



Village of Arlington Heights
Conceptual Plan Review Committee
Virtual Meeting
September 9, 2020
6:45 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/2Z2uZ3P>

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 September 9, 2020.

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Cremation by Water - 7/22/20

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. 2123 S. Arlington Heights Rd. Wingspan Mixed-Use - T1703 Subdivision, Rezoning, PUD to allow a Mixed Use Development, Conceptual SUP approval for a Restaurant with Drive-thru, 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.



**Conceptual Plan Review Committee
9/9/2020**

Item: Cremation by Water - 7/22/20

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Cremation by Water - 7/22/20	Minutes

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

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

July 22, 2020

Project Title: Cremation By Water LUV
Address: 11 W. College Dr. – Unit K
Petitioner: Philip Flores, Jr.
Address: 11 W. College Dr. – Unit K
Arlington Heights, IL 60004

Requested Action:

1. Land Use Variation to allow a crematory in the M-1 District.

Variations Required:

- Chapter 28, Section 6.12.2c, to waive the requirement for a traffic and parking analysis by a qualified professional engineer.

Attendees: Philip Flores, Jr., Petitioner
Colleen Flores, Petitioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 79,897 square feet (1.83 ac.) in size and contains an approximately 23,000 square foot multi-tenant flex office/industrial building that is one story in height. Access to the site comes from two curb cuts on College Drive that provide one-way circular access around the building. There is a total of 64 on-site parking spaces.

The petitioner, Philip Flores, Jr., has signed a lease for a 2,400 square foot space (unit K) within the building, which has pedestrian access at the front of the unit (east) and an overhead door at the rear (west). With exception to the subject unit, the property is fully occupied. Mr. Flores is proposing to establish his business, Cremation By Water, on the subject property. Cremation by Water is a water based crematorium, where human and animal remains would be cremated by a water based method, as opposed to the more commonly known method involving cremation by incineration. Further details on the process can be found within the petitioners "Project Narrative", which has been transmitted to the Conceptual Plan Review Committee along with this staff report.

The business would be open to the public from 8:00am – 5:00pm, although the petitioner does not expect a high volume of foot traffic. There would be two employees, the petitioner and his wife, and the business would work directly with funeral directors for all human cremations, where their business would serve essentially as a sub-contractor for the cremation service, and the standard funeral process would be coordinated through and occur at the funeral home. Animal remains could be arranged directly with the animals' owner, so any foot traffic would likely be related only to animal cremations.

Meeting Discussion:

Mr. Flores introduced the business, describing it as a eco-friendly alternative to the traditional flame based cremation method. In Illinois, approximately 40% of all human remains are cremated. These cremations are standard flame based cremations, which needs EPA approval and emit pollution into the air when the incinerators are running. Aqua based cremation, also known as alkaline cremation, uses about 100 gallons of water, which is softly shaken to gently dissolve

human tissue. Added to the water are some chemicals, which account for around 5% of the total water based formula, and include chemicals such as potassium hydroxide and sodium hydroxide. The byproduct of the process is a sterilized solution that is discharged into the sanitary sewer system. He has already applied, and received approval, from the MWRD for the proposed discharge. The byproduct is classified as grey water, which can be used to water grass and landscaping. The premise for the business is to create a cremation option that is affordable and environmentally friendly for cremating loved ones and pets.

Mr. Hubbard explained that the subject property was zoned M-1, and the proposed use is encompassed under the umbrella of the "Cemetery/Mausoleum" use category, which use is not allowed in the M-1 district, so a land use variation is required. From a use perspective, the business appears compatible with the surrounding land uses, and given the small size of the tenant space at approximately 2,600 square feet, impacts from the use should be minimal. Cremation By Water would occupy a small portion of the larger multi-tenant flex office/industrial complex where it would be located, and with only two employees and minimal walk-in traffic, parking and traffic generation from the use should not be significant. The business would have none of the characteristics of a funeral home, such as processions arriving or departing from the facility, and the processing and chemical usage that would occur as part of the business model are standard functions of a light industrial use, which would be appropriate for the business park where it has been proposed. The petitioner will need to provide a justification for the proposed land use variation as per the approval criteria in the Zoning Code.

The Staff Development Committee would like to see a two-day survey of the existing parking usage to verify if the site has capacity to accommodate for the proposed use. Based on recent aerials over the past year, it appeared that the site had sufficient capacity to accommodate any demand from the proposed use, however, since the request involved a variation to waive a traffic and parking study, the parking survey should be provided. In sum, staff was generally supportive of the application.

Commissioner Sigalos asked about a crematorium that was proposed in the same general area several years ago.

