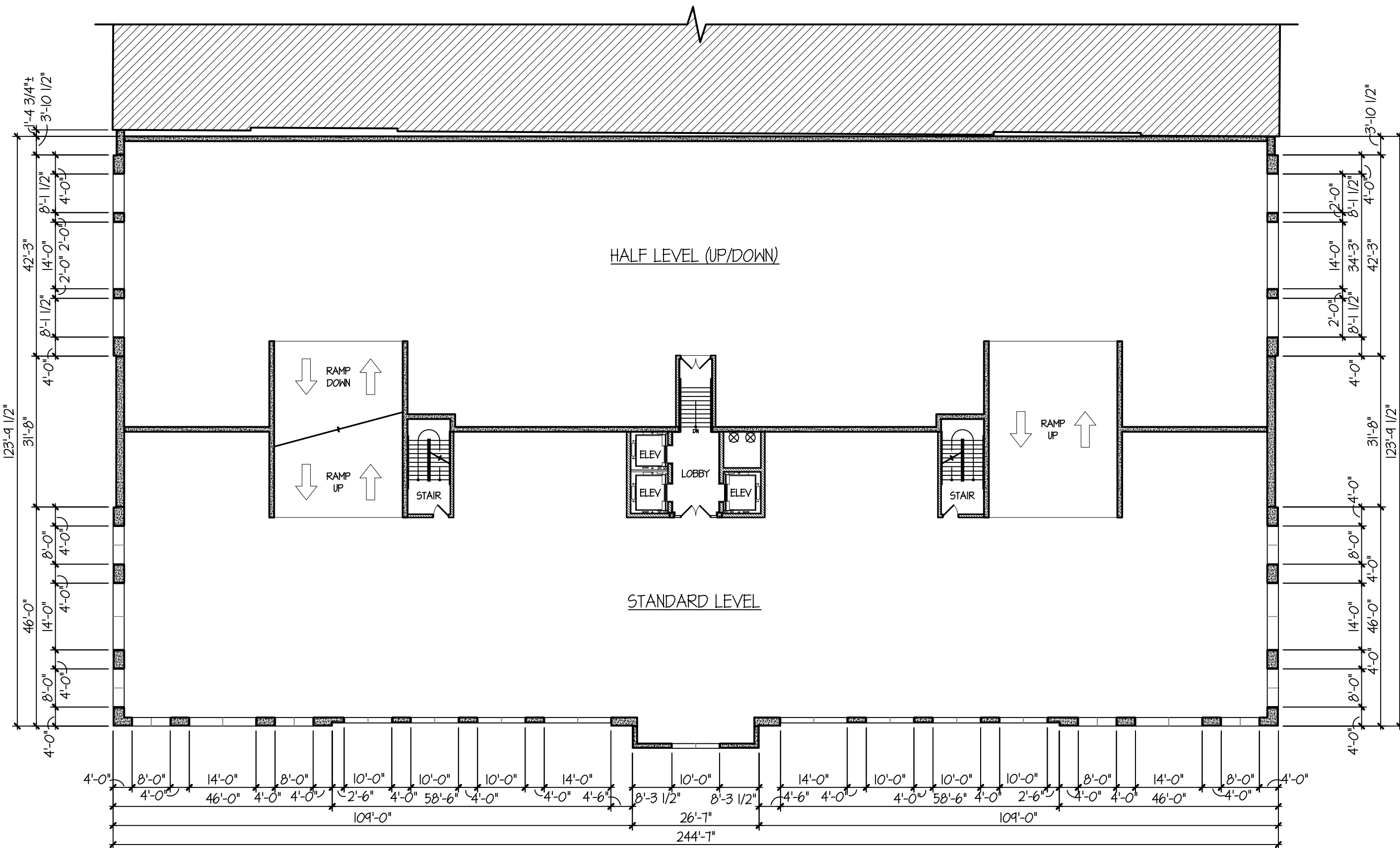
ROOF PLAN



TYPICAL RESIDENTIAL LEVEL FLOOR PLAN



AMENITY / ROOF TERRACE LEVEL FLOOR PLAN



TYPICAL PARKING LEVEL FLOOR PLAN

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CCH, LLC
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PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND BLDG.
FLOOR PLANS

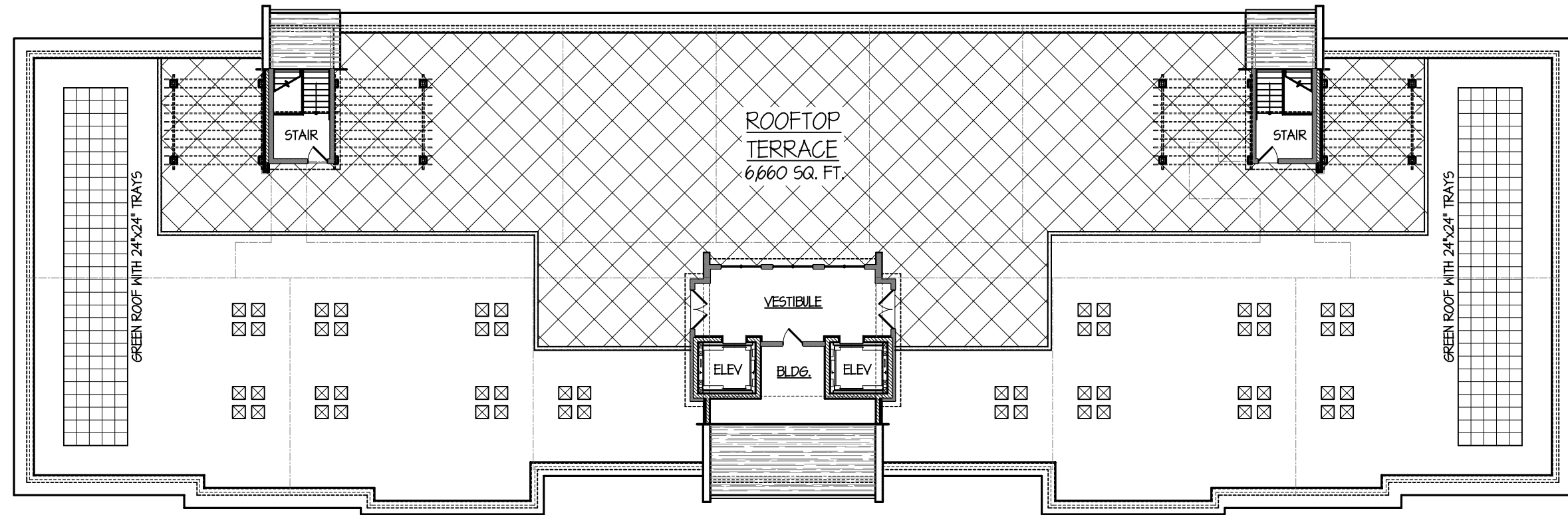
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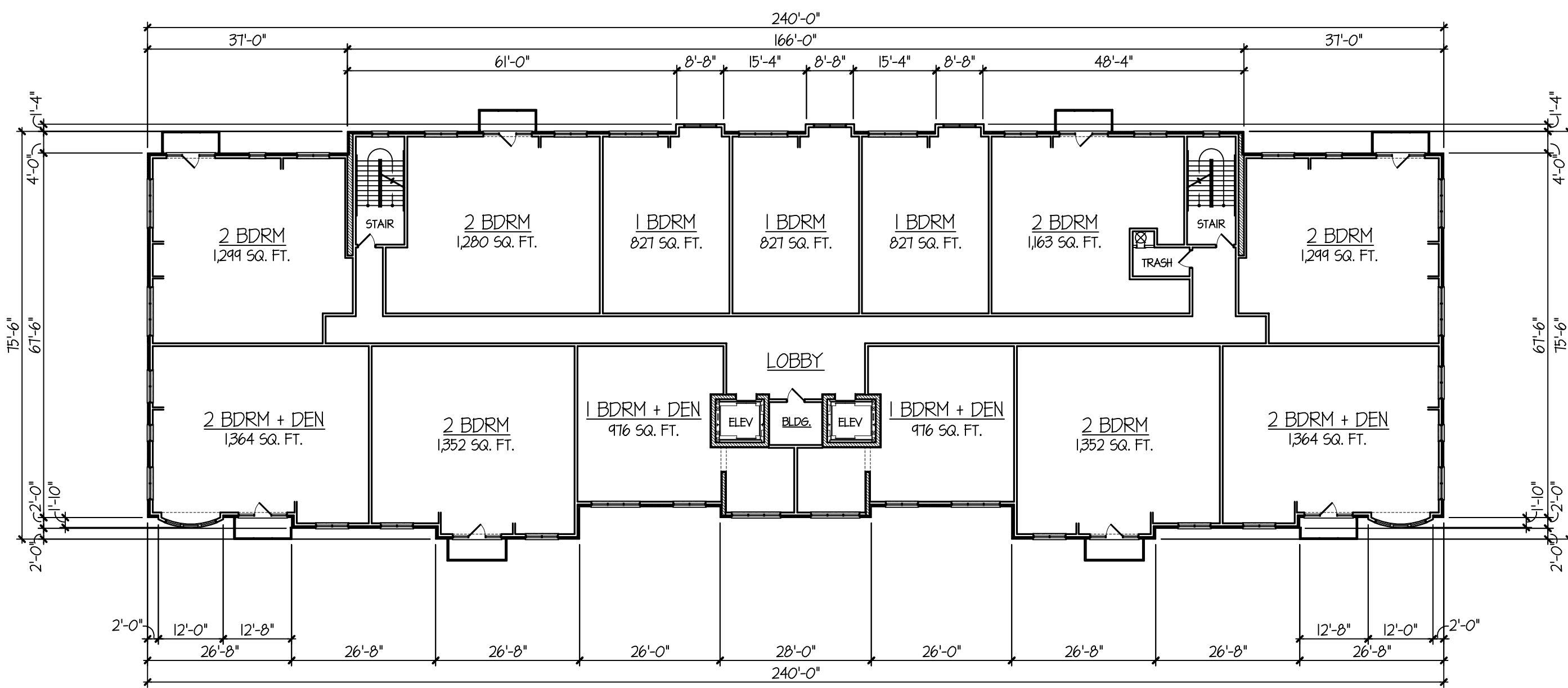
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SHEET NO. OF HL.1

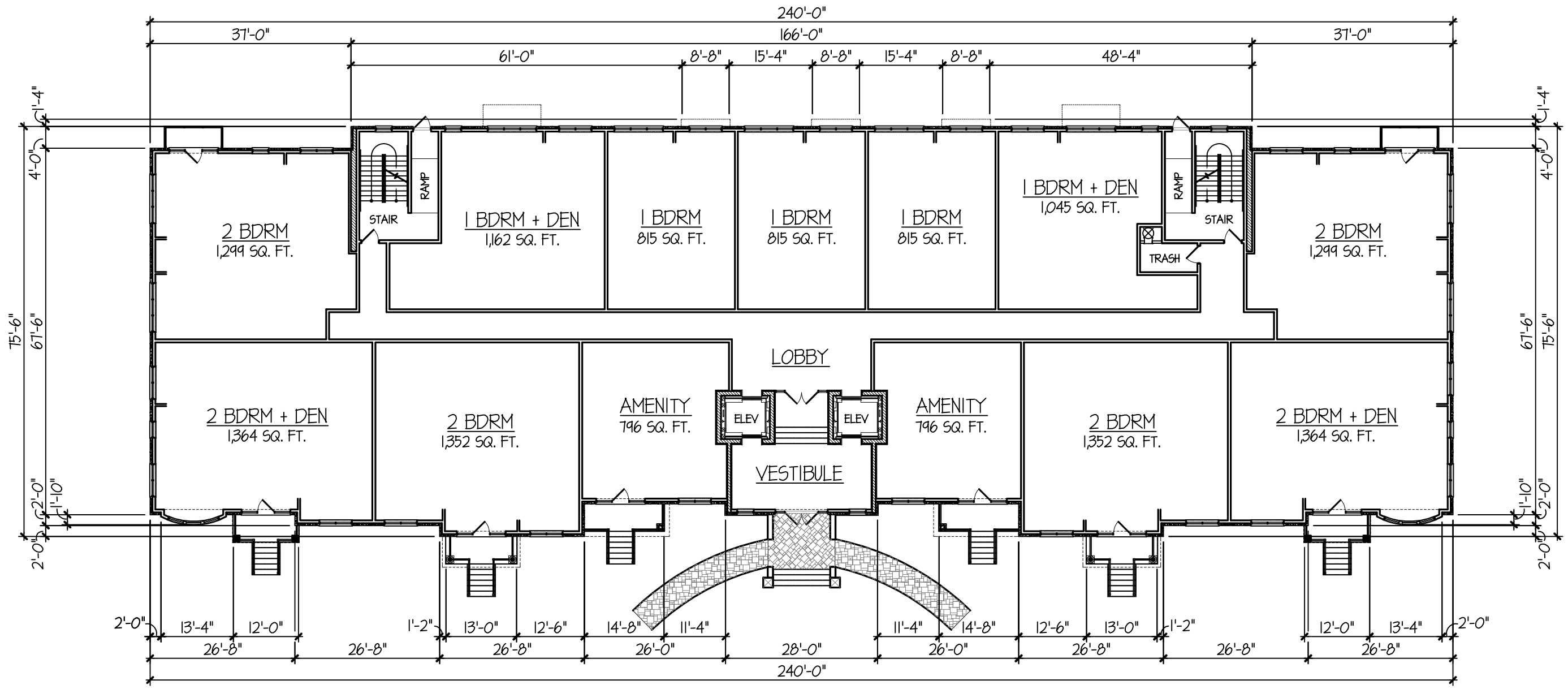
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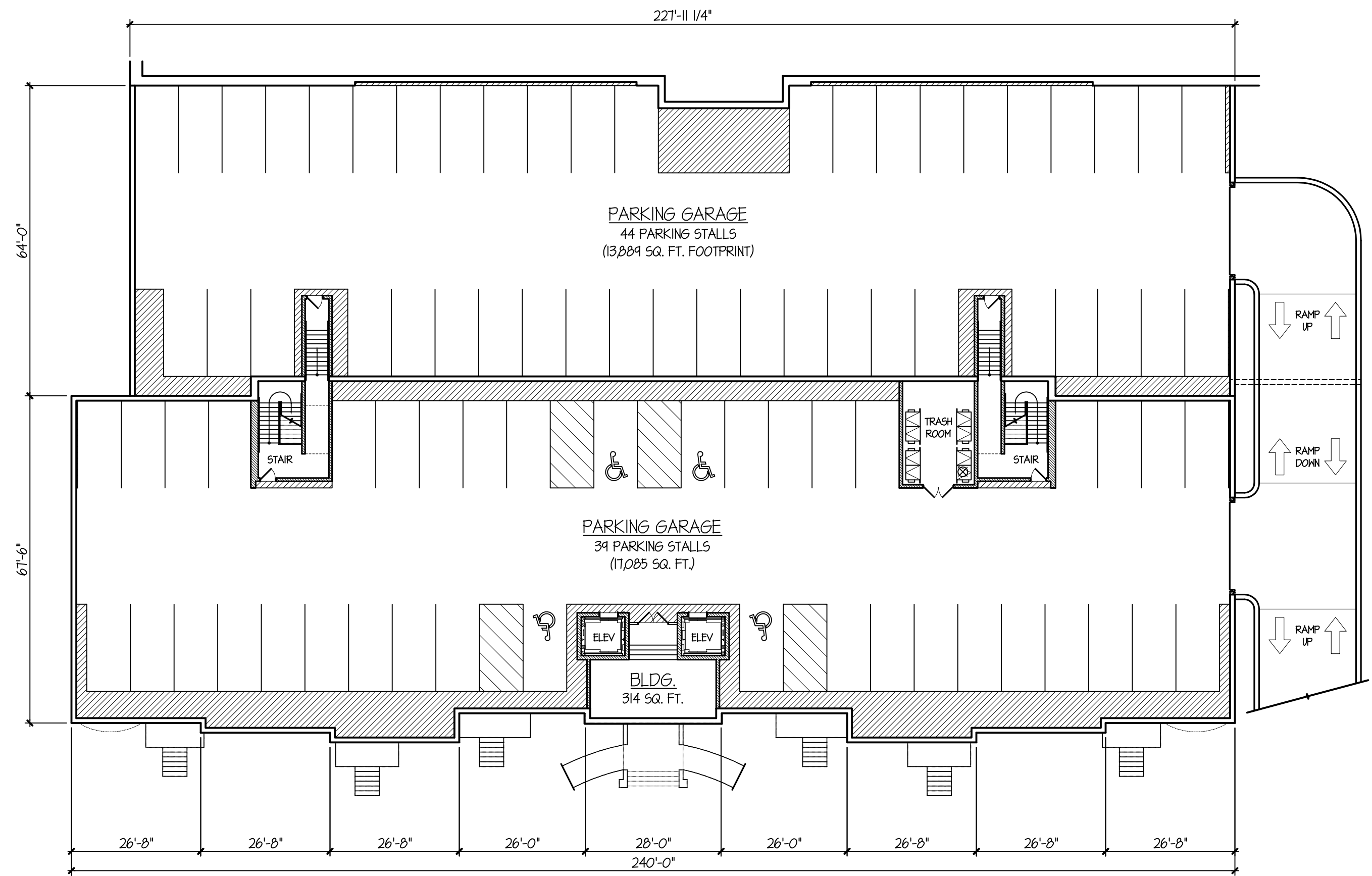
ROOF / ROOFTOP TERRACE PLAN



