



Village of Arlington Heights
Conceptual Plan Review Committee
Virtual Meeting
November 18, 2020
6:30 PM

I. CALL TO ORDER

- A. In response to the COVID-19 pandemic, this meeting is closed to in-person, public attendance. The meeting is being held virtually, which permits the public to fully participate via their computers or using their phones.

To participate in the virtual meeting, please follow these instructions: <https://bit.ly/3kf3jAC>

Individuals who wish to comment or ask a question on an item on the Agenda may either participate virtually or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the meeting, the email must be received by 3:00 p.m. on November 18, 2020.

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Trammel Crow Senior Living - 6/24/20
B. Little University - 2/12/20

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. Arlington 425 - Campbell/Chestnut/Highland - T1708
PUD Amendment

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.



Conceptual Plan Review Committee
11/18/2020

Item: Trammel Crow Senior Living - 6/24/20

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes - 6/24/20

Type

Minutes

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A VIRTUAL MEETING VIA ZOOM WAS HELD ON:

June 24, 2020

Project Title: Trammell Crow Senior Living Facility Suites

Address: 2015-2045 S. Arlington Heights Rd.

Petitioner: Mary Boehmler
Trammell Crow Company

Address: 700 Commerce Dr. - Suite 455
Oak Brook, IL 60523

Requested Action:

1. A rezoning from the O-T District to the I District.
2. A Planned Unit Development (PUD) to allow a 175-bed senior living facility.

Variations Required:

- A density variation from Chapter 28 of the Municipal Code, Section 5.1-8.1, to allow 361,548 square feet of land area where 420,000 square feet of land area is required.

Attendees: Mary Boehmler, Trammell Crow
Grady Hamilton, Trammell Crow
Gretchen Camp, ESG Architecture & Design
Jay Cherwin, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is located at the southeast corner of South Arlington Heights Road and Seegers Road. The property is currently occupied by a four-building single-story flex office/industrial campus consisting of just under 100,000 square feet of leasable floor area. The overall site is approximately 361,548 square feet (8.3 acres) in size and has access off Arlington Heights Road, which abuts to the west, Seegers Road, which abuts to the north, and Tonne Road, which abuts to the east. The buildings on the site were developed over 40 years ago.

Trammell Crow, a nationwide developer, has the property under contract and is proposing the purchase and demolition of the existing office campus on the site. In its place, the petitioner is proposing a 175-unit senior living facility, which would have independent living, assisted living, and memory care. The petitioner would own the site and lease to a senior living facilities operator, which may also have a small ownership stake in the property. The facility would be located in a three story building of approximately 200,000 square feet. Of the 175 units, 93 (53%) would be independent living units, 58 (33%) would be assisted living units, and 24 (14%) would be memory care units. The site would have a total of 195 surface parking spaces.

Access to the facility would come from three curb cuts, one from each street. Neither the Seegers Road/Arlington Heights Road, nor the Seegers Road/Tonne Drive intersections are signalized, however, southbound left turns from Arlington Heights Road have a dedicated turn lane onto Seegers.

Meeting Discussion:

Mr. Hubbard explained that the petitioner was proposing a senior living facility on the subject property, which was currently developed with a multi-building, single-story office development with approximately 100,000 square feet of gross floor area. Trammell Crow is a national developer and have the site under contract, and they are proposing to demolish the existing buildings and redevelop the site with a 175-unit senior living facility. The structure would be three-stories and offer independent living units, assisted living units, and memory care units with around 195 surface parking spaces.

The site is zoned O-T and will require a rezoning to the I Institutional district, and Planned Unit Development (PUD) approval would be required. The site is designated as Mixed Use on the Comprehensive Plan, and is part of a larger area along the South Arlington Heights Road corridor that is being planned for redevelopment with a mix of uses. The proposed institutional/residential use is generally compatible with these future mixed uses, and in the context of the overall mix of uses planned for this area, the proposed use is generally compatible with the Comprehensive Plan.

The I District regulations would only permit around 150 units on the subject property, and as the petitioner has proposed 175 units, a density variation is required. Staff is generally supportive of this variation as senior living facilities do not typically create the same type of traffic impacts or impacts to the local school district as a standard multi-family development. However, the petitioner will need to provide justification as based on the standards in the Zoning Code for the required variation.

The property is within the South Arlington Height Road Corridor planning area and is referenced in the South Arlington Heights Corridor Plan as appropriate for commercial and residential land uses with a 5-story height maximum. The use is compatible with this plan. The Plan also recommended that the primary entrance to the site should come from Seegers Road to keep traffic and turning movements off of Arlington Heights Road. The submitted plan appears to show the primary entrance to the building coming from Arlington Heights Road, so the petitioner should clarify where the primary entrance to the building will be. IDOT would need to review and approve any proposed work and curb cut along Arlington Heights Road.

The site must be designed to accommodate future reciprocal access to the south, which would eventually lead towards the old Wellington Restaurant site that will likely be redeveloped with a full access traffic signal on Arlington Heights Road. Landscape medians may be installed along Arlington Heights Road at some point in the future, so access to a signalized full access intersection, via the requested reciprocal access easement, would be beneficial for the petitioner. The proposed location for this connection, as shown on the conceptual site plan, may need modifications.

Preliminary analysis indicates that the building complies with all setback and bulk regulations of the I District. A Design Commission application and review will be required. The existing sidewalk along Arlington Heights Road directly abuts the street, and as part of redevelopment of this site, the sidewalk must be reconstructed setback from the street to create a parkway and separation from the road.

The site complies with code requirements relative to parking, and a traffic and parking study will be required. Given the reduced traffic volumes as a result of CoVid-19, a reduced scope study may be necessary. The petitioner will need to work with their traffic consultant to prepare a suitable estimate for future traffic capacity and expected traffic volume from the development given the constraints of the pandemic. Staff does not have concerns with parking as the site would provide a surplus above code requirements. The proposed development would likely generate significantly less traffic during peak times as compared to a 100,000 square foot office complex, which is how the site is currently developed. From a traffic standpoint, the proposed development may be an improvement over the existing uses on the site. Staff is generally supportive of the proposed use, subject to the items as summarized at the end of the Staff Report.

Ms. Boehmler introduced herself and Grady Hamilton of Trammell Crow, as well as Gretchen Camp of ESG Architecture, and gave a brief description of who Trammell Crow and ESG are and some of the recent projects they had completed together. The process they follow is to generate a conceptual design for the site and a program of uses that would be viable. Then they work with all stakeholders to refine their proposal, and ultimately end with a high-quality product that adds economic vitality to the community in which it is located.

In Arlington Heights, they are proposing a three-story 175-unit luxury senior living development composed of independent

living units, assisted living units, and memory care units, as well as ample amenities spaces. The majority of the units would be one-bedroom and two-bedroom units. Supportive services would be offered onsite, including meals, housekeeping, transportation, and social and recreation activities. The operator of the site is a well respected leader in the senior housing industry.

With regards to the items as summarized at the end of the Staff Report, Trammell Crow is interested in discussing some of the points raised by staff. Specifically, they would like to discuss the staff request for integrating commercial on the site, as well as the reciprocal access easement on the southern end of the site, the potential affordable housing requirement, and the TIF district.

With regards to the request for integration of a commercial outlot on the site, if the Village was going to make this a requirement, it would mean that the developer would need to reduce the size of the project, resulting in a loss in the total number of units within the building, which would have both operational and financial consequences. A reduction in building size to accommodate for a commercial use and its' associated parking areas would cause a reduction in the number of units and would affect the rental rates that they need to make the project successful. It would impact the number of staff, which would reduce operational efficiencies. The 175-units proposed is the prototype needed by the operator, which is necessary for them to be competitive in this market. A market study would be provided. Had Trammell Crow been asked about the viability of commercial in this location several months ago, they may have been skeptical but open to the possibility. However, given the coronavirus and current commercial climate, they do not believe commercial uses are viable in this location. It would be difficult to proceed with a commercial use as it would dilute the financeability of the senior living portion and negatively effect the operational efficiencies of the facility.

Mr. Hamilton added that Trammell Crow has embraced a mix of uses at other projects they've worked on in locations where they believed commercial uses would be supported by the market, but given the reasons stated by Ms. Boehmher, they did not believe commercial was viable in this location. They would remain open minded about the possibility for commercial, but they wanted to be transparent with their concerns and that they believed it would not be financeable. He summarized that they are not opposed to commercial, but that given the current environment for commercial, in combination with the needs of the senior living facility operator, they did not believe it made sense for this project.

Commissioner Green asked about staffs request for integration of a commercial outlot.

Mr. Hubbard explained that this had been a consistent request from the Village with regards to this property. Two years ago when Urban Street had proposed a 5-story rental apartment development on the site, the Village had requested they integrate commercial on the corner, and the developer had been able to work that into their plan. The Village believes this is a good location for commercial as the site is located on Arlington Heights Road, a major commercial corridor in the Village. Staff had made this clear to the developer in initial meetings; that integration of commercial was something staff believed to be appropriate for the site. While staff had not asked that integration of commercial be mandatory, it was an idea that staff was not ready to give up on at this point, and would like it to be further explored by the developer.

Commissioner Green stated that from his architectural standpoint, and having seen the proposed layout of the building, it would be difficult to incorporate a small commercial space. He did not think commercial could be incorporated within the building.

Mr. Hubbard replied that the Village was thinking more along the lines of a commercial outlot as opposed to part of the building having a commercial tenant.

Commissioner Green said that an outlot would require the removal of a large portion of the onsite parking for the senior living facility. Was the Village asking for a strip-type commercial building?

Mr. Hubbard responded that there may not be a market for a strip center commercial building, but that the Village was thinking more along the lines of a commercial outlot as opposed to part of the building having a commercial tenant. Maybe something in the range of 4,000 or up to 8,000 square feet of commercial space.

Commissioner Cherwin stated that the proposed layout of the building, as necessary for efficiencies, did not appear to be able to accommodate a commercial outlot without changing the layout. He was not a fan of squeezing as many uses onto the site as possible, especially if there was not a strong market demand for it. He liked the project and was supportive of it, and was not interested in pushing for commercial on the site.

Commissioner Jensen stated that from an economic perspective, he agreed with the petitioner in that this site may not be viable for a small portion of commercial. With regards to the CoVid pandemic, there are multiple studies out from reputable sources that outline a short-term impact, but also a long-term impact from the pandemic that will alter the commercial market. He was not opposed to commercial in this location, but did not support the incorporation of commercial if there as no market for it. Staff should do further research on the viability of commercial markets and whether it makes sense to ask for commercial on this site given the current status and long-term projections. He asked the petitioner about pricing and price structure.