Mr. Flores responded that the crematorium referenced by Commissioner Sigalos was a separate business, unrelated to this project.

Commissioner Sigalos asked if that crematorium had ever been built.

Commissioner Green confirmed it had been built.

Commissioner Sigalos asked if this cremation technology was used elsewhere.

Mr. Flores replied that there was a similar facility in South Holland, Illinois.

Ms. Flores explained that there was a funeral home in Palatine that was recently approved for an aqua cremation process.

Commissioner Jensen stated he thought it was an interesting project and thought it would be good for the petitioner and Arlington Heights. He did not see any major issues at this point.

Commissioner Green asked if any remains get returned to the loved ones of the deceased.

Ms. Flores replied that the byproduct of an aqua cremation is a powder the consistency of sugar and as white as ivory. There would be no liquid byproduct offered to loved ones, only the white powder, which was comparable to the ashes one would get from a flame based cremation. The white powder can be sprinkled anywhere a loved one would like, or placed in an urn.

Commissioner Green stated he thought this would be a good project, and that if flame based cremations are acceptable, water based ones seemed acceptable as well.

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
9/9/2020

Item: 2123 S. Arlington Heights Rd. Wingspan Mixed-Use - T1703

Department: Planning & Community Development

Requested Action

1. A rezoning from the R-1, One-Family Dwelling District, the B-3, General Service, Wholesale, and Motor Vehicles District, and the R-6, Multi-Family Dwelling District into the R-7, Multi-Family Dwelling District and the B-2, General Business District.
2. A Planned Unit Development (PUD) to allow a mixed use development.
3. Preliminary and Final Plat of Subdivision approval to subdivide the subject property into multiple lots.
4. Conceptual Special Use Permit approval to allow a restaurant with a drive through.

Variations Required

1. Section 5.1-7.10, to allow principal multi-family buildings to be spaced 12 feet apart where code requires 25 feet of separation between principal multi-family buildings.
2. Section 5.1-6.3(a)4, to allow a 20.5-foot rear yard setback for the townhomes where a 30-foot rear yard setback is required.
3. Section 5.1-7.1 to allow R-7 Zoning with a Comprehensive Plan designation of "Mixed Use" where a designation of "High Density Multi-Family" is required.
4. Section 10.2-13, to allow an excess of parking above code requirements of 61% where code allows a max of 50%.
5. Should each individual townhome be placed on its own platted lot, multiple variations shall be required.
6. Additional Variations may be identified upon submittal of detailed plans.

RECOMMENDATION

The Staff Development Committee (SDC) reviewed the proposed rezoning from the R-1, One-Family Dwelling District, the B-3, General Service, Wholesale, and Motor Vehicles District, and the R-6, Multi-Family Dwelling District into the R-7, Multi-Family Dwelling District and the B-2, General Business District, PUD to allow a mixed use development, Subdivision to subdivide the subject property into multiple lots, and conceptual Special Use Permit approval to allow a restaurant with a drive through on the subject property, as well as the following variations to Chapter 28 of the Municipal Code:

- Section 5.1-7.10, to allow principal multi-family buildings to be spaced 12 feet apart where code requires 25 feet of separation between principal multi-family buildings.
- Section 5.1-6.3(a)4, to allow a 20.5-foot rear yard setback for the townhomes where a 30-foot rear yard setback is required.
- Section 5.1-7.1 to allow R-7 Zoning with a Comprehensive Plan designation of "Mixed Use" where a designation of "High Density Multi-Family" is required.
- Section 10.2-13, to allow an excess of parking above code requirements of 61% where code allows a max of 50%.
- Each individual townhome lot will require multiple variations if separately platted.

The SDC is generally supportive of the application, subject to the following:

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

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

2. Cross access shall be provided to the properties to the north and south, to allow for connectivity of the areas south of Seegers, north of Algonquin, east of Arlington Heights Road, and west of Tonne. Emergency access shall be provided between the residential and commercial uses on the subject property.

3. The petitioner shall continue to work with the Village to incorporate the key redevelopment standards identified within the South Arlington Heights Corridor Plan within the development.