TYPICAL 2nd, 3rd & 4th RESIDENTIAL LEVEL FLOOR PLANS



FIRST FLOOR PLAN



UNDERGROUND PARKING GARAGE PLAN

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TINAGLIA
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CCH, LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

CHESTNUT BLDG.
FLOOR PLANS

FILE NAME 3883-23P
DRAWN BY RDL DATE 11.13.18

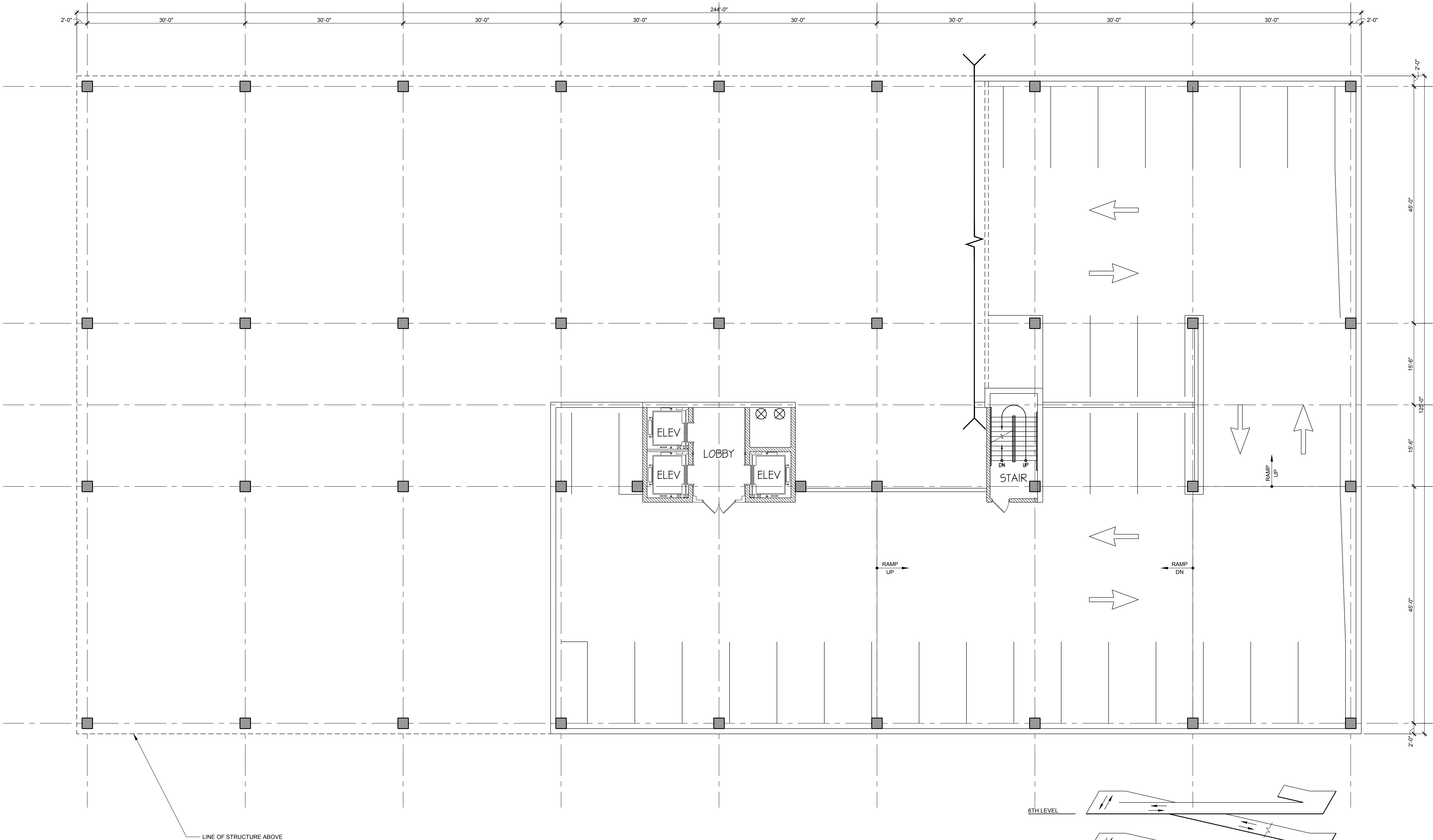
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JOB NO. 388315

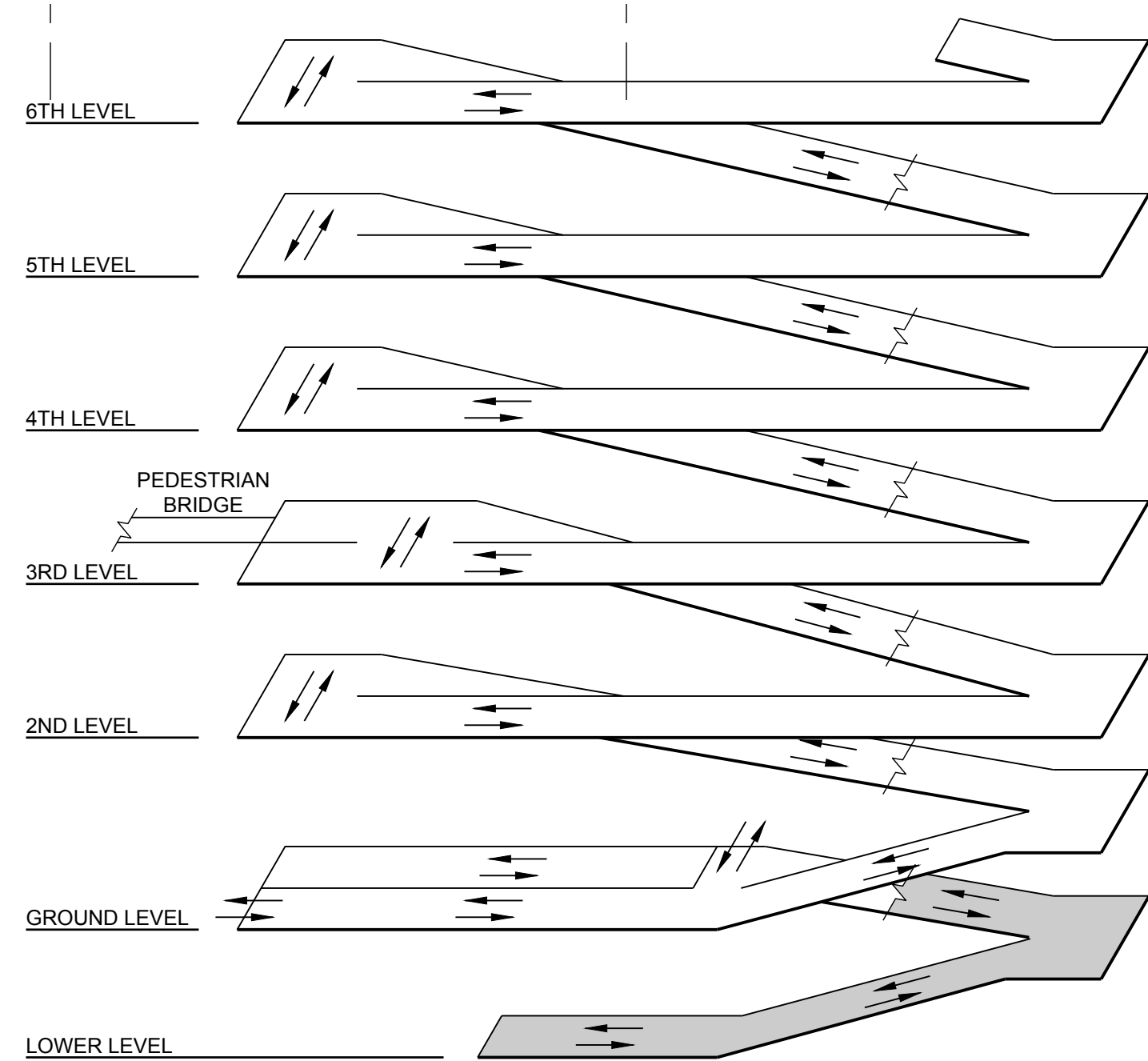
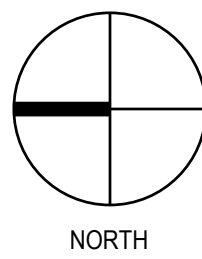
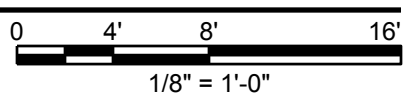
SHEET NO. CH.1
OF

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

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1 LOWER LEVEL PLAN



ISOMETRIC

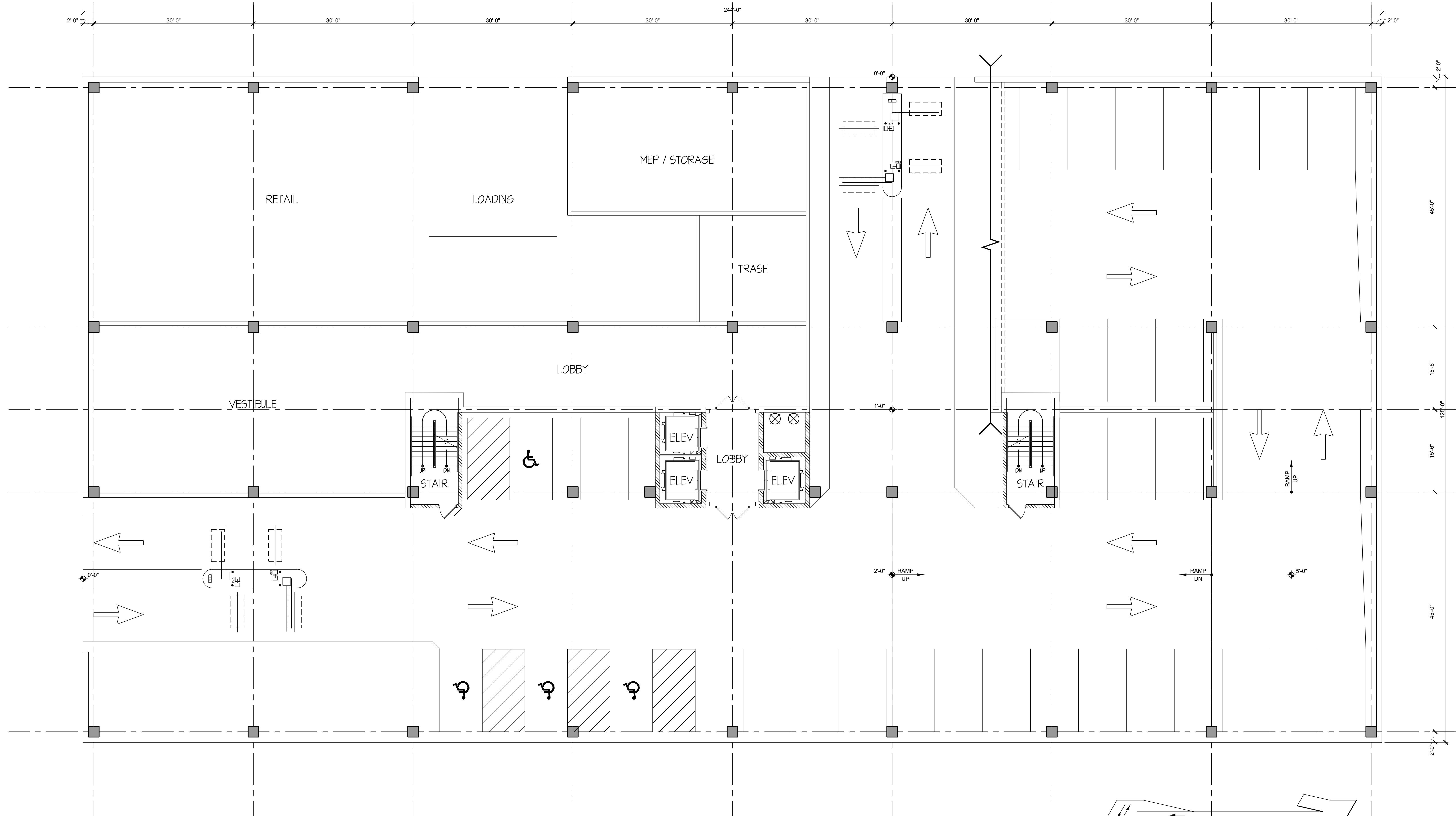
ARLINGTON 425
PARKING STRUCTURE
ILLINOIS
ARLINGTON HEIGHTS,

NO.	DATE	DESCRIPTION
1	11/12/2018	FOR REVIEW
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PROJECT NO:	31-8438.00
DRAWN BY:	MJK
CHECKED BY:	TLH
SHEET TITLE:	