Ms. Boehmler replied that on a preliminary basis they use various market research data to internally vet and assess the desired rental rates necessary to make the project financially feasible, and compare those rates to similar facilities in the vicinity. Then they contract with a third party market research firm to prepare a detailed market study, which will identify things such as how big the units should be, whether the projected rental rates are competitive with similar facilities, and what the unit mix within the facility should be. Based on this information, the project will be further refined. The rental rates will cover housekeeping, transportation, and meals. For the assisted living residents, there will be different levels of care depending on need; the base level would be daily medication management and the highest level on the spectrum would include assistance with dressing, bathing, and similar basic daily care.

Commissioner Jensen commented that he was looking forward to the market study as Arlington Heights has quite a few facilities that include similar services to the proposed facility. He acknowledged that there could be a market demand for the proposed project, and he could foresee the market absorbing these units. Relative to bike parking, he did not believe the residents of the facility would be utilizing bikes.

Ms. Boehmler said that there may be a need for bike parking for some of the staff members.

Commissioner Jensen replied that they should design the bike parking for just the staff members and maybe the independent living residents, but not the assisted or memory care residents.

Ms. Boehmler responded that they will work with staff on bike parking. Relative to future cross access to the south, Trammell Crow was not opposed to providing this, but would want to design it so that it provided the safest route possible with the fewest number of turns. The previous proposal for this site had included this feature at the center point along the southern property line, however, Trammell Crow believed it may make more sense to place this connection towards the eastern side of the site, which would align with the drive aisles and provide a streamlined pathway to Seegers Road. They would work with staff on an appropriate location but wanted to understand if there was a reason it was necessary at the midway point on the southern lot line.

Mr. Hamilton reiterated that they understood the need for the cross-access connection, but that they wanted to be sensitive to where it is located along their property and how it could impact their development. They want to ensure that the connection is designed to minimize the number of potential conflict points. If the location of the connection does not need to be at the midway point on the southern lot line, then they may propose alternative locations that would integrate better with their proposed site plan.

Mr. Hubbard responded that the Village will be as flexible as possible on the location, however, it has to integrate with where the road would connect further to the south, and given the likely redevelopment of the properties to the south, the most logical connection point to align this drive appears to generally be at the center of those sites. The conceptual plan for this drive, as envisioned by the Village several years ago, planned for the drive to run through the center of each property from Seegers Road down to Algonquin Road.

Ms. Camp asked if there was a conceptual plan showing the desired location of this access road.

Mr. Hubbard replied that he will email the conceptual plan to Ms. Camp.

Ms. Boehmle explained that they were looking for further clarity on the potential of affordable housing requirements applying to the development. As it stands today, Trammell Crow understands that there is no affordability requirement for senior housing facilities, although they are aware that the Village Board was considering changes to this policy. They are looking forward to the final outcome of any changes to the policy as it can have a financial impact to their proposal.

Mr. Hubbard stated that there will be a little uncertainty until the Village Board votes on the potential changes to the policy. As soon as there is an outcome from the Village Board, staff will communicate that to the petitioner.

Commissioner Jensen commented that these types of senior living facilities include meals, transportation, and additional services within their rent structure, which results in high rents. To require that they provide additional items, such as affordable units within the development, it would likely translate to even higher rent levels beyond what is already considered high by most. These developments are different than standard condos or apartments, and he hoped that the Village Board takes that into account on any change to their policy. He asked about how the current affordability requirements would apply to the proposed development.

Mr. Hubbard replied that affordability requirements have not historically been applied to assisted living or memory care units. For independent living units, staff would need to see the details on these units. If they are open to residents that are 55 and older and those residents do not receive many services but just happen to reside in the building, then it could be determined that those units are more similar to standard multi-family units and an affordable housing fee could be applicable.

Commissioner Cherwin commented that he would support staff on the location of the southern connection if placing it in a certain area made more sense to facilitate that connection in the future. With regards to affordability, he asked Trammell Crow how affordable housing requirements applied to their development in similar communities throughout Chicagoland.

Mr. Hamilton stated that they have projects in Glenview and Evanston that are age restricted senior housing, and those are rental apartments but they do not offer the same level of care and services as the proposed project in Arlington Heights. These two projects have an affordability component, however, since they don't provide the same level of services such as meals, nursing care, and transportation, the affordability only applies to the rent since there aren't additional care and services provided in those facilities. It is a different paradigm to apply affordability requirements to multi-family developments or age-restricted multi-family developments, than to apply affordability to a project such as the proposed project in Arlington Heights that offers a different array of care and services. There is not a broadly accepted standard for applying affordability to a senior care facility given that the rent includes such wide range of additional services.

Commissioner Cherwin asked if there was any way to provide affordability through additional financial assistance that residents may get through their medical benefits.

Mr. Hamilton replied that their operator and product was more tailored to the private pay client. Additionally, some of the impacts of CoVid-19 have required additional costs, such as enhancements to the HVAC systems, which create an extremely high-quality project that dictates minimum rent levels. This type of product is what they believe the market here needs more of and is what their operator does very well. The property will be available to anyone that chooses to become a resident and however they choose to pay the rent, be it through medical assistance or other means. However, the majority of residents that occupy facilities within the portfolio of the operator tend to be private pay individuals.

Commissioner Cherwin thanked Mr. Hamilton for the context and said that it helped to explain why they were branding it as a luxury facility.

Commissioner Jensen asked if they anticipated having any residents spending down their assets to a point that they were

eventually on Medicaid assistance.

Mr. Hamilton replied that this would be on a case by case basis. Not to suggest that this wasn't a possibility, but the typical resident pays for their occupancy through private pay means.

Commissioner Jensen stated that he understands the typical resident would be private pay, but asked if there have been situations through-out the developments within the operators' portfolio where a resident has spent down their assets and is now making rent payments through Medicaid. Would this situation be possible?

Mr. Hamilton replied that he believed this would be possible, but he would want to check with their operator to determine if this has occurred before.

Commissioner Jensen encouraged the petitioner to have this information for the Plan Commission and Village Board as this might be a topic of interest for both public bodies. He was suggesting that they would need to change their business model and market towards a different clientele, but that the question would come up as to what would happen to a long-term resident that has spent down a lot of their resources and can no longer afford the full rent. Would they get evicted? Is there a possibility for them to continue living there with Medicaid assistance?

Ms. Boehmler explained that the facility would allow residents in the independent living side to pay for care and services through outside help, which may be covered by their insurance or Medicare or Medicaid, if they so choose. In this scenario, the facility is able to increase affordable options for its residents.

Commissioner Jensen stated that it would be unlikely for someone who would afford the rent to be able to also qualify for Medicaid assistance for outside help. He was not suggesting that they alter their business model to cater to a different clientele, but that the question will come up as to what will happen to residents that run out of assets; will they have to leave the facility?

Mr. Hamilton thanked Commissioner Jensen for bringing up the point and stated that they will have an answer for the Plan Commission.

Commissioner Cherwin stated that it appeared a surplus of parking relative to code requirements had been proposed, and whether the petitioner had thought about landbanking any of the parking.

Commissioner Green recalled other senior living projects in town where employees did not have ample parking space onsite, and he wanted to make sure that there would be enough employee parking on this site.

Ms. Boehmler replied that parking had been dictated by the operators ideal ratio of 1.1 parking spaces per unit, which was meant to accommodate all staff to be able to park onsite, as well as some additional surplus to accommodate peak visitation times around the holidays. The final point they wanted to discuss was regarding the TIF district. Should they wish to request TIF funding, were there any items they should be aware of regarding the design of the site or other pertinent items they should be aware of to qualify for potential TIF funding.

Mr. Hubbard responded that he would put the petitioner in touch with the Assistant Director of Planning, who administers the Villages' TIF program. Any request for TIF funding would not need to be done in conjunction with the zoning entitlements and could be processed separately.

Commissioner Jensen stated that he is very much in support of the project and encouraged staff to minimize any additional requirements that may not be necessary, as those requirements often translate to increased rent for the future residents. He did not want to force the developer to include a commercial outlot, and he hoped the Village Board would come to a sensible resolution on affordable housing.

Commissioner Cherwin echoed the statement from Commissioner Jensen and reiterated that he thought this was a great

project. He was excited to see Trammell Crow come to Arlington Heights.

Commissioner Green stated that he agreed with the statements from the other two commissioners this evening. He thought this was a good project and encouraged the petitioner to move forward.

RECOMMENDATION

The Conceptual Plan Review Committee advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder



**Conceptual Plan Review Committee
11/18/2020**

Item: Little University - 2/12/20

Department: Planning & Community Development

ATTACHMENTS:

Description

Little University - 2/12/20

Type

Minutes

**REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE**

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

February 12, 2020

Project Title: Little University LUV
Address: 2501 N. Chestnut Ave.
Arlington Heights, IL 60004

Petitioner: Mindy Yoon
Little University Child Care Center
1250 Radcliffe Rd. #104
Buffalo Grove, IL 60089

Requested Action:

1. Land Use Variation to allow a Day Care Center in the R-3 Zoning District.

Variations Required:

1. Variation from Chapter 28, Section 6.12-1 of the Municipal Code, to waive the requirement to provide a traffic and parking study from a certified Traffic Engineer.

Attendees: Mindy Yoon, Director of Little University Child Care Center
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jake Schmidt, Assistant Planner
Sam Hubbard, Development Planner

Project Summary:

The subject site, located at the northeast corner of Chestnut Avenue and Waverly Road, is approximately 4.04 acres in size and zoned R-3, One Family Dwelling District. The site is developed with a 29,424 square-foot former school building. In 1993, the property was rezoned from P-L, Public Land District, to R-3, One Family Dwelling District. Subsequently, a Special Use Permit for a private school was approved for Glenkirk Educational Center, a school serving people with intellectual and developmental disabilities. The structure is now primarily occupied by Holy Nation Presbyterian Church, which received a parking variation necessary to occupy the space in 2015, granted via Ordinance 15-043. This variation was for 211 parking spaces (62 existing parking spaces and 35 land banked spaces where 308 spaces are required). At the time of this variation, the building was still tenanted by Glenkirk Education Center, which occupied 3,769 square-feet of the building. Per information provided by the petitioner, Glenkirk no longer occupies this space.