4. Preliminary and Final Plat of Subdivision approval shall be required. Preliminary approval requires preliminary engineering plans and Final Plat of Subdivision approval will require final engineering plans.
5. The petitioner shall provide a market analysis to show market demand for townhomes at this location.
6. The sidewalk along Arlington Heights Road must be pushed to the east 8' to 10' to create a parkway between the sidewalk and street.
7. Special Use Permit approval for a restaurant with a drive through shall be required prior to construction of Retail Building 1.
8. An easement for utilities shall be required to facilitate utility relocation from the west to the east side of Arlington Heights Road.
9. All applicable IDOT approvals shall be required.
10. A traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets shall be required. The traffic study should include a warrant analysis to determine if a traffic signal is necessary along Arlington Heights Road.
11. A Design Commission application will be required.
12. A photometric plan shall be required.
13. A landscape and tree preservation plan will be required.
14. Impact Fees shall be required in accordance with Chapter 29 of the Municipal Code.
15. An Inclusionary Housing Plan shall be provided as per the Village's Inclusionary Housing regulations. A Housing Commission appearance shall be required.
16. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
17. 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

Type

Board or Commission Report

Aerial
Conceptual Site Plan

Exhibits
Exhibits



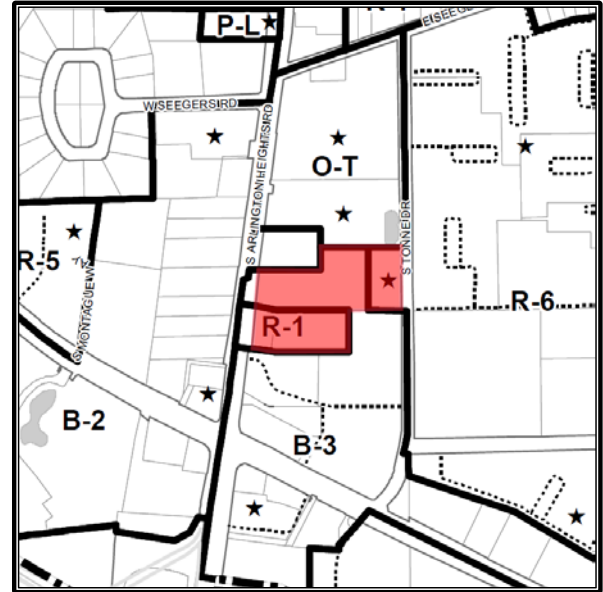
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T1703
Project Title: 2123 S. Arlington Heights Rd – Wingspan Mixed Uses
Address: 2121-2123 S. Arlington Heights Rd.
PIN: 08-16-202-005, -011, -022, -023

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: September 9, 2020
Date Prepared: September 4, 2020

Petitioner: Jason Macklin
 Wingspan Development Group
Address: 1001 Feehanville Drive
 Mount Prospect, IL 60056

Existing Zoning: R-1: One-Family Dwelling District,
 B-3: General Service, Wholesale, and Motor
 Vehicles District, R-6: Multi-Family Dwelling District
Comprehensive Plan: Mixed Use



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2: General Business District O-T: Offices Only District	Hotel (Holiday Inn Express), Multi-tenant office building	Mixed-Use
South	B-3: General Service, Wholesale, and Motor Vehicles District	Grocery Store and Food Court (Mitsuwa Marketplace)	Mixed-Use
East	R-6: Multi-Family Dwelling District	Multi-Family Residential	Moderate Density Multi-Family
West	B-2: General Business District	Hotels (Comfort Inn, Red Roof Inn)	Commercial

Requested Action:

1. A rezoning from the R-1, One-Family Dwelling District, the B-3, General Service, Wholesale, and Motor Vehicles District, and the R-6, Multi-Family Dwelling District into the R-7, Multi-Family Dwelling District and the B-2, General Business District.
2. A Planned Unit Development (PUD) to allow a mixed use development.
3. Preliminary and Final Plat of Subdivision approval to subdivide the subject property into multiple lots.
4. Conceptual Special Use Permit approval to allow a restaurant with a drive through.

Variations Required:

1. Section 5.1-7.10, to allow principal multi-family buildings to be spaced 12 feet apart where code requires 25 feet of separation between principal multi-family buildings.
2. Section 5.1-6.3(a)4, to allow a 20.5-foot rear yard setback for the townhomes where a 30-foot rear yard setback is required.
3. Section 5.1-7.1 to allow R-7 Zoning with a Comprehensive Plan designation of "Mixed Use" where a designation of "High Density Multi-Family" is required.
4. Section 10.2-13, to allow an excess of parking above code requirements of 61% where code allows a max of 50%.
5. Should each individual townhome be placed on its own platted lot, multiple variations shall be required.
6. Additional Variations may be identified upon submittal of detailed plans.

Project Background:

The subject property is located within the southern end of Arlington Heights, and is on the east side of South Arlington Heights Road approximately 400 feet north of the intersection of South Arlington Heights Road and Algonquin Road. The southern portion of the property is currently occupied by a two-story office building with a maintenance yard at the rear, which served as the administrative offices for School District 59. The northern side of the property is developed with a parking field, which used to serve The Wellington restaurant and banquet hall that was demolished approximately six years ago. Additionally, there is an existing open space/detention area located at the northeast of the site abutting Tonne Road.