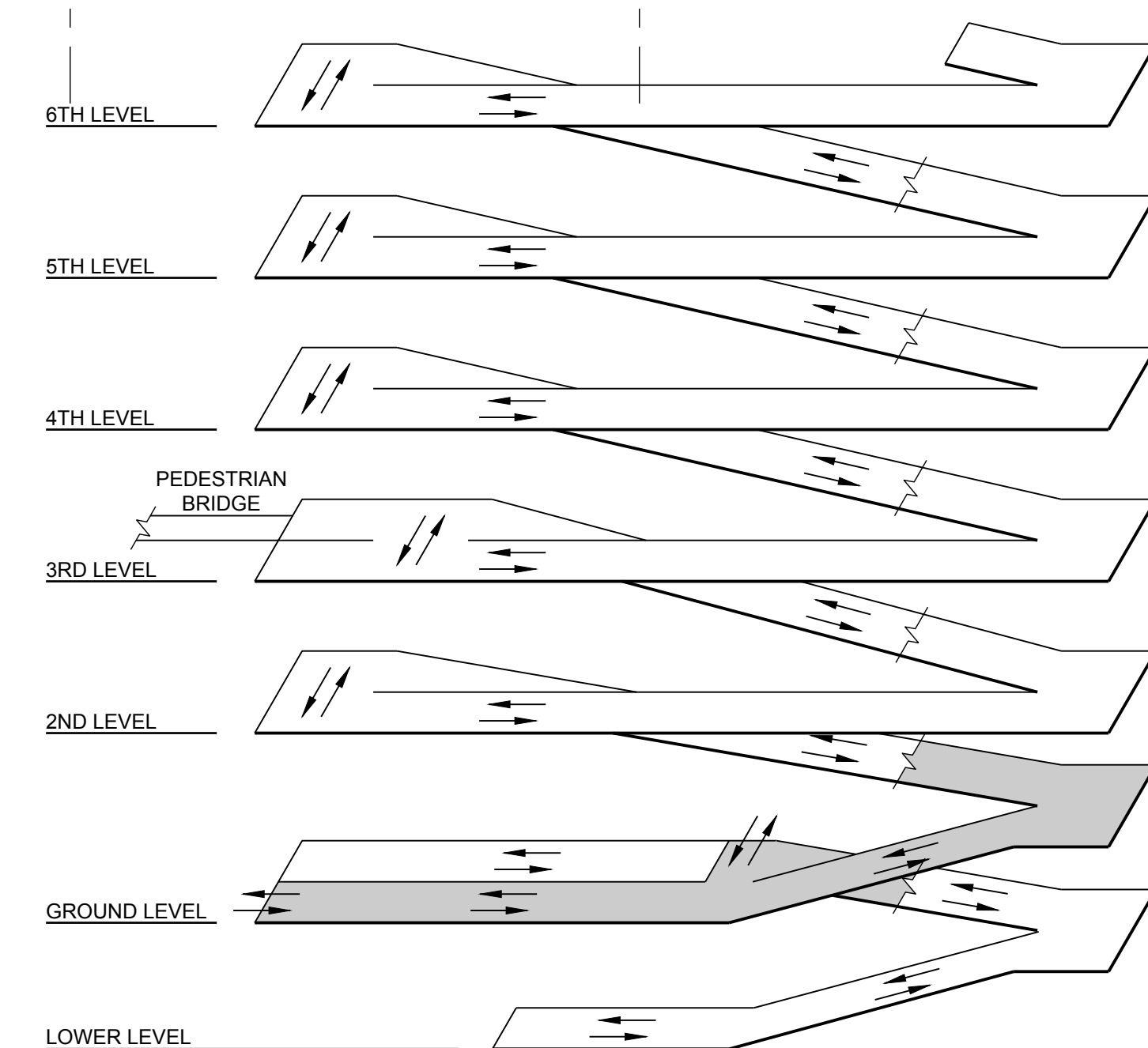
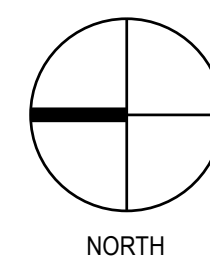
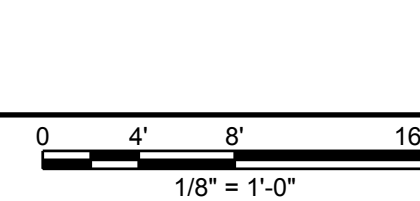
LOWER LEVEL
PLAN

\\COW-SVR1-05\PROJECTDATA\31-8438-00\ARLINGTON_425_MIXED-USE\MAPS_DRAWINGS\ACAD\8438A-2-101.DWG 11/22/2018 3:17:55 PM LEYVA, ED



CAR COUNT					
9'-0" 90" STANDARD SPACE					
TIER	STANDARD	CAR ACCESSIBLE	TOTAL	AREA (SQ FT)	EFFICIENCY (SQ FT/STALL)
LOWER	30	0	30	12268	409
GROUND	29	4	33	20421	619
SECOND	71	5	76	29766	392
THIRD	78	0	78	29766	382
FOURTH	80	0	80	29766	372
FIFTH	80	0	80	29766	372
SIXTH	77	0	77	29038	377
TOTAL	445	9	454	180,791	398

1 GROUND LEVEL PLAN



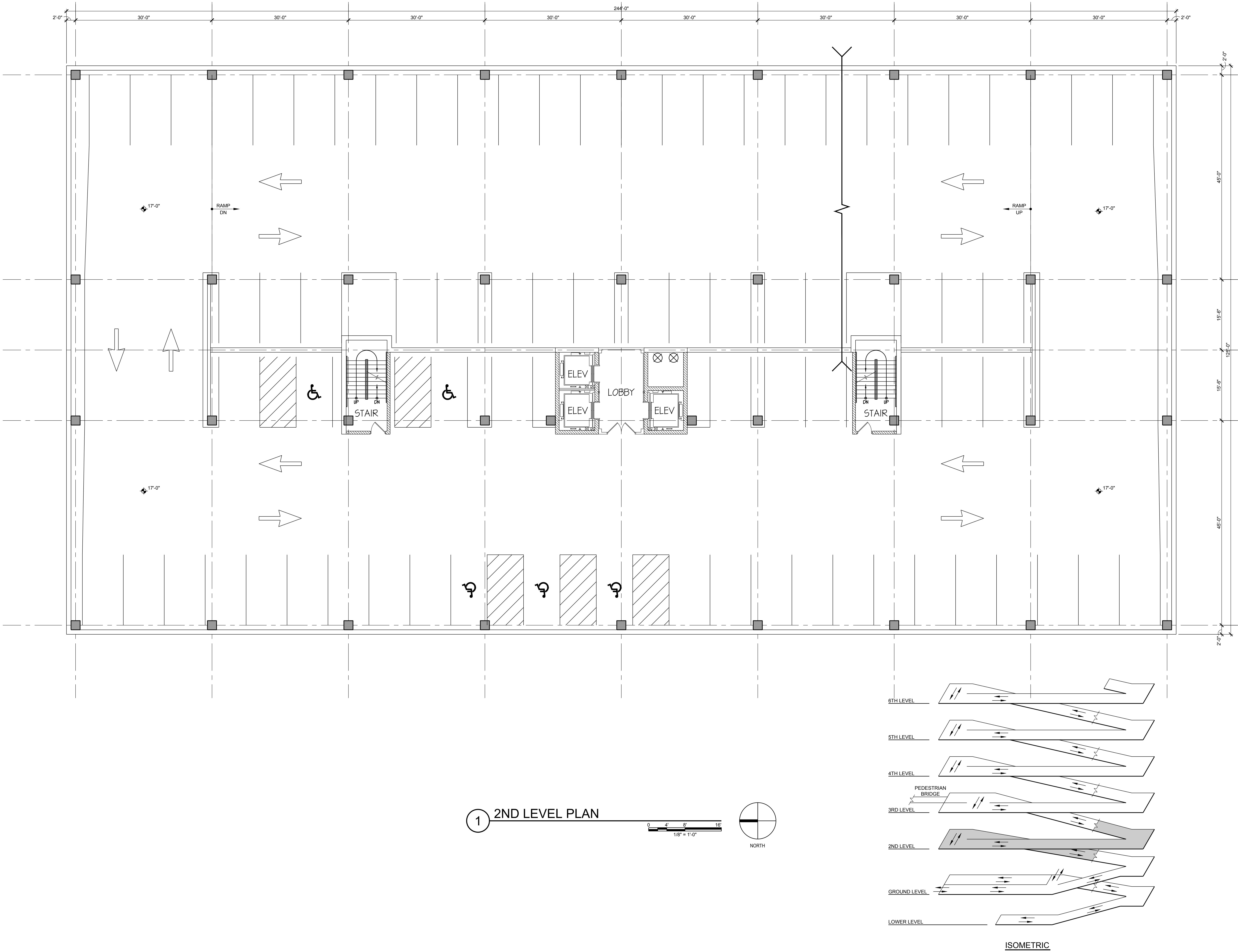
ISOMETRIC

NO.	DATE	DESCRIPTION
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PROJECT NO: 31-8438-00
DRAWN BY: MJK
CHECKED BY: TLH
SHEET TITLE:

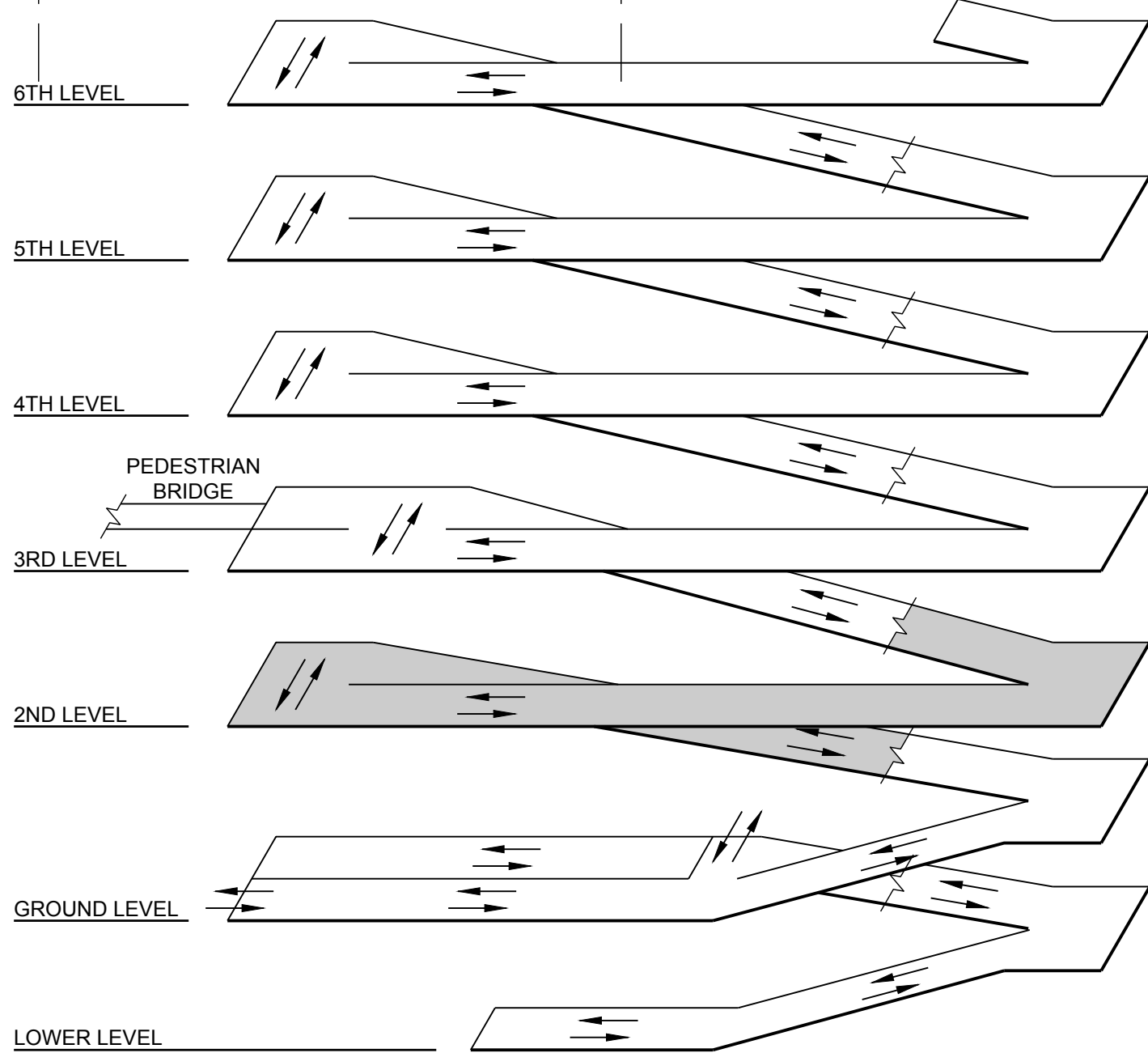
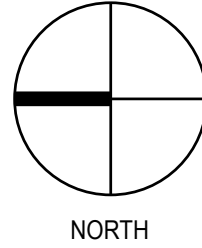
GROUND LEVEL PLAN

\\COW-SVR1-05\PROJECTDATA\31-8438-00\ARLINGTON_425_MIXED-USE\MAPS_DRAWINGS\ACAD\8438A-2-102.DWG 11/22/2018 3:31:17 PM LEYVA, ED



1 2ND LEVEL PLAN

0 4' 8' 16'
1/8" = 1'-0"