The petitioner is seeking to relocate their existing daycare facility, currently located in Buffalo Grove, into 1,550 square-feet of the space formerly occupied by Glenkirk Educational Center. This facility, Little University Child Care Center, serves 16 children, and employs 3 individuals. The daycare would operate between 7:30 am and 6:00 pm Monday through Friday, with staggered drop-off and pick-up times for each student. The applicant has already secured DCFS approval for utilization of the subject site.

Meeting Discussion:

Ms. Yoon began by explaining she has operated her daycare in Buffalo Grove for the last 14 years. Their current building is undergoing a foreclosure process, and as such her lease has been terminated and she has been evicted from the property. Over the last few months, she has obtained DCFS approvals for the new space at 2501 N. Chestnut Ave. She had previously contacted the Village, and had been told that all she would need to move into the new space would be DCFS approvals, however did not find out until January that she needed additional zoning approvals. The Arlington Heights location is in close proximity to current students, who would be able to continue attending the daycare at the new location.

Commissioner Green asked **Mr. Schmidt** for the Staff perspective.

Mr. Schmidt began by stating that the site is approximately 4.04 acres in size and zoned R-3, One Family Dwelling District. The site is developed with a 29,424 square-foot former school building, which in 1993 was rezoned from P-L, Public Land District, to R-3, One Family Dwelling District. A Special Use Permit for a private school was approved for Glenkirk Educational Center subsequently. The structure is now primarily occupied by Holy Nation Presbyterian Church, which received a parking variation necessary to occupy the space in 2015, granted via Ordinance 15-043. This variation was for 211 parking spaces (62 existing parking spaces and 35 land banked spaces where 308 spaces are required). At the time of this variation, the building was still tenanted by Glenkirk Education Center, which occupied 3,769 square-feet of the building. Per information provided by the petitioner, Glenkirk no longer occupies this space.

The petitioner is seeking to relocate their existing daycare facility into 1,550 square-feet of the space formerly occupied by Glenkirk Educational Center. Little University Child Care Center serves 16 children, and employs 3 individuals. The daycare would operate between 7:30 am and 6:00 pm Monday through Friday, with staggered drop-off and pick-up times for each student. The applicant has already secured DCFS approval for the proposed daycare.

To proceed forward, the Plan Commission must review and the Village Board must approve a Land Use Variation. Day Care Centers are not permitted in the R-3 Zoning District. As part of any formal application to the Plan Commission, the petitioner must provide a written response to each of the four hardship criteria necessary for land use variation approval.

According to the Village's Comprehensive Plan, the subject site is designated as Institutional. The proposed Day Care Center is subordinate to the primary use of a Church at the site. As such, the overall use of the site is compatible with the Comprehensive Plan designation.

The petitioner is not proposing any changes to the site or building. With respect to signage, the petitioner is proposing one sandwich board sign, which will require a separate review as sandwich board signs are not permitted in Residential Zoning Districts. During the formal Plan Commission review process, staff will evaluate the condition of the parking lot to determine if any additional repairs, resurfacing, or restriping is needed. Additionally, staff will also evaluate the existing site landscaping to ensure that it conforms to all code requirements.

With respect to parking, a total of 289 parking stalls are required. At this time, the site has a total of 62 parking stalls, with 35 land-banked parking spaces. This results in a code-required parking deficit of 192 parking spaces.

While there is still a significant code-required parking deficit on-site, as mentioned previously the subject property received a variation for 211 parking spaces (62 existing parking spaces and 35 land banked spaces where 308 spaces are required). As the proposed change reduces code-required parking, no additional parking variation is required. However, if the remaining vacant space previously occupied by Glenkirk is re-tenanted or repurposed for church uses, parking will need to be evaluated in order to verify that code-required parking is still within the allowances of the 2015 variation.

Per section 6.12-1 of Chapter 28 of the Municipal Code, any Plan Commission Application not located along a primary or secondary arterial must include a traffic and parking study from a certified Traffic Engineer. Such study would assess access, on-site circulation, parking, trip generation, and impacts to adjacent roadways. The petitioner has indicated they will be pursuing relief from this requirement as well. The petitioner will need to provide written justification for this variation.

To justify the requested variation, the petitioner shall provide a survey of parking lot utilization over a period of two- weeks, on a minimum of 3 days each week, once per hour during the hours that Little University would be in operation. The petitioner has provided an estimate of parking during drop-off and pick-up times. Children would be dropped off and picked up at staggered times; all 16 students would not be dropped off or picked up at the same time. Per information provided at the time of the 2015 parking variation, the proposed service times of the church would not coincide with the times of drop-

off and pick-up operations. Wednesday and Friday night services were stated to take place from 8:00 pm to 9:30 pm. As part of this petition, the applicant shall verify that these service times are still accurate.

With respect to bicycle parking, the provision of bicycle parking spaces is required when the use of a space changes to a more intense use. As there is a reduction in the number of required vehicular spaces for the proposed Day Care from the previous use, provision of additional bicycle parking spaces is not required as part of this petition.

The Staff Development Committee is generally supportive of the application subject to the petitioner shall providing a written response to each of the four hardship criteria necessary for variation approval for the Land Use and Zoning Variations. Additionally the petitioner shall provide a detailed floor plan will be required as part of the formal Plan Commission application. The petitioner shall provide the aforementioned parking survey, as well as verify the service times of the church.

Commissioner Jensen asked if the bank had already given the petitioner a deadline or timeline to move out of their Buffalo Grove facility.

Ms. Yoon stated that she received the eviction notice in August, and needs to move out as soon as possible. The Sheriff could show up at any time, and lock out the business. She had tried to extend her lease while she undergoes the zoning approval process, however the bank wants the building to be vacated. Other tenants are planning to move out at the end of February.

Commissioner Jensen asked Staff what the soonest possible meeting date would be for the applicant.

Mr. Schmidt stated that once an application is received, the typical process takes between 30 to 60 days. The applicant has already began working on her application. Typically a petition takes around 40 days to go through the Plan Commission process.

Commissioner Jensen asked the petitioner if 16 students are enrolled in her daycare.

Ms. Yoon stated that with the move the total number of students would be 13.

Commissioner Jensen asked what tuition was for her daycare.

Ms. Yoon stated that tuition was \$265 per week.

Commissioner Jensen asked if the number of students was economically viable.

Ms. Yoon stated that her business is economically sound.

Commissioner Jensen stated that he was glad the petitioner would not have to provide bike racks.

Commissioner Sigalos stated that he would like to see the petitioner move in as soon as possible. Since the petitioner already has DCFS approval all that is needed is Zoning approval. Parking should not be a problem as there are only 3 Staff members, and most church activity takes place in the evening.

Ms. Yoon added that sometimes the pastor will be present during the day.

Commissioner Sigalos reiterated that he would like to see the petitioner move in as soon as possible. He asked why the church has not yet installed land banked spaces.

Mr. Schmidt explained that zoning code typically requires a number of parking spaces for church uses that exceeds their functional need. The land banked spaces would only need to be installed if there was a functional parking deficit on the site.

Commissioner Sigalos asked if parking demand exceeds the number of spaces on site.

Mr. Schmidt stated that to the best of his knowledge there was not a functional parking deficit at the site.

Commissioner Cherwin asked if the church owned or leased the building.

Mr. Schmidt stated that the church owned the building.

Commissioner Cherwin asked if the petitioner had already executed a lease with the church.

Ms. Yoon said she has signed a lease for space at the church.

Commissioner Cherwin asked if the church had a daycare service.

Mr. Schmidt stated that Glenkirk was the only educational use that had shared space with the church.

Commissioner Cherwin stated that he hopes Staff can do what is possible to expedite the review process and provide her every accommodation possible. He would not want to see the petitioner's business shut down and the families left without child care. He asked if Staff could do anything to allow the petitioner to temporarily move in.

Mr. Schmidt stated that there were not any legal options for Staff to temporarily approve occupancy. Staff could however expedite the internal review process.

Commissioner Cherwin asked when the first available meeting was for this project.

Mr. Hubbard stated that March 11th would be the soonest available. There is still adequate time to provide public notice for that meeting. However, he would have to check the other petitions on the agenda for that meeting to determine if the subject project could proceed, and the petitioner provides an application.

Commissioner Jensen asked what bank was foreclosing on their current property.

Ms. Yoon stated that it was the Bank of Hope.

Commissioner Jensen asked when the project would be able to proceed to the Village Board following an appearance before the Plan Commission.

Mr. Hubbard stated that the project would likely proceed to the Village Board in April.

Commissioner Jensen asked if the Village could communicate with members of the bank.

Commissioner Hubbard stated he could look into it, but was unsure Staff could intervene.

Commissioner Cherwin asked if Staff could provide the petitioner with confirmation of her Plan Commission application so she could use that to negotiate with the Bank.

Mr. Hubbard stated that a formal letter is typically sent to applicants after their application is submitted.

Commissioner Jensen suggested that the petitioner reach out to the bank once she has that confirmation letter.

Ms. Yoon said she could try but the bank did not negotiate when she presented her DCFS approval letter.

Commissioner Sigalos asked if the current building has been sold.

Ms. Yoon said it was not yet sold.

Commissioner Cherwin asked when the eviction process had started.

Ms. Yoon said the process began in August. The church location was found in September, and the DCFS process began shortly after.

Commissioner Green stated that he was in favor of the project moving forward as quickly as possible, and to stay in contact with Staff.

Ms. Yoon stated that Staff had been very helpful so far.

RECOMMENDATION

The Conceptual Plan Review Committee advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Jake Schmidt, Recorder



Conceptual Plan Review Committee 11/18/2020

Item: Arlington 425 - Campbell/Chestnut/Highland - T1708

Department: Planning & Community Development

Requested Action

1. An amendment to Planned Unit Development (PUD) Ordinance 19-019, to allow modifications to the previously approved development plan.

Variations Required

1. None identified at this time.

Recommendation

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #19-019 to allow modifications to the previously approved development plan, and is generally supportive of the application, subject to the following:

1. The petitioner shall provide written justification to the following hardship criteria for any requested variation:

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

2. Prior to appearing before the Plan Commission, the petitioner shall hold a "virtual" neighborhood meeting with neighboring business owners and residents.

3. The petitioner shall reevaluate the porte-cochere feature at the base of the Campbell Building and explore options for a redesign/removal of this feature.

4. The Building & Life Safety Department and Fire Department shall evaluate the elimination of the fire lane between the Highland garage and Chestnut building.
5. The petitioner shall submit detailed floor plans showing the first-floor space, proposed usage, and the unit breakdown for all residential units. Elimination of commercial space on the west side of the Campbell Building will need further analysis.
6. A traffic and parking study by a certified traffic engineer shall be provided, which must address parking allocation and management, access and configuration of the Highland Avenue garage, and impacts to the Vail Avenue garage and surrounding street network. In no instance shall parking ratios fall below the ratios approved in 2019.
7. A Design Commission application shall be required.
8. An appearance before the Housing Commission shall be required.
9. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
10. 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

Staff Report
Aerial
Project Narrative
Site Plan
Elevation - Campbell Building
Elevation - Chestnut Building
Renderings

Type

Board or Commission Report
Exhibits
Correspondence
Exhibits
Exhibits
Exhibits
Exhibits



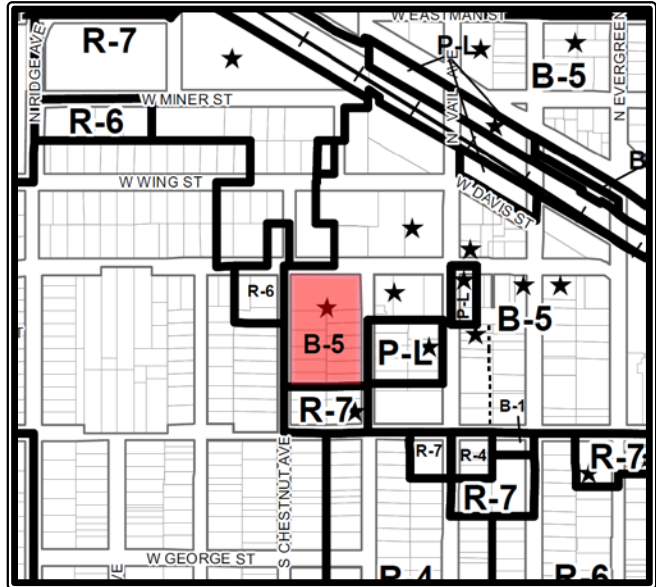
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T708
Project Title: Arlington 425 PUD Amendment
Address: Northern portion of Block 425
PIN: Multiple PIN's

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: November 18, 2020
Date Prepared: November 13, 2020

Petitioner: Michael D. Firsell
Address: 2801 Lakeside Drive-Suite 207
 Bannockburn, IL 60015

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



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-5: Downtown District, R-7: Multiple-Family Dwelling District	Multi-family residential building, Mixed-use multi-family residential building	Mixed Use
South	R-7: Multiple-Family Dwelling District	Rowhomes (Under Construction)	High-Density Multi-Family
East	B-5: Downtown District, P-L: Public Lands District	Mixed-use multi-family residential building, Public parking garage	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

Requested Action:

1. An amendment to Planned Unit Development (PUD) Ordinance 19-019, to allow modifications to the previously approved development plan.

Variations Required:

1. None identified at this time.

Project Background:

The subject property is the “Arlington 425” development site, located on the west side of Downtown Arlington Heights. This property was approved as a PUD in 2019 to allow 361 dwelling units dispersed amongst three proposed buildings on the site. This development was to include ground floor mixed uses in two of the buildings, totaling up to approximately 36,000 square feet of ground floor retail space and approximately 7,500 square feet of office space. The largest building onsite was to include 5-6 floors of parking with 7 stories of apartments above (total of 13 floors). Formal approval of this development was granted by the Village Board on June 3, 2019, and on August 17 of 2020, the Village Board granted an extension of those approvals through June 3, 2021 (for the Preliminary Plat of Subdivision), and June 3, 2022 for the PUD.

The petitioner is proposing certain modifications to the approved PUD, which would reduce the density of the project and decrease the total number of units from 361 units to 322 units. The thirteen-story garage/apartment tower would be reduced to 4 stories of parking only, with potential for a one-story addition for future additional parking spaces. The chart below outlines the differences between the existing approval and proposed modifications.

Existing Approval

	Chestnut Building	Campbell Building	Highland Building		Total
Total Number of Units	54	182	125		361
Studio/1-Bdrm	24	140	101		265 (73%)
2-Bdrm	30	42	24		96 (27%)
Commercial (sq. ft.)	-	30,978	5,369		36,348
Office (sq. ft.)	-	7,469	-		7,469
Height	47.5'	101'	140'		-
Overall Number of Bedrooms	84	224	149		457
Bedrooms Per Unit	1.55	1.23	1.19		1.27
Dwelling Units Per Acre	-				131
Parking	58		507		565

Proposed Changes - Current Version (Nov. 2020)

	Chestnut Building	Campbell Building	Highland Building		Total
Total Number of Units	88	234	-		322
Studio/1-Bdrm	?	?	-		?
2-Bdrm	?	?	-		?
Commercial (sq. ft.)	-	7,500	-		7,500
Office (sq. ft.)	-	-	-		-
Height	62'	117'	58'		-
Overall Number of Bedrooms	?	?	-		?
Bedrooms Per Unit	?	?	-		?
Dwelling Units Per Acre	-				121
Parking	0*		338 / 429**		338-429**

* No parking would be constructed. However, if building is built as condos, below grade parking would be proposed and the 5th floor addition to the Highland Garage would not be constructed.

** 5th floor would be constructed when Chestnut Building is constructed, increasing overall parking to 429 spaces

Zoning and Comprehensive Plan

The subject property was rezoned into the B-5 District during the 2019 PUD approval and is therefore properly zoned for the proposed development. However, an amendment to the underlying zoning entitlements is necessary to allow for the modifications. A detailed description of all requested PUD modifications can be found within the petitioners cover letter. The subject property is designated as “Mixed Use” on the comprehensive plan, and both the currently approved PUD and the proposed modifications include a mix of uses, although the size of the mixed-use component has decreased in proposed PUD amendment.

The documents submitted for review were conceptual and did not include the level of detail needed to complete a detailed zoning review. The petitioner will need to provide details on the unit breakdown, parking allocation plan and parking study, and finalized floorplans and garage plans as part of any Plan Commission application. Once detailed plans are prepared, certain required variations may be identified, and for any variation identified, 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.**

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.

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

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

The Campbell building is substantially consistent with the height guidelines outlined in the Downtown Master Plan, which call for a maximum building height of eight stories. While the proposed 10-story height is slightly above the recommendation within the Downtown Plan, in the context of the reduction in height of the 13-story Highland Building, the proposed increase in height is acceptable. Staff notes that the property directly west of the Campbell building is zoned for multi-family uses, and the properties to the north and east are mid-rise buildings of a compatible scale.

The proposed 1-floor height increase to the Chestnut building, yielding an overall building height of five floors, is reasonable and compatible with the height standards within the Downtown Plan. The petitioner will

need to clarify where residents of the Chestnut building will park, given that the proposed underground parking within that building will no longer be constructed. Additionally, prior to appearing before the Plan Commission, the petitioner shall hold a “virtual” neighborhood meeting to introduce the proposed amendments to the neighboring residents and business owners.

Affordable Housing

During the original PUD approval with a total of 361 units within the development, the petitioner agreed to provide 5% of all units (19 units) as on-site affordable units, as well as \$25,000 per unit fee in lieu of providing an additional 2.5% of all units (9 units) as onsite affordable units for a total contribution of \$225,000. Given the reduction of units, the petitioner has revised their proposal to include 5% of units (16 units) as on-site affordable units and a \$25,000 per unit fee in lieu of providing an additional 2.5% (8 units) as onsite affordable units for a total contribution of \$200,000. The petitioner has also asked that, per the newly adopted Village Inclusionary Housing regulations, the required parking for the onsite affordable units be accommodated within the Vail Avenue garage, and that certain permit related fees be waived for this project. The petitioner will need to discuss the requested modifications with the Housing Commission and shall continue to work with staff on the requested modifications to the affordable housing proposal.

Building and Site:

Based on a preliminary analysis, the proposed location and size of the building footprints are the same as originally approved in 2019, and no additional variations have been identified. However, given the reduction of units, the requested modifications present an opportunity to reevaluate the porte-cochere feature at the base of the Campbell Building. Do traffic counts show the need for this feature? Could this area be closed off, which would allow more ground floor commercial or amenity space for the building residents? Additionally, removal of the porte-cochere would allow the creation of a dedicated and segregated rear drop-off/loading zone in the rear motorcourt for the Campbell residents. However, elimination of the porte-cochere would reduce a means of ingress/egress, and the petitioner would need to take this into consideration. When plans for the motorcourt and porte-coche area are finalized, staff will complete a detailed review to determine any zoning issues. A Design Commission application shall be required.

As part of the Plan Commission review, the Building and Fire Department will evaluate the elimination of the proposed fire lane between the Highland garage and Chestnut building, which may be permissible now that the Highland structure no longer contains residential units. The conversion of the 2nd floor within the Campbell building from retail/office to residential is acceptable, however detailed floorplans are needed, which must show how the first-floor space will be used for amenity areas and commercial space. The site plan still shows outdoor seating and patio areas around the west side of the building, which the petitioner has stated will no longer be proposed as commercial space. Finally, the elimination of commercial space on the west side of the Campbell Building needs further evaluation, which will be based upon market demand, proposed usage of the first floor, and the appearance of this space from street level.

Parking/Traffic/Highland Garage:

Given that the proposed number of units and commercial floor area within the development has been reduced, the petitioner has also reduced the amount of onsite parking from 565 spaces to 388 spaces. Staff will need further details on how the parking spaces are configured and allocated among the various uses/buildings within the development, and the petitioner will need to submit a revised parking management and allocation plan. In no instance shall the parking be reduced below the ratio's as provided and approved in 2019, and the petitioner will need to submit a revised traffic and parking study to address the proposed plan modifications.

Relative to the Highland garage, the petitioner must clarify if this garage will be connected to and accessible via the Village owned Vail Avenue garage abutting to the east, or if it will be separate and accessible only via the subject property. If any connection is proposed, the Village will evaluate the need for a shared maintenance agreement to accommodate for usage by the petitioner. Additionally, depending on where these connection points may be proposed, the Village will analyze interior aisle distances (would they be too long?), the removal of any parking spaces to accommodate for the connection points, and whether there are sufficient entrances and exits to the garage to accommodate for any increased traffic. The petitioner would need to retain a garage consultant and traffic/parking consultant to evaluate these issues. Additionally, the traffic study would need to evaluate traffic impact and use of the Vail garage ramps, which were not planned in prior approvals.