ISOMETRIC

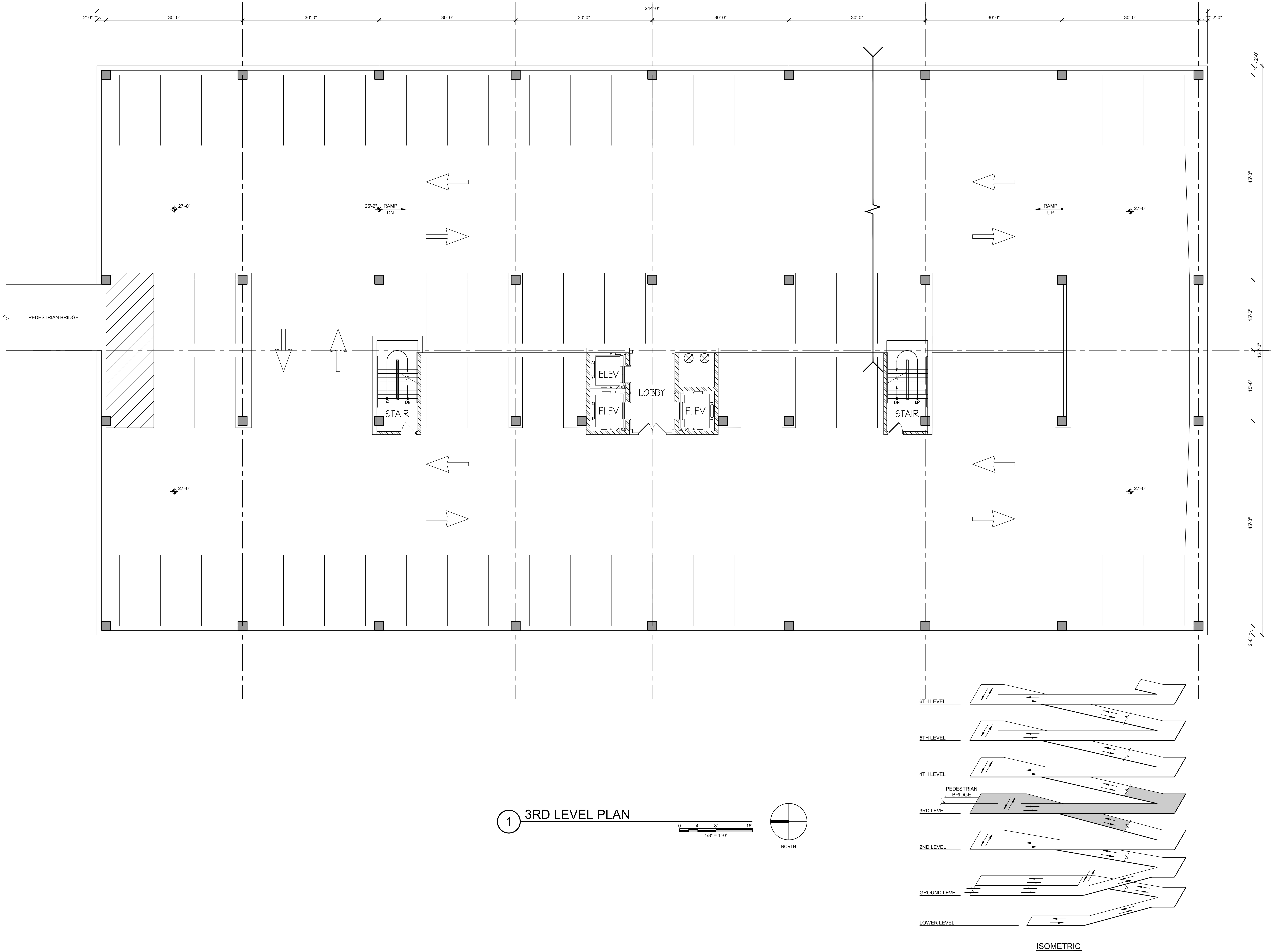
ARLINGTON 425
PARKING STRUCTURE
ARLINGTON HEIGHTS, ILLINOIS

NO.	DATE	DESCRIPTION
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PROJECT NO: 31-8438.00
DRAWN BY: MJK
CHECKED BY: TLH
SHEET TITLE:

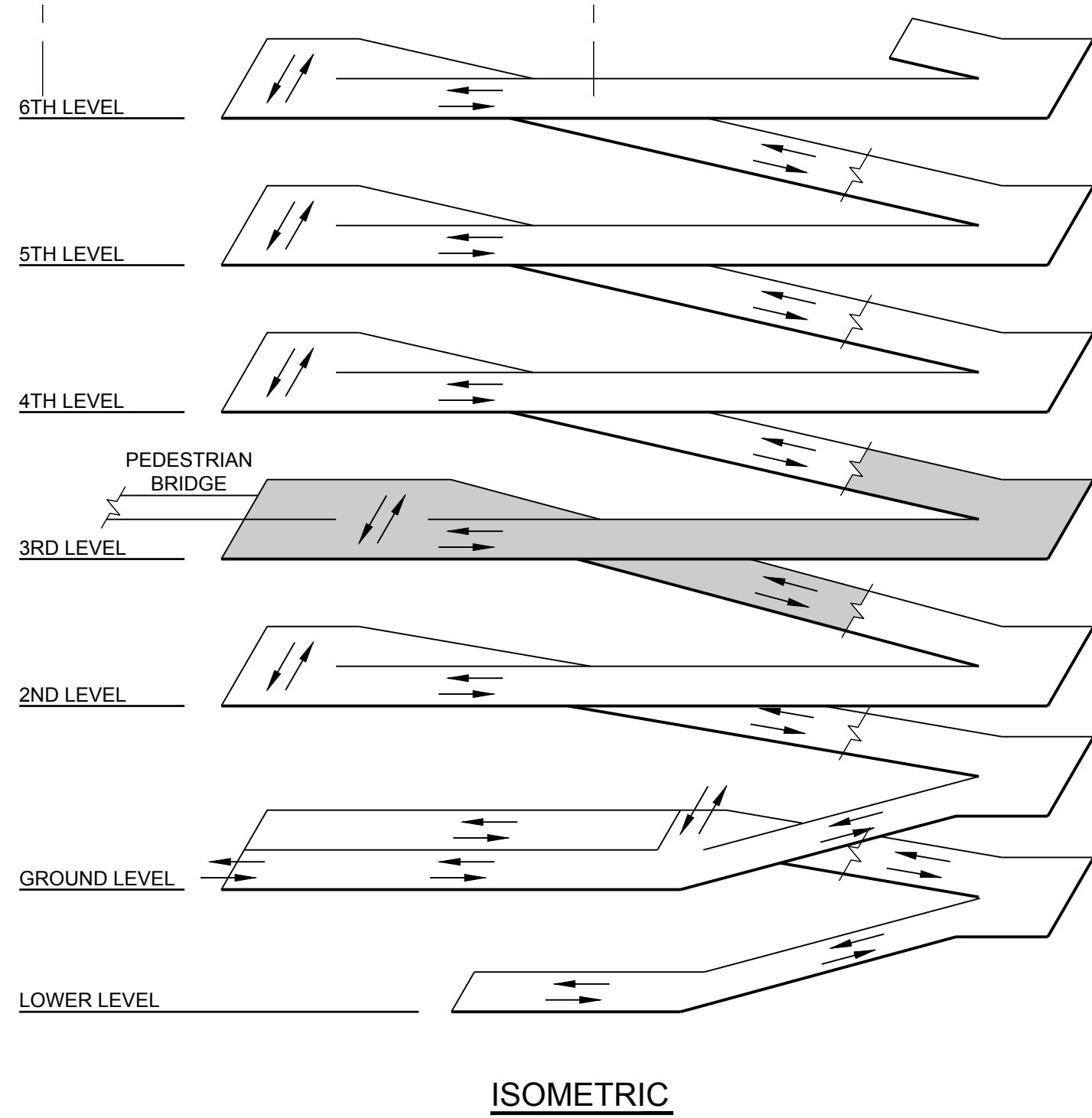
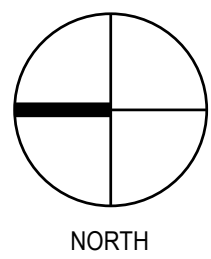
2ND LEVEL
PLAN

\\COW-SVR1-05\PROJECTDATA\31-8438-00\ARLINGTON_425_MIXED-USE\MAPS_DRAWINGS\ACAD\8438A-2-103.DWG 11/22/2018 3:31:02 PM LEYVA, ED



1 3RD LEVEL PLAN

0 4' 8' 16'
1/8" = 1'-0"



ISOMETRIC

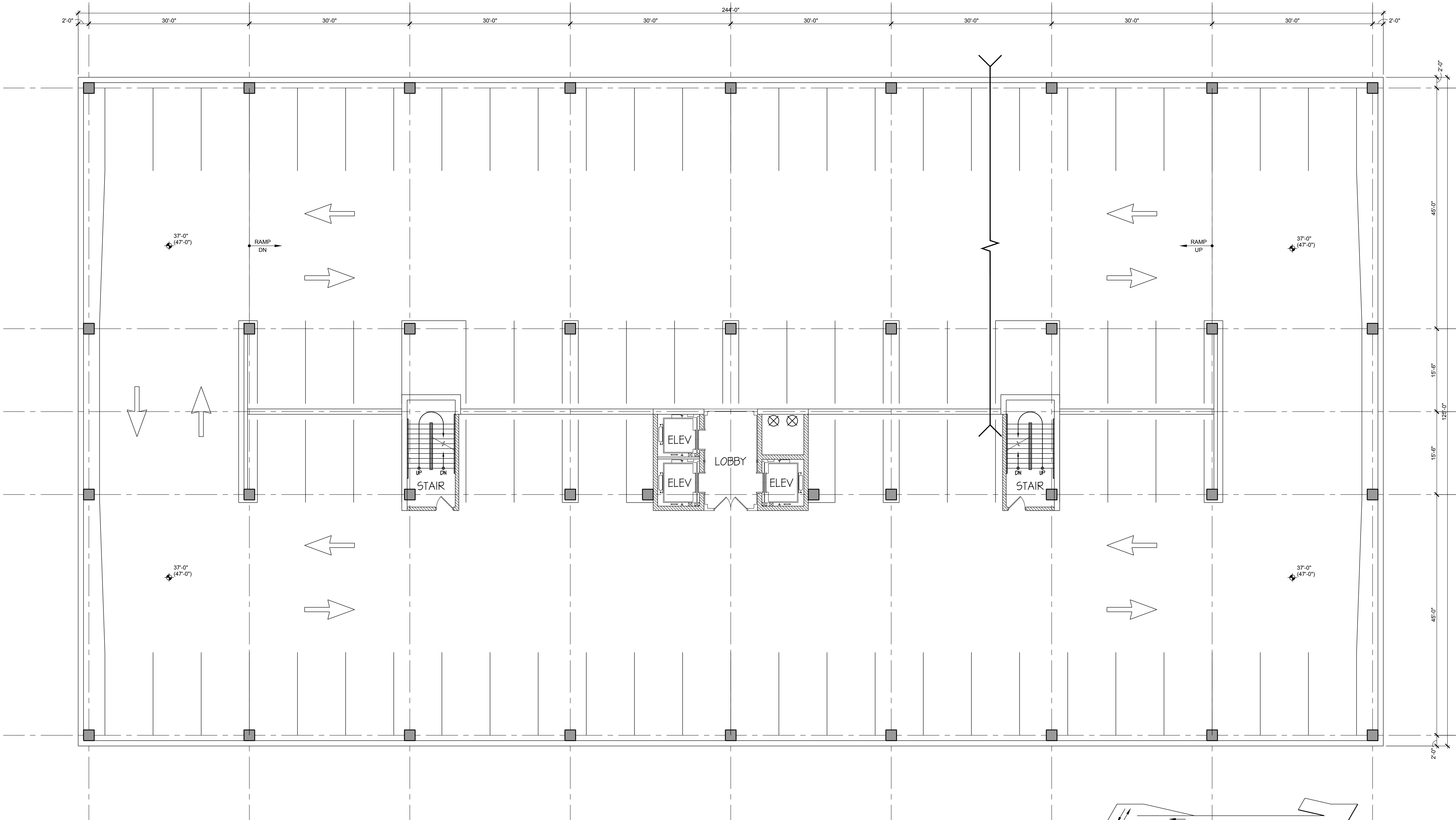
ARLINGTON 425
PARKING STRUCTURE
ILLINOIS
ARLINGTON HEIGHTS,

NO.	DATE	DESCRIPTION
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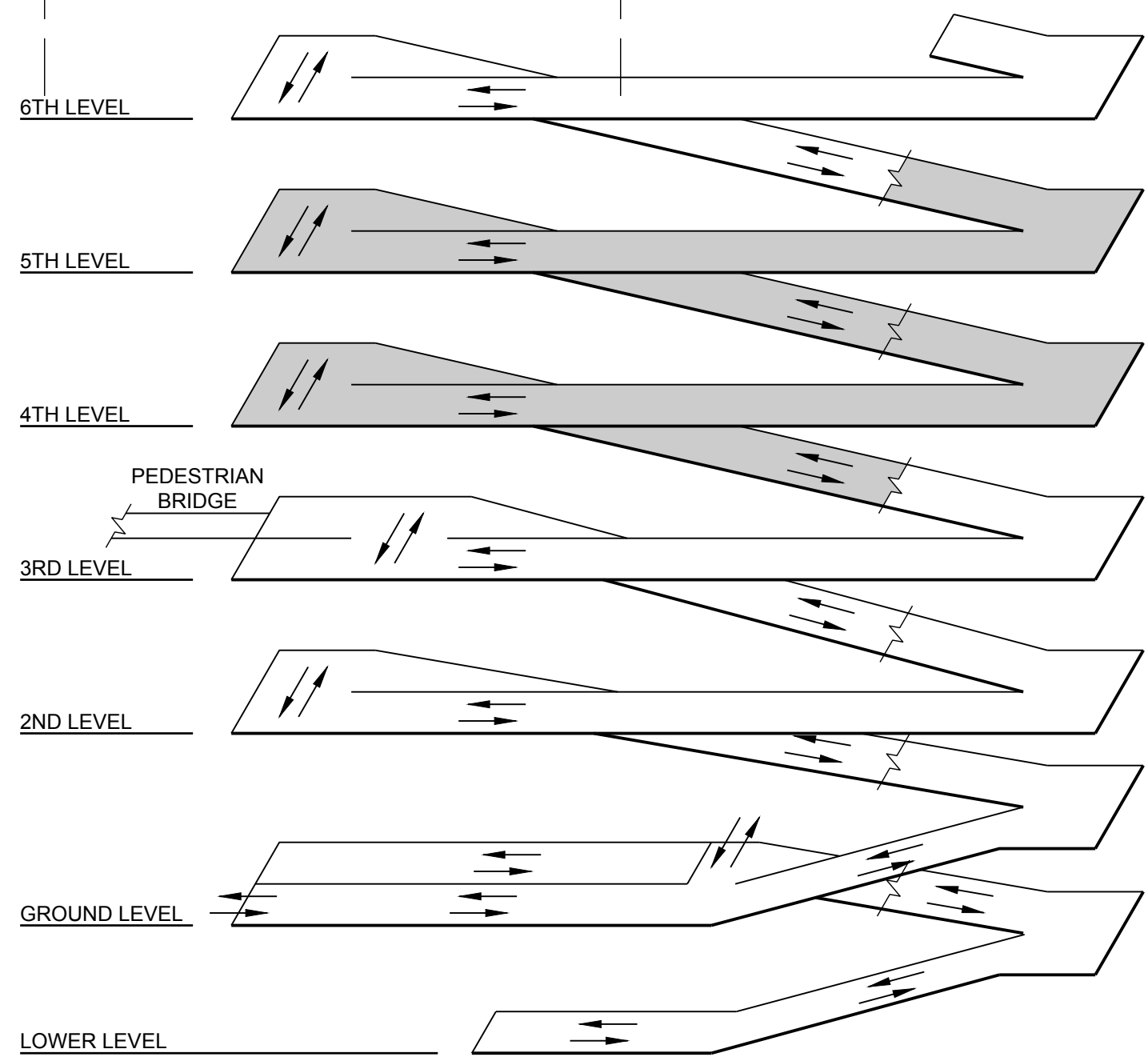
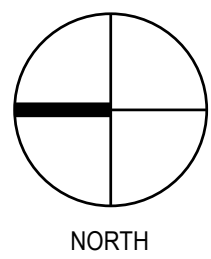
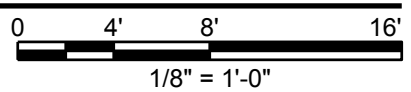
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3RD LEVEL
PLAN