The potential for condominium ownership within the Chestnut building will need to be evaluated in the overall context of the onsite parking, as parking for owner occupied units is traditionally higher than for rental units. The revised parking study and parking allocation plan must address this.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #19-019 to allow modifications to the previously approved development plan, and is generally supportive of the application, subject to the following:

1. The petitioner shall provide written justification to the following hardship criteria for any requested variation:
 - **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
 - **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
 - **The proposed variation is in harmony with the spirit and intent of this Chapter.**
 - **The variance requested is the minimum variance necessary to allow reasonable use of the property.**
2. Prior to appearing before the Plan Commission, the petitioner shall hold a “virtual” neighborhood meeting with neighboring business owners and residents.
3. The petitioner shall reevaluate the porte-cochere feature at the base of the Campbell Building and explore options for a redesign/removal of this feature.
4. The Building & Life Safety Department and Fire Department shall evaluate the elimination of the fire lane between the Highland garage and Chestnut building.
5. The petitioner shall submit detailed floor plans showing the first-floor space, proposed usage, and the unit breakdown for all residential units. Elimination of commercial space on the west side of the Campbell Building will need further analysis.
6. A traffic and parking study by a certified traffic engineer shall be provided, which must address parking allocation and management, access and configuration of the Highland Avenue garage, and impacts to the Vail Avenue garage and surrounding street network. In no instance shall parking ratios fall below the ratios approved in 2019.
7. A Design Commission application shall be required.
8. An appearance before the Housing Commission shall be required.
9. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

10. 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.

November 13, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1708





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November 2, 2020

Mr. Charles Witherington-Perkins
Director 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 Revised Plat of Resubdivision and
Planned Unit Development of the Arlington 425 Development**

Dear Charles,

Please consider this letter the formal request of CCH LLC (the “**Petitioner**”) to be placed on the November 18, 2020 agenda for the Concept Plan Review Committee of the Plan Commission for modifications (the “**Modifications**”) to the existing Preliminary Plat of Resubdivision (the “**Preliminary Plat**”) and Planned Unit Development (the “**PUD**”, together with the Preliminary Plat, the “**Approvals**”) of the Arlington 425 Development (the “**Project**”). As you are aware, Ordinance 19-019 (the “**Ordinance**”) was passed by the Village Board on June 3, 2019 approving the Preliminary Plat and PUD. The salient provisions of the Ordinance include the following buildings:

1. The first is a nine-story building located at 225 W. Campbell (the “**Campbell Building**”). As approved, the Campbell Building contains retail and possibly office uses on the first and second floors, with seven-stories above containing 182 residential apartments.
2. The second is a 12+ story building located at 44 S. Highland (the “**Highland Building**”) containing one level of below grade parking spaces and five levels of above grade parking spaces, for a total of 454 parking spaces, along with 125 residential apartments on the six levels above, with a rooftop floor for project amenities and possible retail uses.
3. The third building is located at 33 S. Chestnut (the “**Chestnut Building**”) containing 83 below grade parking spaces with 54 residences above.

Mr. Charles Witherington-Perkins

November 2, 2020

Page 2

In total the Approvals include 361 residential units, 537 parking spaces, and up to 28,975 square feet of retail/office space in the Campbell Building and the Highland Building.

Since the adoption of the Ordinance, Petitioner has studied, investigated, and pursued possible retail leasing, rental rates, construction and development pricing, as well as debt and equity financing.

Unfortunately, due to the high costs of construction of the Project as designed and approved, the lack of available financing, the potential of no return on investment, and no governmental assistance or incentives, the Project is not economically feasible as currently approved. Petitioner has a strong desire to move forward with a project for this site, but modifications will have to be made to make it economically viable.

One thing is certain: sales-tax generating retail opportunities anywhere other than on the east side of the first floor of the Campbell Building are extremely limited, or may be non-existent altogether.

After several months of consulting with contractors, architects, financing sources and marketing professionals, and taking into account the potential long-term economic and life-style consequences of the current pandemic environment, Petitioner presents its proposal to modify the Approvals, highlighted by the following concepts:

1. Highland Building, now the "Parking Deck".
 - a. Remove all 125 residential units on seven residential floors, as well as the top amenity/restaurant floor;
 - b. Construct a five-level parking deck to accommodate all required parking; and
 - c. Remove the retail space on the first floor.
2. Campbell Building.
 - a. The retail/office uses on the second floor will be replaced with 26 additional residential units while retaining a smaller central porte-cochere to accommodate same;
 - b. Eliminate the requirement of retail uses on the west side of the first floor and make such uses optional, and allow it to serve as amenity space for the residents; and
 - c. Add one (1) floor to the building to contain 26 additional residences, for a total of 234 residential apartments in the Campbell Building.

Mr. Charles Witherington-Perkins

November 2, 2020

Page 2

3. Chestnut Building.
 - a. Add one (1) additional floor and construct up to 88 apartment units on five (5) residential levels; and
 - b. The Developer will have the option to provide all or a portion of the parking in the Parking Deck;
4. Parking.
 - a. Based on the above revisions, modify the Project's required parking to an acceptable percentage of parking spaces at or greater than Village Code by no less than 16%; and
 - b. The Parking Deck may be constructed in two phases. The first phase will include 338 spaces on four levels and placed in service at the time the Campbell Building is completed. The second phase will include the addition of the fifth level which would be added at the time the Chestnut building is constructed, and contain 91 additional spaces, for a total of 429 spaces on five levels;
5. Affordable Housing.
 - a. Petitioner will follow the number of units and payments-in-lieu set forth in the recently amended Affordable Housing Ordinance of 5% and 2.5% respectively. Based on 322 apartment units, there will be 16 Affordable Housing apartments and the Petitioner will pay \$25,000 per unit for 8 units totaling \$200,000, as set forth in the Affordable Housing Ordinance;
 - b. Developer requests that Developer be allowed to allocate the number of affordable apartments between the Campbell and Chestnut Buildings, with no less than 16 affordable apartments in the Campbell Building;
 - c. Developer requests that the "Fee Waivers" set forth in Section 7-1709(b) of the Affordable Housing Ordinance be applied to the Project. Developer also requests that it be allowed to have parking for the 16 actual affordable units in the Village owned garage as set forth in Section 7-1709(c) of the Affordable Housing Ordinance;
6. General.
 - a. Retail usage will be reduced from 28,975 square feet to approximately 7,500 square feet, all on the east portion of the first floor of the Campbell Building. With the +/- 75% reduction in proposed commercial space, the parking requirements will be significantly reduced.
 - b. Eliminate the fire lane area between the Parking Deck and the Chestnut Building and construct previously presented "park-like" amenities;

Mr. Charles Witherington-Perkins

November 2, 2020

Page 2

- c. All affordable housing will be contained in the Campbell Building in accordance with the recently revised Village Code; and
- d. Have no "sunset" date for the start of construction of the Chestnut Building.

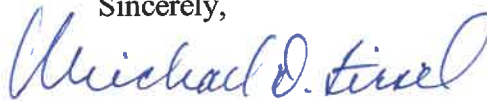
The architecture of the Campbell Building and the Chestnut Building remains basically unchanged. The overall density of the project will be reduced from 361 units down to at most 322 units, or a 12% reduction. The overall height of the Highland Building will be reduced from 140 feet to +/- 58 feet to match the height of the Vail Street parking deck. The Campbell Building will now be +/-117 feet (currently approved at +/-98 feet). The overall height of the Chestnut Building will be increased only +/-11 feet from +/-51 feet to +/-62 feet.

In sum, the Petitioner requests that the PUD and Ordinance be revised to allow the Project to be economically viable, by: removing the residential component of the Highland Building; adding additional units to the Campbell and Chestnut Buildings by adding one additional floor to each; and modifying the use of the second floor of the Campbell Building for residential, rather than commercial uses.

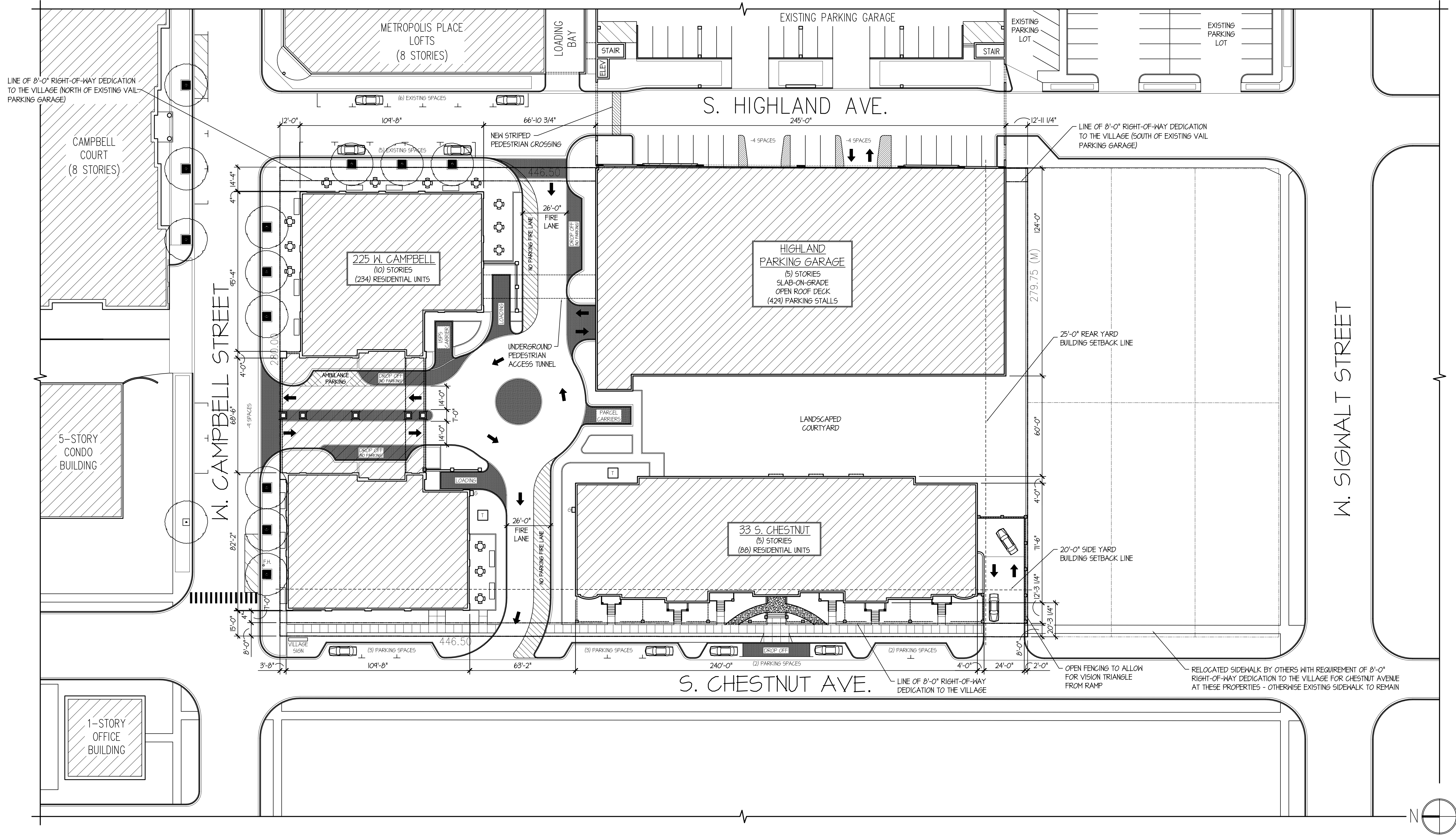
Please confirm if we are able to be placed on the November 18, 2020 Concept Plan Review Committee agenda so that we can present and discuss these proposed modifications with the Committee, and move this exciting and most impactful project forward through the Village approval process.