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1 4TH AND 5TH LEVEL PLAN



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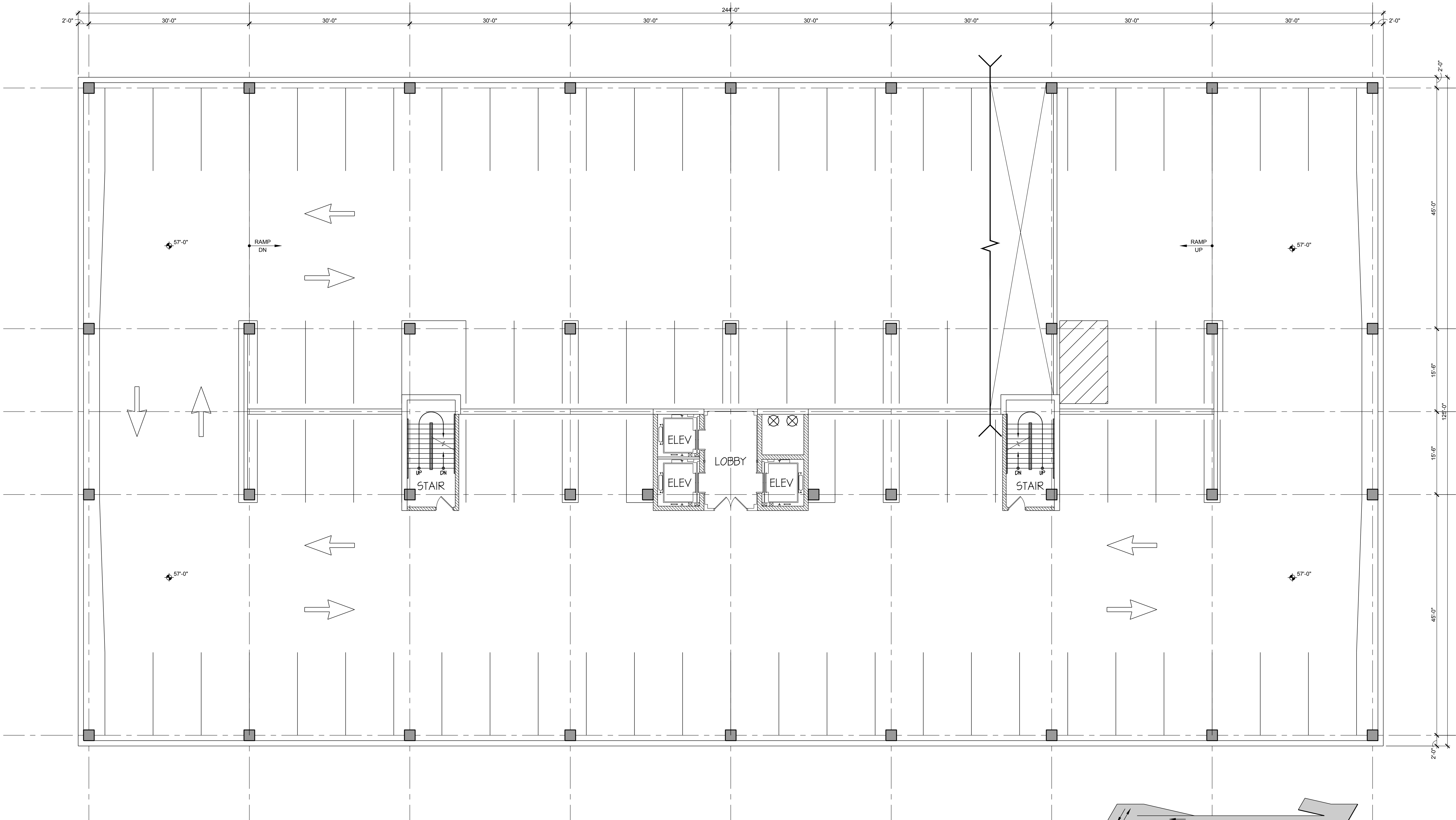
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PARKING STRUCTURE
ARLINGTON HEIGHTS, ILLINOIS

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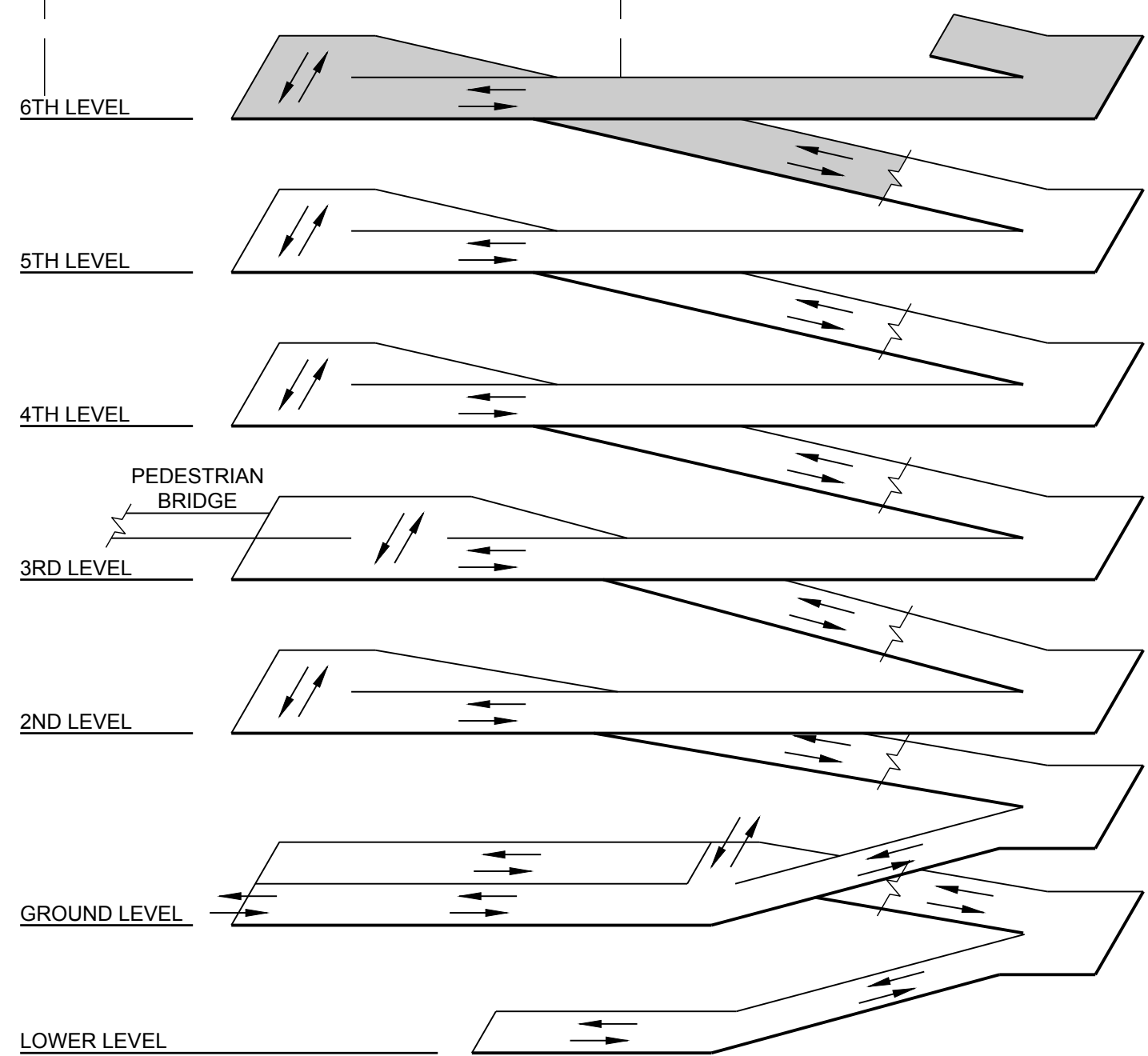
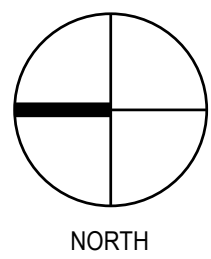
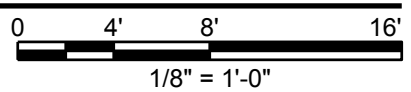
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4TH AND 5TH
LEVEL PLAN

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1 6TH LEVEL PLAN



ISOMETRIC

ARLINGTON 425
PARKING STRUCTURE
ARLINGTON HEIGHTS, ILLINOIS

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PROJECT NO: 31-8438.00
DRAWN BY: MJK
CHECKED BY: TLH
SHEET TITLE:

6TH LEVEL
PLAN

S. HIGHLAND AVENUE

PARKING
GARAGE

225 W.
CAMPBELL

44 S.
HIGHLAND

225 W.
CAMPBELL

33 S.
CHESTNUT

S. CHESTNUT AVENUE

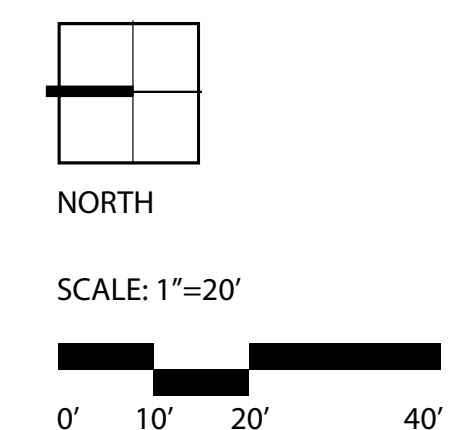
W. CAMPBELL STREET

LIGHTING LEGEND

- ✦ ES RELOCATE EXISTING STREET LIGHTING
- ✦ S STREET LIGHTING
- ✦ O ORNAMENTAL LIGHTING
- B BOLLARD LIGHTING
- N NICHE LIGHTING
- W WALL WASH LIGHTING
- COURTYARD LIGHTING
- ▲ ▲ TREE UPLIGHTING



Lighting Plan Arlington 425 Arlington Heights, Illinois

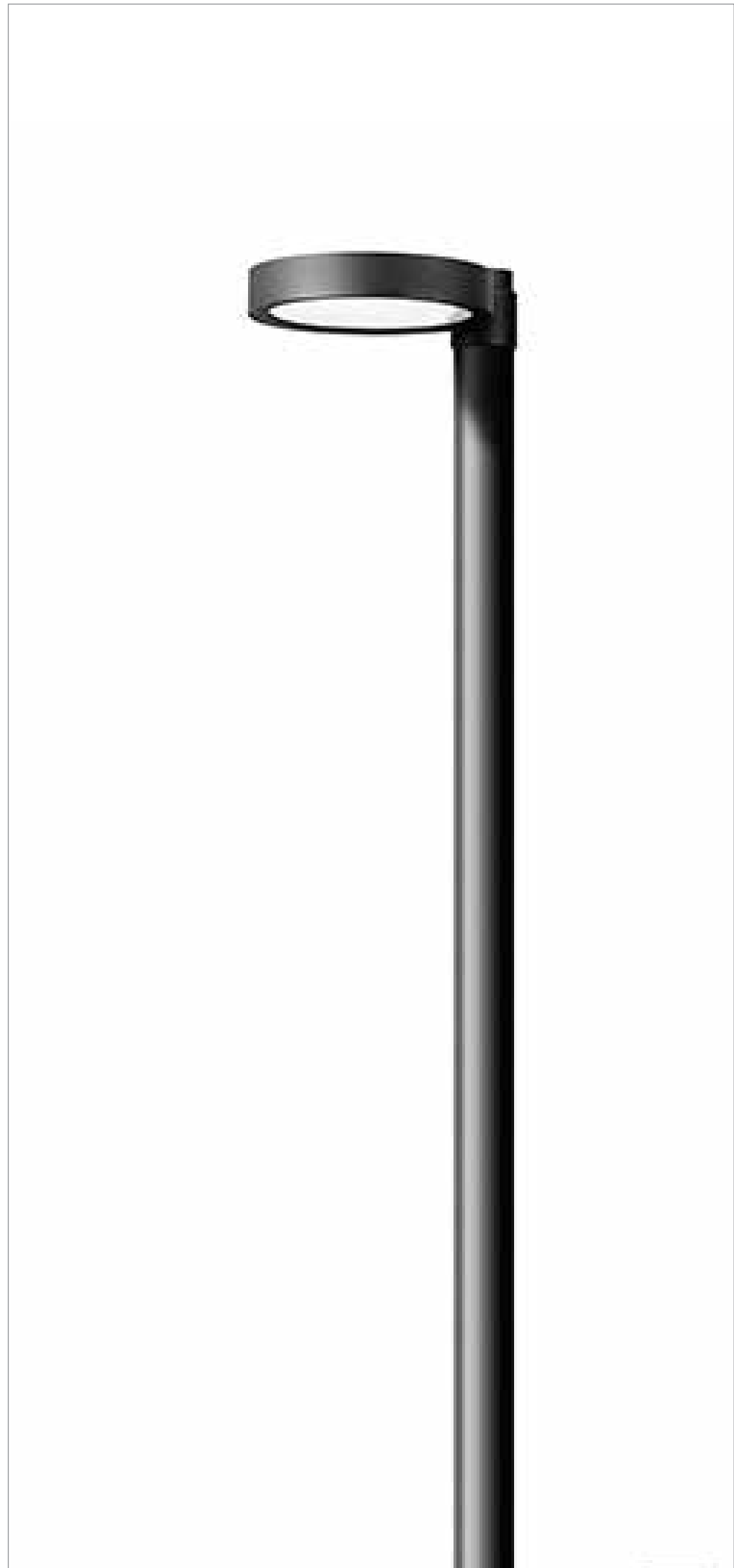


ISSUE DATE: November 16, 2018
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PREPARED FOR:
CCH LLC



Existing Street Lighting



Ornamental Lighting



Bollard Lighting



Bollard Lighting



Wall Wash Lighting / Tree Uplighting



Wall Wash Lighting / Tree Uplighting



Niche Lighting



Courtyard Lighting



Wall Pack



Niche Lighting



Lighting Options

Arlington 425

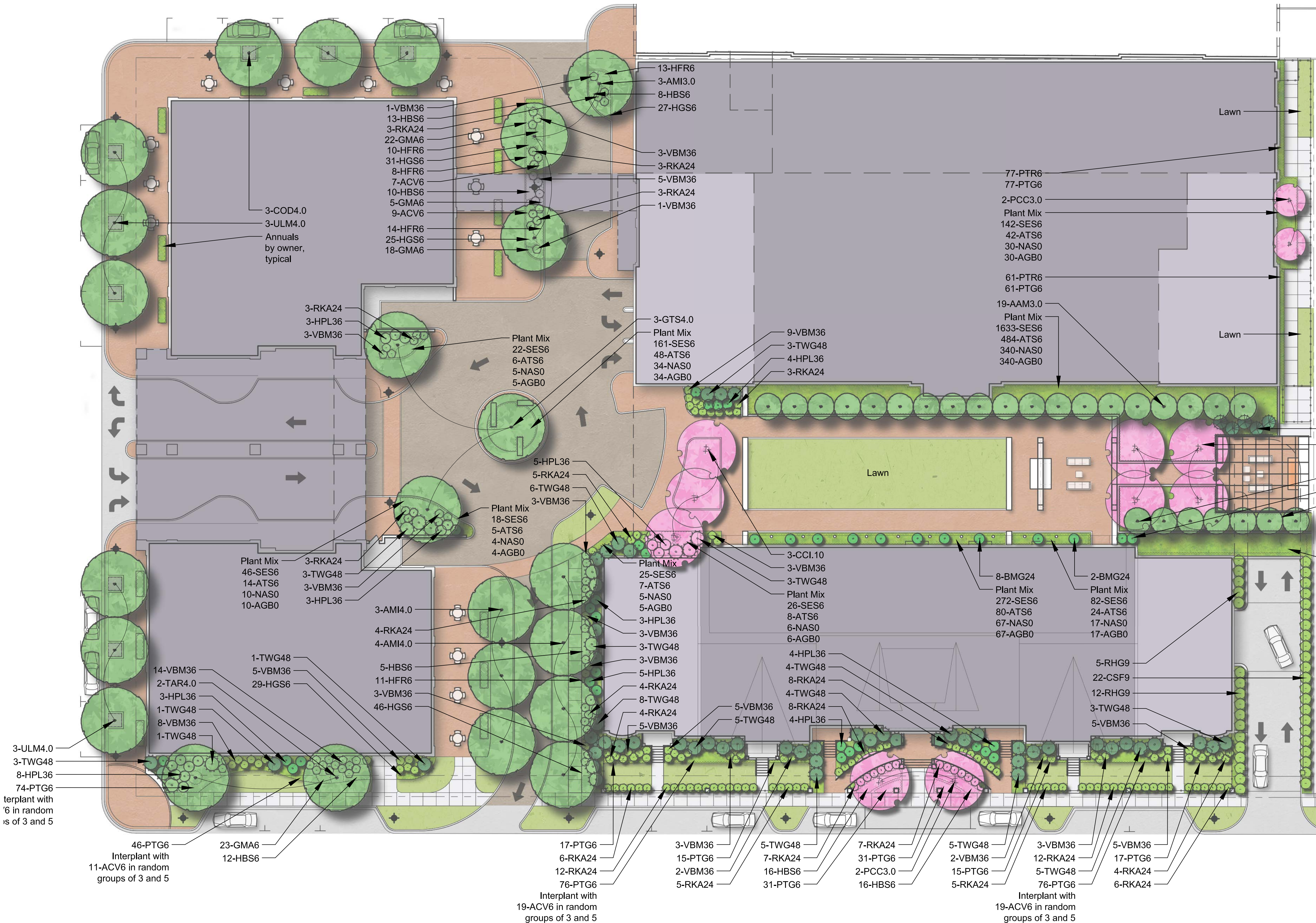
Arlington Heights, Illinois

PREPARED FOR:
CCH LLC

ISSUE DATE: November 16, 2018
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Landscape Plan Arlington 425

Arlington Heights, Illinois



Code	Botanical Name	Common Name	Size	Qty	Notes
Shade Trees					
AAM3.0	Acer x freemanii 'Armstrong'	Armstrong Red Maple	3" C	26	
AMI4.0	Acer miyabei 'Morton'	State Street Miyabe Maple	4" C	10	
COD4.0	Celtis occidentalis	Common Hackberry	4" C	3	
GTS4.0	Gleditsia triacanthos var. inermis	Shademaster Honeylocust	4" C	3	
TAR4.0	Tilia americana 'Redmond'	Redmond American Linden	4" C	2	
ULM4.0	Ulmus japonica x wilsoniana 'Morton'	Accolade Elm	4" C	6	

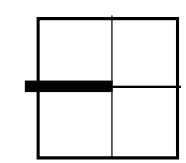
Evergreen Trees					
TOW.08	Thuja occidentalis 'Hetz Wintergreen'	Wintergreen Eastern Arborvitae	8' HT	5	

Ornamental Trees					
CCI.10	Crataegus crusgalli var. inermis	Thornless Cockspur Hawthorn	10' HT	7	Multi-stem
PCC3.0	Pyrus calleryana 'Chanticleer'	Chanticleer Callery Pear	3" C	4	

Shrubs					
BMG24	Buxus x Glencoe	Chicagoland Green Boxwood	24" HT	12	Per plan
CSF9	Cornus sericea 'Farrow'	Arctic Fire Red Twig Dogwood	36" HT	22	Per plan
HPL36	Hydrangea paniculata 'Jane'	Little Lime Hydrangea	36" HT	42	Per plan
RHG9	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	5 GAL	17	Per plan
RKA24	Rhododendron x Karen	Karen Gable Hybrid Azalea	24" HT	115	Per plan
TWG.04	Thuja occidentalis 'Woodwardii'	Woodward Globe Arborvitae	4" HT	63	Per plan
VBM36	Viburnum carlesii 'compactum'	Koreanspice viburnum	24" HT	97	Per plan

Perennials					
ACV6	Astilbe chinensis 'Vision in White'	Vision in White Astilbe	1 GAL	84	18" O.C.
GMA6	Geranium maculatum 'Espresso'	Spotted Geranium	1 GAL	68	12" O.C.
HBS6	Hosta 'Brother Stefan'	Brother Stefan Hosta	1 GAL	80	24" O.C.
HFR6	Hemerocallis 'Fragrant Returns'	Fragrant Returns Daylily	1 GAL	56	18" O.C.
HGS6	Heuchera 'Green Spice'	Green Spice Coral Bells	1 GAL	158	12" O.C.
PTG6	Pachysandra terminalis 'Green Carpet'	Green Carpet Chinese Pachysandra	1 GAL	536	12" O.C.
PTR6	Parthenocissus tricuspidata	Boston Ivy	1 GAL	138	12" O.C.

Plant Mix					
AGB0	Allium 'Globemaster'	Globemaster Flowering Onion	BULB	3199	24" O.C.
ATS6	Allium tanguticum 'Summer Beauty'	Summer Beauty Ornamental Chive	1 GAL	947	40" @ 18" O.C.
NAS0	Narcissus 'All Spring Mix'	All Spring Daffodil Mix	BULB	679	24" O.C.
SES6	Sesleria autumnalis	Autumn Moor Grass	1 GAL	679	60" @ 18" O.C.



NORTH

SCALE: 1"=20'



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PREPARED FOR:
CCH LLC



Armstrong Red Maple



Arctic Fire Red Twig Dogwood



Wintergreen Eastern Arborvitae



Chicagoland Green Boxwood



State Street Miyabe Maple



Common Hackberry



Thornless Cockspur Hawthorn



Little Lime Hydrangea



Woodward Globe Arborvitae



Accolade Elm



Skyline Honeylocust



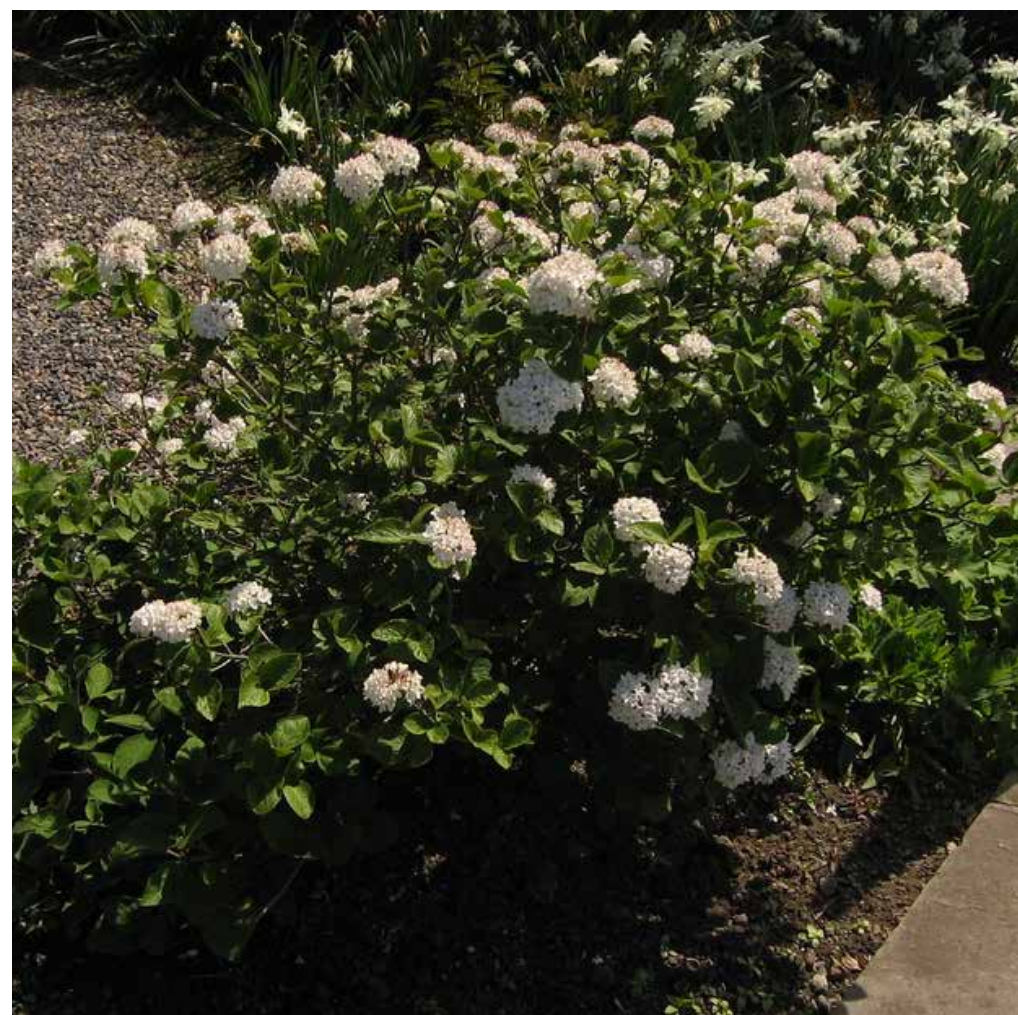
Chanticleer Callery Pear



Gro-Low Fragrant Sumac



Karen Gable Hybrid Azalea



Dwarf Koreanspice Viburnum



Landscape Images

Arlington 425

Arlington Heights, Illinois

PREPARED FOR:
CCH LLC

ISSUE DATE: November 16, 2018
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Summer Beauty Ornamental Chive