Thank you for your cooperation and consideration in this matter.

Sincerely,



Michael D. Firsell
Attorney for Petitioner



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	HIGHLAND PARKING GARAGE FLOOR PLANS
HL.2	HIGHLAND PARKING GARAGE 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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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 3883-31P Site Plan
DRAWN BY RDL DATE 9.15.20

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	11.2.20	KQB

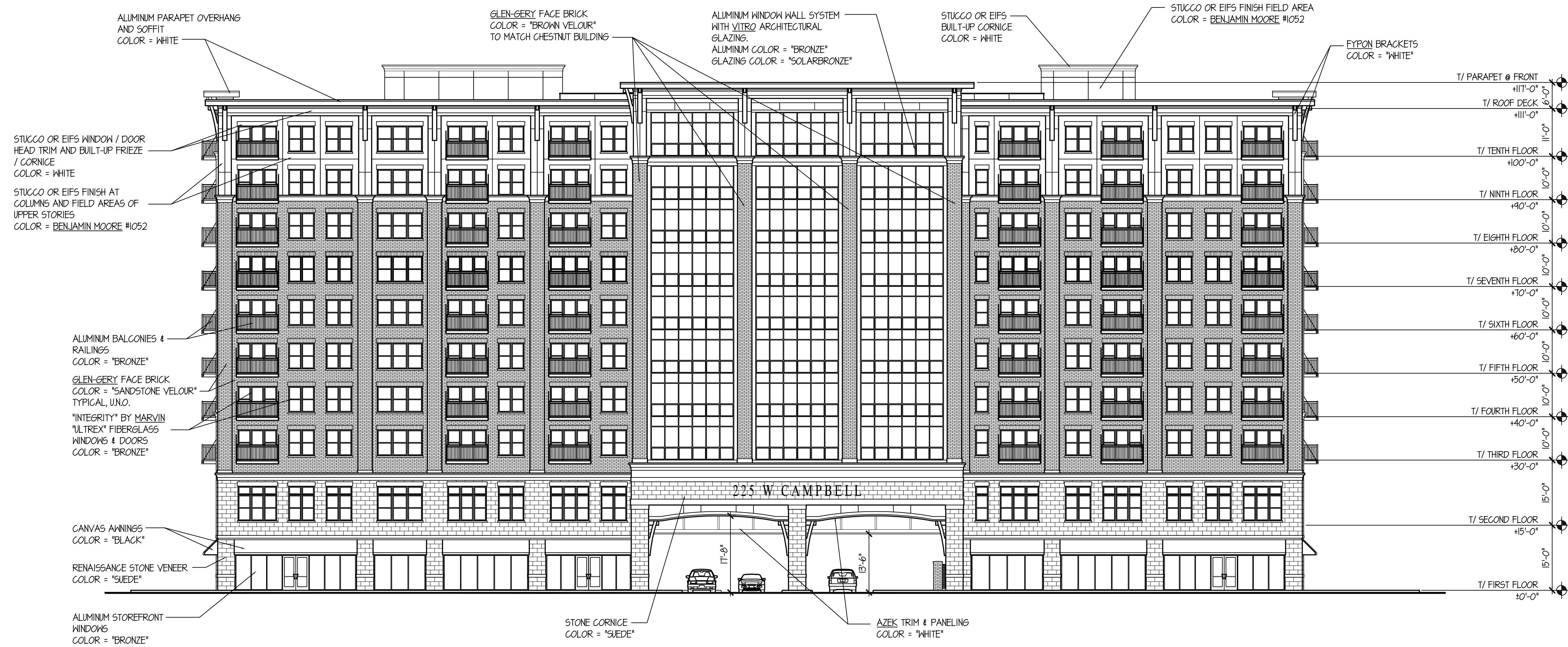
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SHEET NO.
OF 10

CS

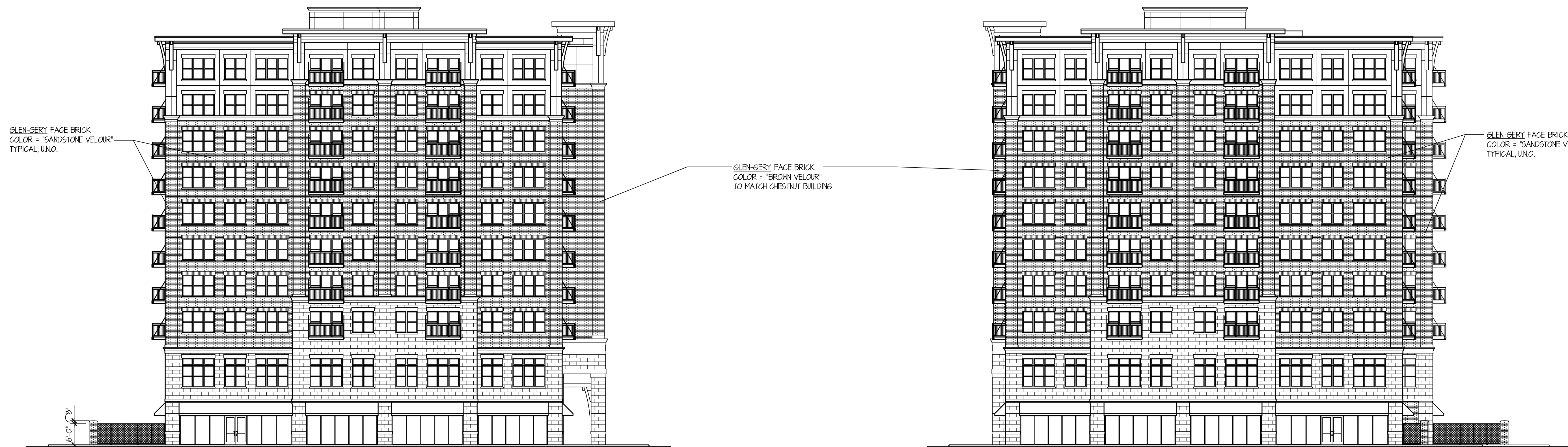
PROFESSIONAL DESIGN FIRM LICENSE #184-002934

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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"

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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 3883-28P

DRAWN BY: RDL DATE: 11.13.18

NO.	REVISED PER	DATE	BY
12	CLIENT REVISIONS	8.27.20	KG8

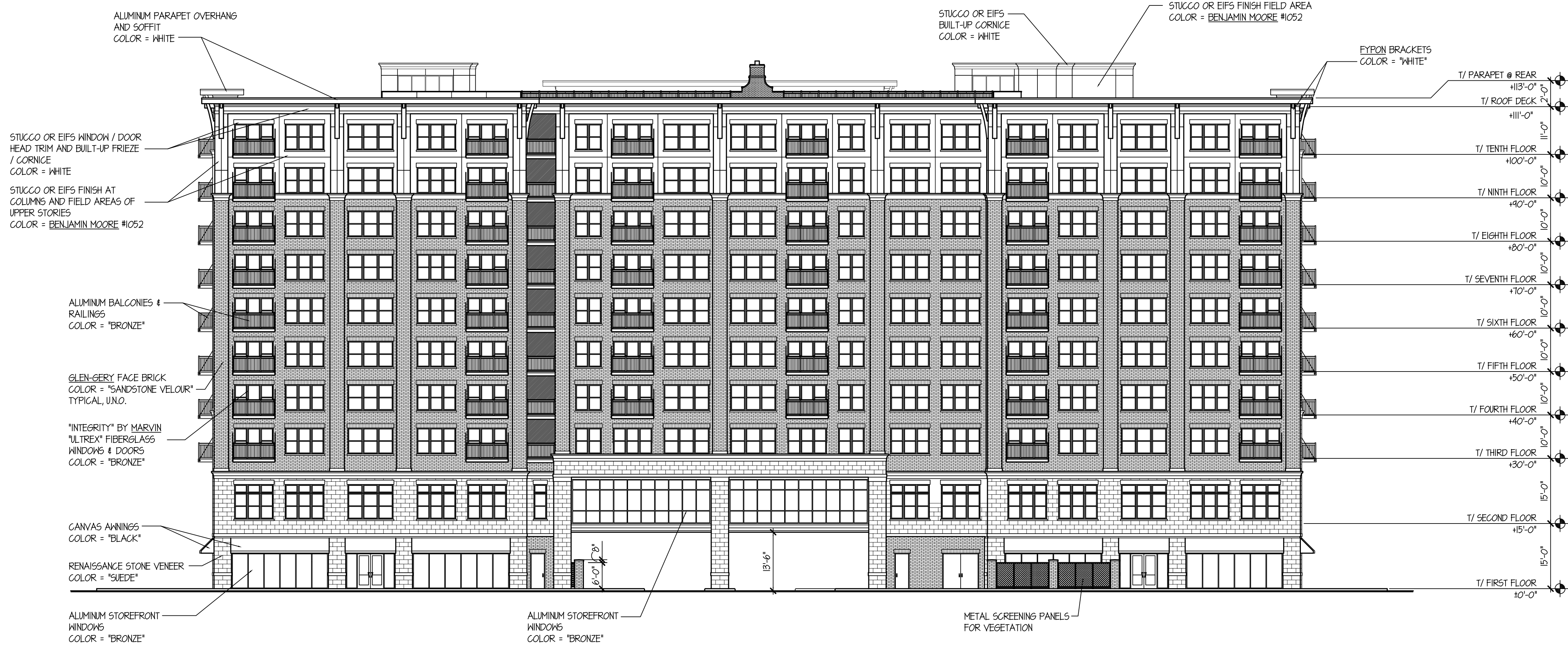
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SHEET NO.
OF 13

CA.3

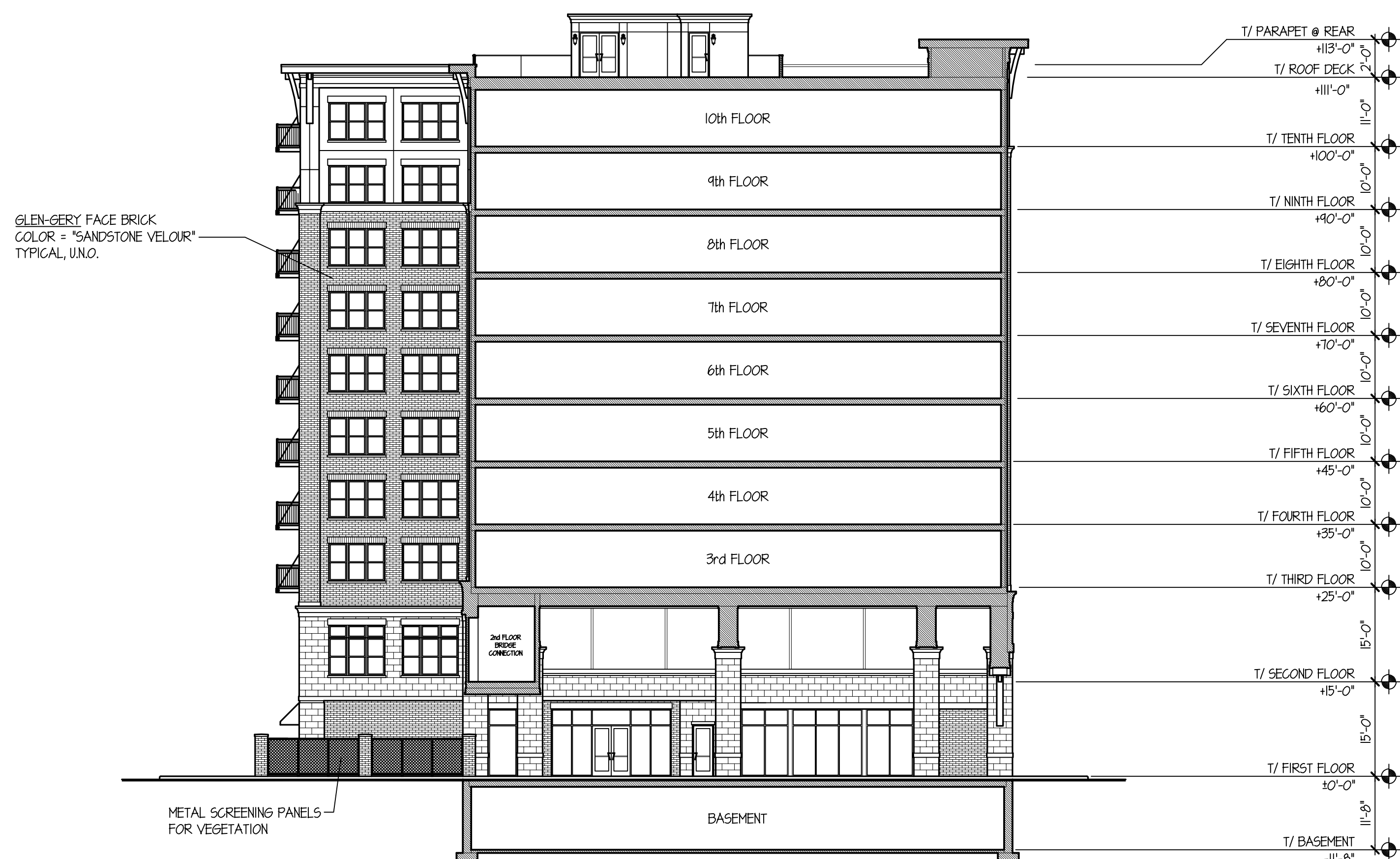
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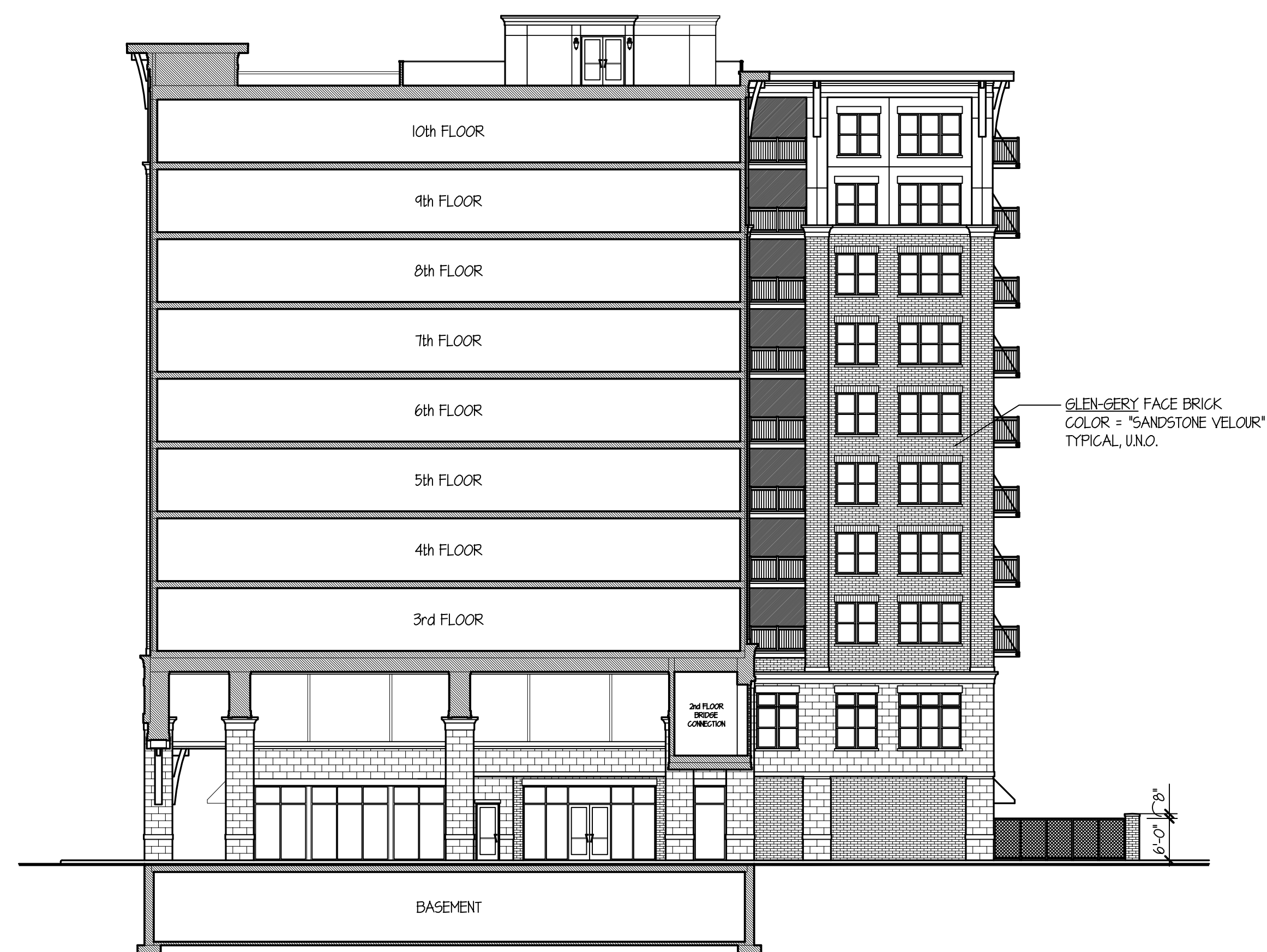
ARLINGTON 425: 225 W. CAMPBELL SOUTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. CAMPBELL DRIVE-THRU UNDERPASS LOOKING WEST SECTION ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. DRIVE-THRU UNDERPASS LOOKING EAST SECTION ELEVATION

SCALE: 1" = 15'-0"

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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

3883-28P

DRAWN BY

RDL

DATE

11.13.18

NO. REVISED PER DATE BY

12 CLIENT REVISIONS 8.27.20 KQB

JOB NO.