Vision in White Astilbe



Autumn Moor Grass



Brother Stefan Hosta



Globemaster Flowering Onion



Green Carpet Pachysandra



Spotted Geranium



All Spring Daffodil Mix



Green Spice Coral Bells



Fragrant Returns Daylily



Landscape Images
Arlington 425
Arlington Heights, Illinois

PREPARED FOR:
CCH LLC

ISSUE DATE: November 16, 2018
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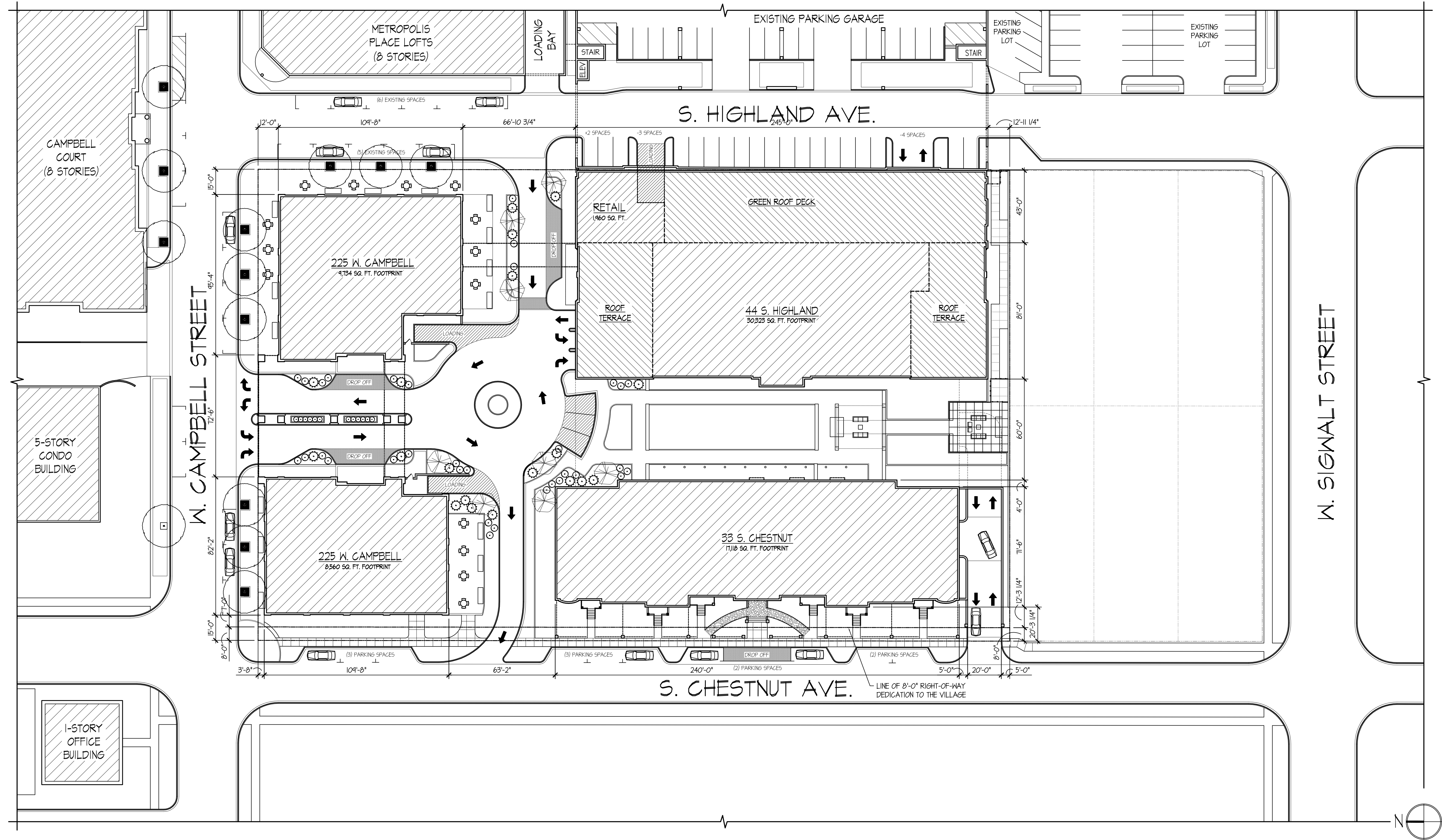












ARLINGTON 425: ARCHITECTURAL SITE PLAN

SCALE: 1" = 30'-0"

ARLINGTON 425

A NEW B-5 DISTRICT PUD DEVELOPMENT PRESENTED BY:
CCH, LLC * 838 BUSSE HIGHWAY * PARK RIDGE, ILLINOIS

DRAWING INDEX

CS	COVER SHEET AND ARCHITECTURAL SITE PLAN
CP.1	CONTEXTUAL SITE PLAN
HL.1	44 S. HIGHLAND BUILDING FLOOR PLANS
HL.2	44 S. HIGHLAND BUILDING ELEVATIONS
HL.3	44 S. HIGHLAND BUILDING ELEVATIONS
CA.1	225 W. CAMPBELL BUILDING FLOOR PLANS
CA.2	225 W. CAMPBELL BUILDING FLOOR PLANS
CA.3	225 W. CAMPBELL BUILDING ELEVATIONS
CA.4	225 W. CAMPBELL BUILDING ELEVATIONS
CH.1	33 S. CHESTNUT BUILDING FLOOR PLANS
CH.2	33 S. CHESTNUT BUILDING ELEVATIONS

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DATA • 847 253 3063
www.tinaglia.com

TINAGLIA
ARCHITECTS

CLIENT

CCH, LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, ILLINOIS
MIXED-USE DEVELOPMENT

DRAWING TITLE

ARCHITECTURAL
SITE PLAN

FILE NAME

3883-23P

DRAWN BY

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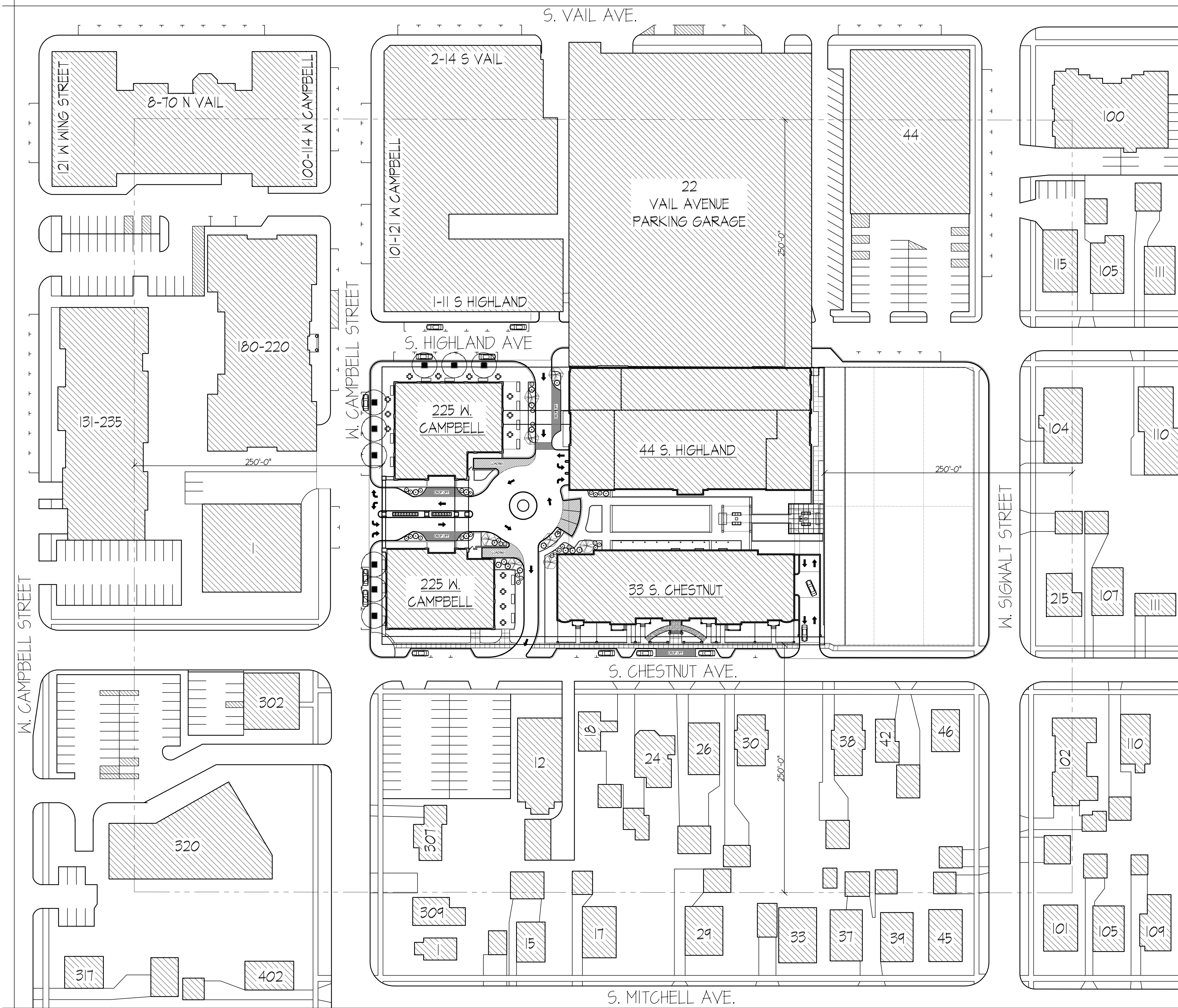
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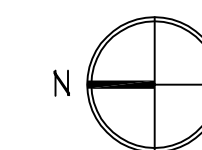
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PROFESSIONAL DESIGN FIRM LICENSE #184-002934



CONTEXTUAL SITE PLAN

SCALE: 1" = 50'-0"



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PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, ILLINOIS
MIXED-USE DEVELOPMENT

DRAWING TITLE

CONTEXTUAL
SITE PLAN

FILE NAME 3883-Context Plan
DRAWN BY RDL DATE 11.13.18

NO.	REVISED PER	DATE	BY

JOB NO. 388315

SHEET NO.
OF

CP.1

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

October 1, 2018

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Scaletta, Sidor, Baldino, LaBedz, Blackwood, Glasgow, Tinaglia and Rosenberg.

Also present were: Randy Recklaus, Charles Perkins, Robin Ward, Diana Mikula, Gerald Mourning and Becky Hume

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XIV. REPORT OF THE VILLAGE MANAGER

A. Arlington 425 Development - Early Review

Mr. Recklaus said this is an Early Review of the proposed Arlington 425 project. No final decisions will occur this evening. The intent of Early Review is to help the developers gauge the Board's thoughts prior to bringing a project forward. Early Review does not commit the Board to

approve or deny a proposal. The Plan Commission and Design Commission reviews will still occur. Staff has reviewed the proposal and met with each trustee on this project. The petitioner has held two neighborhood meetings to obtain resident feedback. This is the first time the Board will have the opportunity to publicly discuss the issue.

Trustee Tinaglia said his firm is the architectural firm on this project, so he is recusing himself from the discussion. He left the room.

Mike Firsel, attorney for the project, said there are 18 separate lots, most of which are zoned B-5, a few are zoned R-3. The Master Development Plan shows the zoning as B-5. The owner, CCH LLC, is proposing 3 separate buildings. Feedback has been received from staff, Mr. Recklaus and the community. Eight hundred and thirty taxpayers were sent invitations to a neighborhood meeting and the Chamber of Commerce members were invited. The most sensitive point brought forward was parking. There will be a 450 car parking deck and an underground parking lot for the Chestnut building for a total of 548 spots. Under code they are required to have 385.

Mr. Firsel said CCH is not requesting a height variance or a density variance. The village's Vail Street garage is built to their property line. They believe the lots currently zoned as R-3 should be rezoned to B-5 because they abut B-5 lots. Loading is a concern, so they have employed a property manager to advise them on garbage and loading areas. There is a pull-in loading area on Chestnut for that particular building. All access to the parking deck will be off Highland. There will be a right turn only out onto Chestnut. They are requesting to not put retail in the Chestnut building even though it is B-5, as it is across from single family homes. There is an 8' dedicated setback on Chestnut so they will ask for a variance for squaring off the land on the south side of that lot. The Campbell Street building has 172 units and 8 floors. The Chestnut Avenue building is 5 floors. There is a website set up for public comments and questions. All move ins/out will occur interior to the property. They will have plenty of retail parking and guest parking. Valet parking would be encouraged for any restaurant.

Mr. Perkins said this project requires a PUD. Four parcels require rezoning from R-3 to B-5. There are a few variations regarding the elimination of commercial on first floor of Chestnut, loading and spaces. These will be flushed out in the review process. The Comprehensive Plan shows the area to be mixed-use. In the 70's high-density residential was zoned all the way to Ridge Ave. In the 80's the southern portion was changed to B-5. Then later it was changed to high-density residential. This part of the village has had a contraction in high-density uses over the years.

President Hayes said this is Early Review, so tonight is an opportunity for the Board to provide input to the developer. The Board is not committing to this project one way or the other. There is a long way to go. The audience/community will have plenty of opportunities to provide input.

President Hayes said he appreciated the outreach to the community. When he first saw the plans, he thought wow, this is huge. It's bold and exciting. The developer is willing to invest millions of dollars in the village. He was enthused about what has been presented so far. He said he would encourage the developer to put a restaurant on top of the larger building. It would provide an additional draw to the area.

Trustee LaBedz wished the Chestnut building was 4 stories versus 5 but liked the design of the building. She was glad to hear there is enough parking for guests and patrons of the retail establishments, so no additional strain is felt on the streets or in the Vail garage. She asked about the traffic circulation on the interior of the development. Mr. Firsell said cars will come off of Highland from one of the two entrances to the parking garage. One of the entrances will also access the interior drive. There are drop-offs at each building. They will need to take three parking spots on the west side of Highland for their second entrance. The interior capacity can hold a fire truck to service all the buildings. The ingress/egress for the underground parking at the Chestnut building will be on the south side of that building and is limited to one access point. The Highland and Campbell buildings each have loading areas separate from the Chestnut loading area. The entrance for residential on Campbell will be at the rear of the building, not where the retail space is.

CCH is planning to construct this as one owner, with one management contact for all three of the buildings. If the buildings are sold off separately, they would make the necessary arrangements for access and easements. Mr. Firsell said there have been inquiries as to if there will be condos. If they did have condos, they would be in the Chestnut Avenue building but they are studying that. Mr. Perkins said staff can put language in the PUD to make them come back before the Board to request a transition into condos.

Trustee LaBedz said the Highland/Sigwalt/Campbell intersections are dicey. Mr. Perkins said this will be analyzed. A midblock crosswalk is being designed on Campbell between Highland and Vail which will have impact. Trustee LaBedz asked if the new garage would limit maintenance access to the Vail garage. Mr. Perkins said staff is in discussions with them to ensure garage will be compatible from a maintenance standpoint. Trustee LaBedz asked about the reflectivity of the west windows. Mr. Firsell said the glass will be non-reflective. The glass starts at the 6th floor, high above any homes. Architect Kelle Bruckbauer said the glass will softly reflect the sky. Trustee LaBedz asked about electrical service. Mr. Perkins said ComEd said they can provide sufficient service to the site. ComEd will review the detailed plans and make any necessary changes. Trustee LaBedz thanked CCH for the commitment to affordable housing. Mr. Firsell said they are committed to affordable housing but this is not the final number of unit counts.

Trustee Blackwood asked for clarification on the Chestnut building parking. Mr. Firsell said all parking for that building will be in its own underground

lot. That is why it might be more adaptable to a condo development. The first floor of the building is all apartments, no retail. Trustee Blackwood asked about solar energy. Mr. Firsel said they have interviewed two general contractors and will be addressing some of these issues. They will not build a project unless they know they will have adequate electrical service. All of the storm water detention will be underground on site. He said they would look at solar power.

Trustee Sidor asked if the entrance to the garage on Highland matched up with the village's egress to the Vail Street garage. Mr. Perkins said the egresses need to be studied carefully to make sure they work. Trustee Sidor said there are already truck traffic and safety issues on Highland Avenue. As a village, we need to figure this out, or it will be a mess on Highland. He said he liked the glass on a building that size because it lightens it. If it was all brick it would look too heavy. He wished the Chestnut street building was lower but liked the look of it. He said he liked the project as it will differentiate the village from others along the corridor.