388315

SHEET NO.
OF 13

CA.4

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

CLIENT

CCH LLC

838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

CHESTNUT BLDG.
ELEV. COMPARISON

FILE NAME 3883-29P

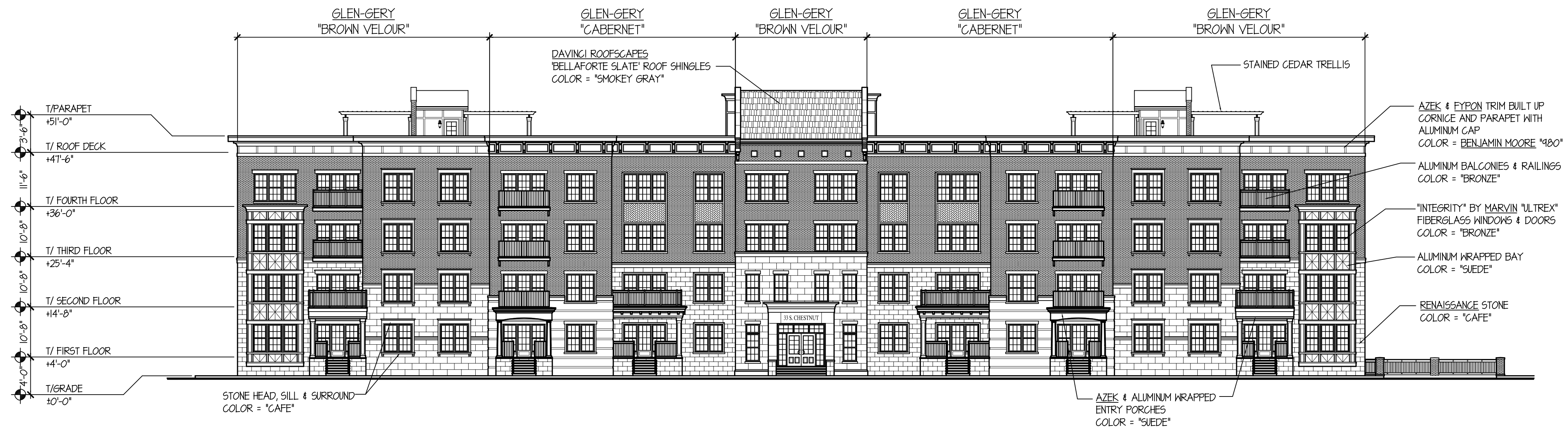
DRAWN BY RDL DATE 8.27.20

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JOB NO. 388315

SHEET NO. CH.3
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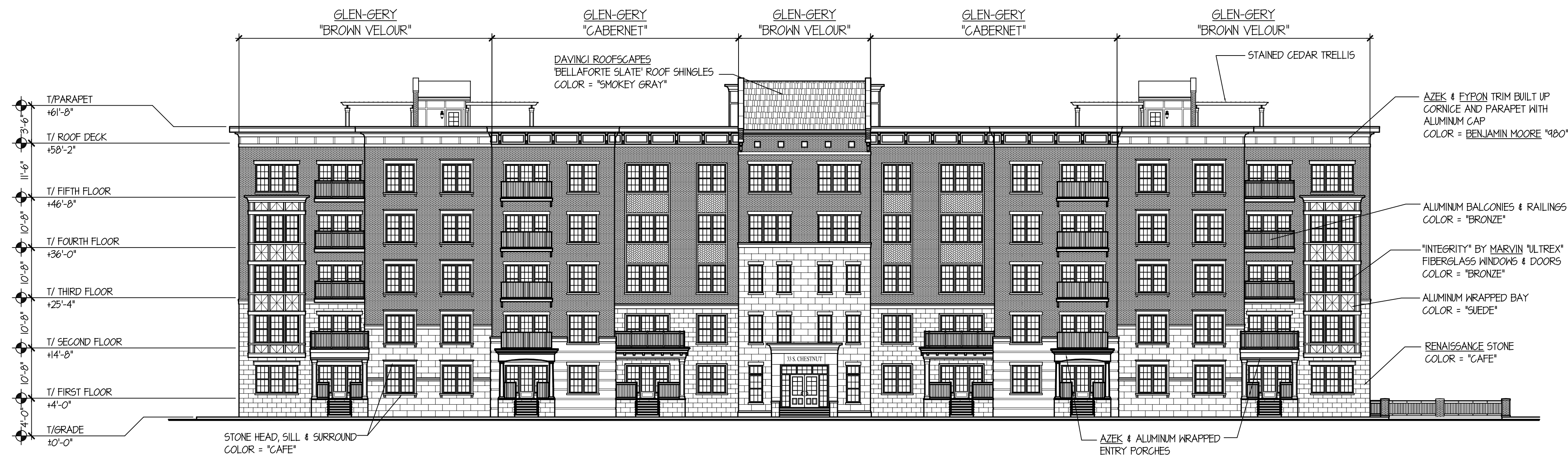
ARLINGTON 425: 33 S. CHESTNUT WEST ELEVATION (ORIGINAL APPROVED ELEVATION)

SCALE: 1" = 15'-0"



ARLINGTON 425: 33 S. CHESTNUT WEST ELEVATION (PROPOSED REVISED ELEVATION)

SCALE: 1" = 15'-0"



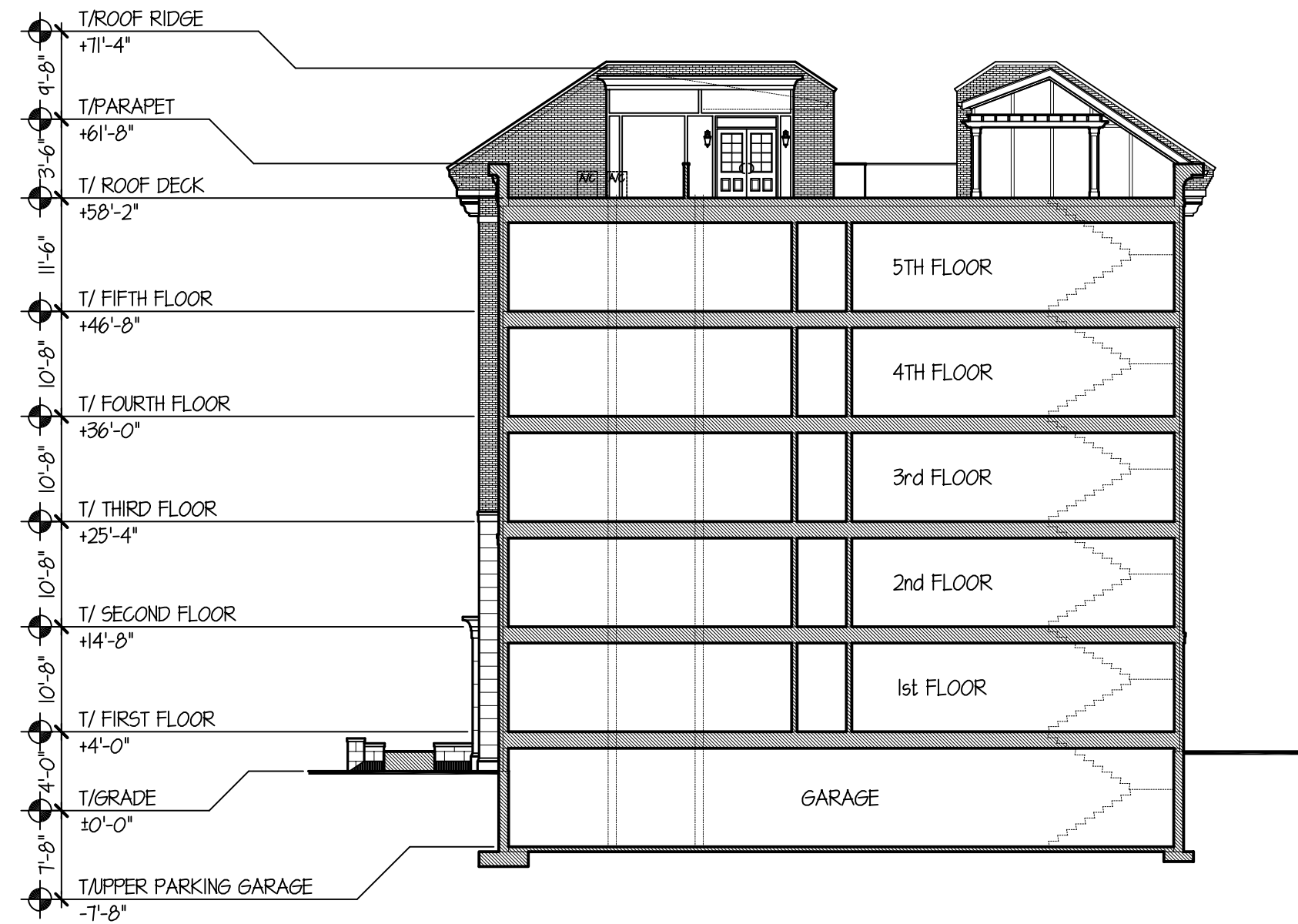
ARLINGTON 425: 33 S. CHESTNUT WEST ELEVATION

SCALE: 1" = 15'-0"



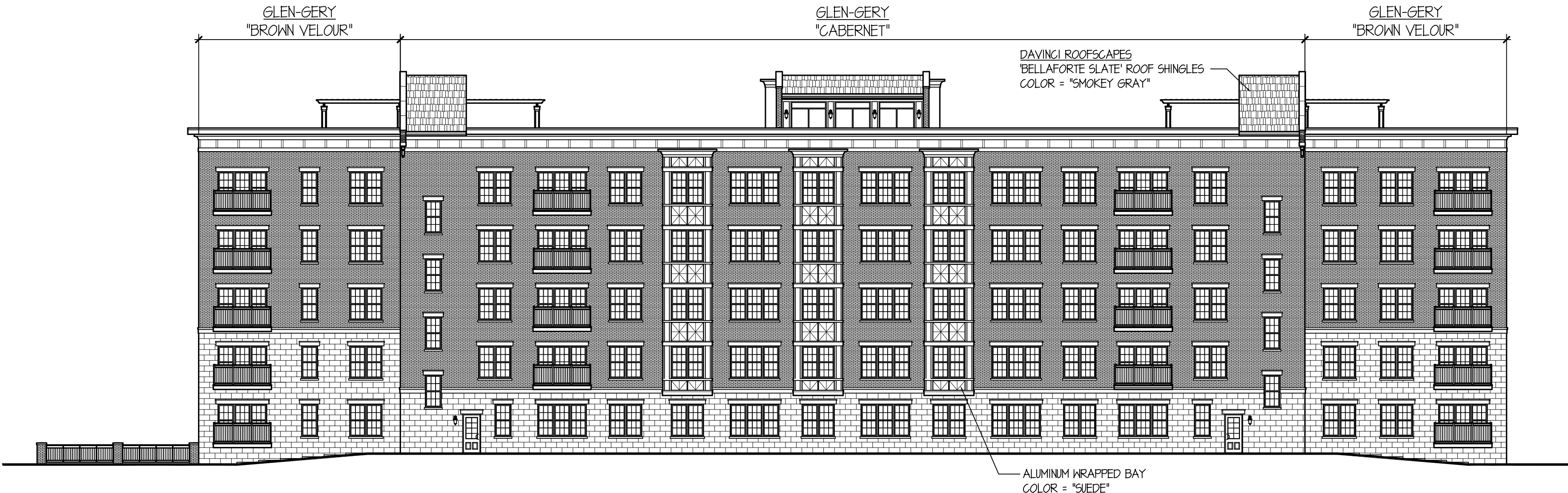
ARLINGTON 425: 33 S. CHESTNUT SOUTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 33 S. CHESTNUT EAST-WEST SECTION ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 33 S. CHESTNUT EAST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 33 S. CHESTNUT NORTH 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 3883-29P
DRAWN BY RDL DATE 11.13.18
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12 CLIENT REVISIONS 8.27.20 KGB

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