Trustee Baldino said he got more comfortable with the size of the project the more he looked at it. It seems right sized. The lack of request for variances shows that it fits the property. It's a good, well thought out design. He said he was a little uncomfortable with the number of stories on Chestnut. He was encouraged by the commitment to affordable housing. Mr. Perkins said there would be 54 affordable units if code were followed. Trustee Baldino said if we get close to that, it would be phenomenal. He was encouraged by the storm water detention and the possibility of solar energy. At this point, he was excited and encouraged.

Trustee Rosenberg said he thought it was great from the get go. It's sized right with good parking. He had some concerns on egress/ingress on Highland and circulation with deliveries and issues there. Those things need to be worked out. He asked about security in the parking lot. Mr. Firsel said it will be gated with a key card. They will consult with a parking deck company who has sophisticated software and technology for addressing guest and retail parking. Trustee Rosenberg agrees with trying to get a top deck restaurant. He asked about making Highland one way. Mr. Firsel said he didn't know about that. The residents of the buildings will most likely prefer to enter from Sigwalt versus off of Campbell. Trustee Rosenberg directed Mr. Perkins to think about making Highland one way or address the issue somehow.

Trustee Glasgow said he did not have a problem with the R-3 lots changing to B-5. He confirmed with Mr. Firsel that there would not be any retail on Chestnut. Trustee Glasgow said the downtown businesses want this. He asked how many retail establishments would be in these buildings. Mr. Firsel said they are imagining destination retail or co/working spaces with perhaps outdoor dining on the corner. 18,000 square feet of retail space is available, so there could be 5-8 different retailers or uses. They would like a steakhouse or something upscale for the top floor restaurant. Between 600 and 800 people will live here. It would be nice to have co/working

space to keep people in town to patronize the local restaurants for lunch.

Trustee Glasgow asked about overflow parking at the Vail Garage. Mr. Recklaus said they will be able to provide that detail on October 22 at the Committee of the Whole meeting when the parking study is presented. Trustee Glasgow said he will be looking for parking solutions. He was pleased with the addition of affordable housing. He said he had concerns regarding the massing and transition to a residential area. The Highland building is big and has a lot of glass. It will put a lot of pressure on the infrastructure. He asked if it will block views. Mr. Firsel said the eastern side is over a parking deck, so it has no immediate impact to the east. The common area is going to be expansive and a park like setting. He said he didn't see how sunlight would be blocked out, and the zoning calls for this size. Trustee Glasgow said they did a nice job buffering the traffic flow and liked the green space which adds to the joy of living in the downtown. Those are nice factors. The delivery truck issues are real. He liked the underground parking on Chestnut.

Mr. Firsel said they would construct the Highland and Campbell buildings first within two years, and then build the Chestnut building last. It will depend on demand for apartments and leasing numbers. The third building will start after the first two are complete to help with staging and so as not to disturb the neighbors even more. Trustee Glasgow said to think about if the area becomes pedestrian-only on occasion.

Trustee Scaletta said on Highland there is retail and restaurants. On Campbell, there is retail and a grand entryway. The lobby goes all the way through the building. So, the lobby is surrounded by retail on either side, including what faces Chestnut. Trustee Scaletta said people will use the lobby on the Campbell side for drop offs and entrance/exiting. The interior circle will be gridlock central. The biggest challenge will be circulation into the garage. The entry to the center is across from the loading dock of the Metropolis Lofts and the village garage. There's a lot of gridlock there. He said he was concerned that they are putting too much on the property. There is not enough room to circulate for residents/move ins/deliveries. He urged them to have the traffic people look at the traffic and he will focus on that. He wants to know where dogs will be allowed and if the interior green space was open to the public. He said he will ask how they intend to make the outdoor space safe. He was not opposed to the glass on the Highland building but he prefers a little framing. The Highland building will be 12.5 stories.

Trustee Scaletta asked about the southern boarder lot lines. Mr. Perkins said the distance between CCH's buildings and the proposed CCA building would have been 18' on the east side and 33' on the west side. Trustee Scaletta said he will be looking for underground detention. Mr. Firsel said guests to the Chestnut building would park underground. They will charge residents for parking, but not retail users or guests. Trustee Scaletta suggested they provide a rendering showing the shadow effect.

Resident Keith Moens said not all Board members commented on the affordable housing and he would like the affordable housing to go through. He asked if there was some way to provide a schedule for the commission process. Mr. Recklaus said given the interest on this project, social media will be used to communicate to the public. All meetings are posted on the village's website as well. The timing depends on how the petitioner comes forward. The project will go through the Conceptual Review Committee, the Plan Commission Public Hearing, Design Commission and the Housing Commission. All surrounding properties owners will receive written notices regarding the Public Hearing and there will be a sign on the property. Mr. Moens asked for the Board to communicate to the commissions that they want the maximum affordable housing units with no buyouts.

President Hayes said he didn't mention affordable housing earlier because in CCH's materials they committed to the units versus a cash in lieu of scenario.

Trustee Rosenberg asked if staff could create an area on the village website that shows the timetable of the project as it progresses, understanding it is dependent upon the petitioner's submissions and responses.

Mr. Recklaus said the website could have a section dedicated to this with a date range outlined. He said he would hesitate projecting hard dates, because things can get delayed for various reasons.

Mr. Firsel said CCH will put their information on their website and could link to the village website. He offered their website as a point of contact for the community.

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

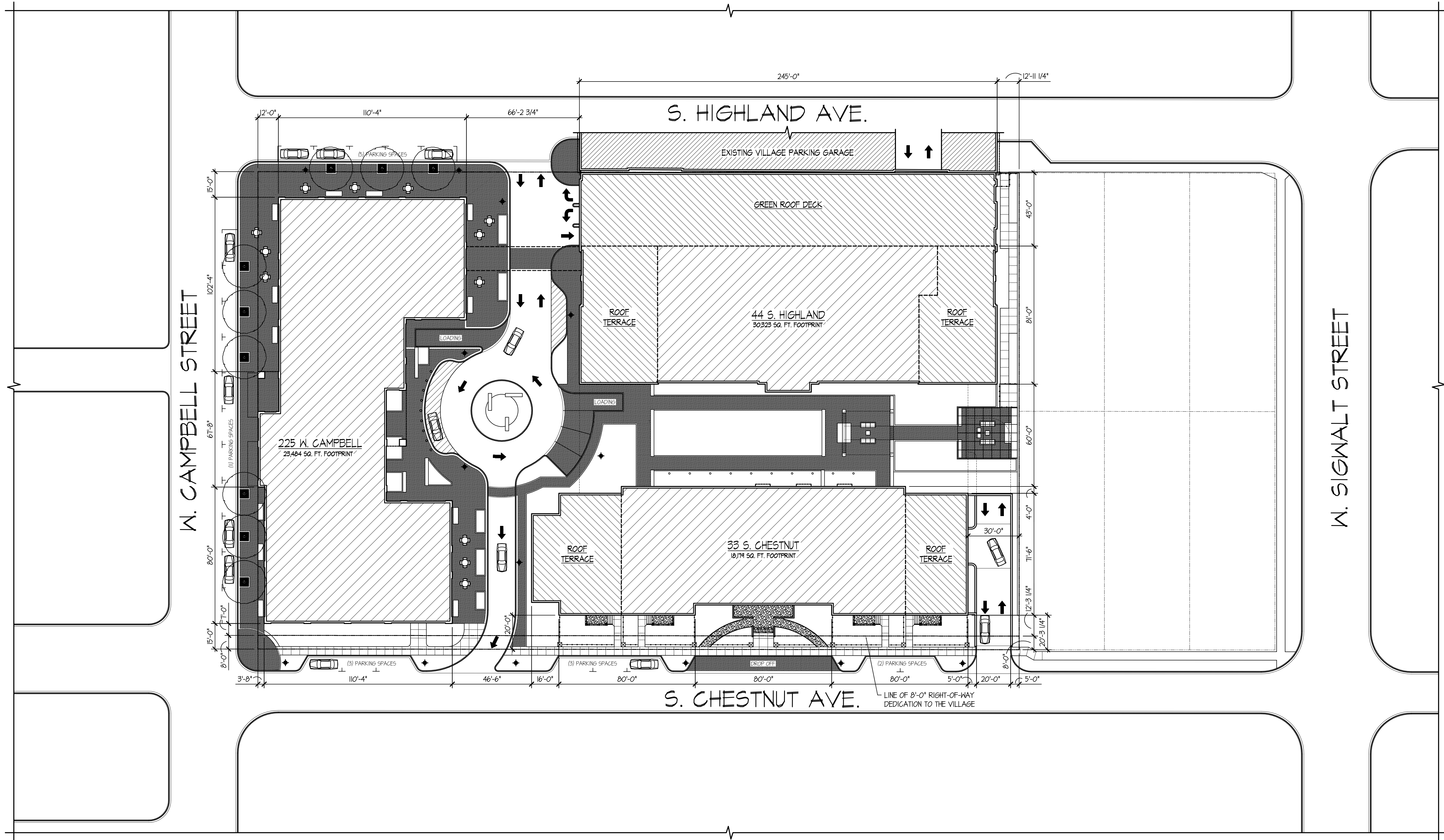
XVII. ADJOURNMENT

Trustee John Scaletta moved to adjourn at 10:13 p.m. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

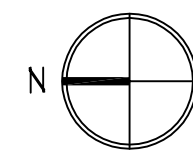
Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor

Absent: Tinaglia



ARLINGTON 425: ARCHITECTURAL SITE PLAN

SCALE: 1" = 30'-0"



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PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, ILLINOIS
MIXED-USE DEVELOPMENT

DRAWING TITLE

ARCHITECTURAL
SITE PLAN

FILE NAME 3883-20P

DRAWN BY RDL DATE

NO.	REVISED PER	DATE	BY

JOB NO. 388315

SHEET NO. 1.P
OF





SUMMARY OF THE PROCEEDINGS OF THE INTRODUCTORY NEIGHBORHOOD MEETING

OF THE ARLINGTON 425 DEVELOPMENT

HELD AT THE SOUTHWEST CORNER OF CAMPBELL STREET AND HIGHLAND AVENUE ON:

September 9, 2018

Project Title: Arlington 425

Address: SW Corner of Campbell Street and Highland Avenue, Block 425

Prepared by: Jake Schmidt, Department of Planning and Community Development

Introduction

This neighborhood meeting was conducted in two separate sessions, one at 12:15 PM and one at 2:15 PM. Attendance was relatively high at each session, with an estimated 80 to 90 individuals at each session. Both sessions began with an introduction of the project, which comprised of a discussion of the current and requested zoning, the design and layout of the buildings, on-site parking, storm water detention, and a summary and explanation of the variations that will be requested. This initial presentation was conducted by Mike Firsell, of Firsell Ross, and Jim Tinaglia, of Tinaglia Architects. The second portion of both sessions was a question and answer period. For this question and answer period, separate stations were set up in the meeting tent addressing different aspects of the project - those being Architecture, Landscaping, Traffic, and Storm Water. Members of the public could walk from station to station to ask questions of the experts present. What follows is a list of the comments and concerns observed at each station, along with the general impression of public feedback at each station.

Architecture

The feedback at this station was generally positive. Most members of the public seemed pleased with the design and layout of the buildings, however impressions were mixed on the tallest, Highland Avenue building.

Observed Comments and Concerns:

- The proposal would be a "beautiful addition" to Arlington Heights
- Concerns that the bigger buildings will block sunlight, to the inner courtyard and in the general area
- The location of a center courtyard for traffic circulation and deliveries is a "good idea"
- The building on Highland is "a lot"
- Would rather see "the biggest building be smaller, and the smallest building be a bit bigger" rather than have one big tower and a smaller building in front
- The building on Highland seems to look "institutional"
- The location of the Highland Building "makes sense"
- The proposal "looks nicer than expected"
- "Oh wow"
- "Looks nice"

Landscaping

The feedback at this station was generally positive. Members of the public seemed pleased with the proposed landscaping and proposed site features.

Observed Comments and Concerns:

- Will the ground floor outdoor spaces be open to the public?
- The greenery "looks pretty"
- There is "a lot of green" incorporated into the design
- Will there be an area for development residents to walk dogs?

Traffic

The majority of negative comments observed were related to traffic. Members of the public were generally concerned with the amount of traffic that would be generated by the site, as well as the impact on the intersection at Campbell and Highland. Many expressed that they felt the intersection was already dangerous, and that the addition of the primary driveway on Highland would increase both the volume, confusion, and danger at this intersection. Many expressed the desire to add a 3-way stop or other traffic control measure at this intersection.

Observed Comments and Concerns:

- How will moving trucks access the Chestnut building?
- Location of deliveries and trash collection – How will trucks be directed to access the inner courtyard rather than parking on the street?
- How will guests or patrons of the development be prevented from utilizing street parking on Chestnut and on the surrounding streets?
- The intersection at Highland and Campbell is currently a “blind corner” and unsafe – development will increase issues
- Suggestion that 1-way streets could alleviate concerns/improve traffic flow to and from the development
- Why is there no access to the center court/parking areas from the west side of the development?
- Seems like on-site parking will be hard to access for residents on the west side of the Campbell Building
- There is no shared access between the existing public garage and the development garage – how will customers/guests know to access the on-site garage rather than driving into and using the public garage?
- Traffic studies should also show impacts on neighborhood streets, beyond those adjacent to the development.
- Stop signs should be added to the intersection at Campbell and Highland, and at Sigwalt and Highland

Storm Water

The feedback at this station was generally neutral. This station was observed to have the lowest number of questions and concerns; however some members of the public did stop by to express concerns about sewer capacity. Specifically, that this development, even with storm water detention facilities proposed, was still more intense than the uses previously located on the site, and would consequently produce greater amounts of sewage.

Observed Comments and Concerns:

- Will existing sewers be able to accommodate the need from these three buildings?
- Don't want “sewage backing up into my basement”

General

Overall, the impressions expressed by members of the public seemed positive. Many liked the site design and landscaping. There were no comments observed regarding the proposed density, and few regarding the height of the buildings. Traffic and parking was the most concerning facet of the proposal, with concerns primarily focused on how delivery/service trucks, customers, and guests will be directed to use the on-site parking facilities rather than on-street or public garage spaces. The impact on traffic was also a primary concern, both on the surrounding streets and on the neighborhood as a whole, in addition to the impact the development would have on the intersections of Highland/Campbell and Highland/Sigwalt, which are perceived as dangerous at present. Below are some general comments and questions observed, which did not deal specifically with the stations and aspects described above.

Observed Comments and Concerns:

- How likely will the units in the Chestnut building be condominiums?
- How will the developer be addressing the Affordable Housing Requirement? Will there be a “buy-out”?
- What is the anticipated customer base for the apartments? What is the anticipated age/demographics?
- What will the rents be for these units?
- What will the uses be in the proposed retail spaces?
- Development on this site “is a matter of time”, just want to be sure it will be done in a way that preserves safety