The overall site is approximately 6.5 acres and stretches from Arlington Heights Road on the west to Tonne Road at the east. South of the south property is the Mitsuwa grocery store and food court. Abutting the property to the north is a Holiday Inn Express and a multi-tenant single-story office complex. Across Arlington Heights Road to the west are two additional hotels, and across Tonne Road to the east are two large multi-family residential developments (one rental, one condo). The site currently has four full access non-signalized curb cuts along Arlington Heights Road, and one full access non-signalized curb cut along Tonne. The subject property is located within the South Arlington Heights Road Corridor TIF District, which was approved by the Village Board in June of this year.

Wingspan Development Group would like to redevelop the property as a mixed use development, with 58 townhomes along the east of the property adjacent Tonne Road, and two commercial buildings totaling up to 21,200 square feet of commercial space on the Arlington Heights Road side of the site. Each commercial building would be located on a separate platted lot, and the southern building (of up to 14,000 square feet) would include a restaurant with a drive-through. The townhome side of the site would be separated from the commercial side of the site via a landscape buffer between the two, and no vehicular connection between the two uses on the site would exist. However, emergency access would be possible. An interior pedestrian network would connect the two uses. Upon redevelopment, access to the commercial side would come from a single full access curb cut along Arlington Height Road, and access to the townhome side of the site would come from two non-signalized full access driveway connections with Tonne Road.

Zoning and Comprehensive Plan

The subject property is located in three different zoning districts. The former School District 59 site is zoned R-1, One-Family Dwelling District; the former Wellington property is zoned B-3, General Service, Wholesale, and Motor Vehicles District; and the open space/detention area at the northeast corner of the property is zoned R-6, Multi-Family Dwelling District.

In order to accommodate for the proposed development, the townhome portion would be rezoned into the R-7, Multi-Family Residential Zoning District. Typically, the R-7 District is meant for locations abutting the downtown core and B-5 zoned properties, however, the R-7 is also appropriate in locations within a designated "Redevelopment Plan" and classified as "High Density Multi-Family Residential" on the Village of Arlington Height Comprehensive Plan. Although the site is located within the South Arlington Heights Road TIF Redevelopment Plan, it is classified as "Mixed Use" on the Comprehensive Plan, and therefore the following variation is required:

- **Chapter 28 of the Municipal Code, Section 5.1-7.1, R-7 Zoning with a Comprehensive Plan designation of "Mixed Use" where a designation of "High Density Multi-Family" is required.**

The Staff Development Committee notes that the proposed townhome and commercial land uses are compatible with TIF Redevelopment Plan, as well as the “Mixed Use” designation within the Comprehensive Plan. However, the petitioner shall provide a market study that analyzes the market demand for this type of product at this location, and in order to justify the requested variation, a written justification for the as per the four approval criteria within the Zoning Code (included below for reference) must be provided.

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

The commercial portion of the site would be rezoned into the B-2, General Business District, which is a suitable zoning classification given the location along the South Arlington Heights Road commercial corridor, as well as the “Mixed Use” Comprehensive Plan designation. The entire development would proceed as a PUD, and the site would be resubdivided, which will require Preliminary and Final Plat of Subdivision approval. The commercial side would have space for a quick service restaurant including a drive-through. As the impacts of the restaurant will be based on the unique characteristics of that restaurant, and since it is unknown who the restaurant tenant will be, only conceptual approval can be granted at this time. When an actual restaurant is proposed, it will be required to go through the special use permit review process.

The Staff Development Committee is generally supportive of the proposed land uses and note that the Wellington site, despite being located on a primary commercial corridor and less than 2,000 feet from the I-90 Tollway interchange, has sat vacant for over eight years. Within their 2019-2021 Strategic Priorities, the Village Board has identified redevelopment of this area as key business development goal. The petitioner should consider holding a neighborhood meeting with nearby property owners, prior to appearing before the Plan Commission, to understand what concerns, if any, the neighborhood may have with the proposal.

South Arlington Heights Road Corridor Plan

In 2018, the Village adopted the South Arlington Heights Corridor Plan, which outlined the Village’s vision and strategies for improvement to the areas adjacent to the South Arlington Heights Road, which is an important gateway into the Village. The subject property was specifically mentioned in the plan, which outlined that the site was suitable for a mix of commercial and residential land uses. More specifically, the plan outlines the following key standards for redevelopment of this site:

- New mid-block traffic signal and pedestrian crosswalks.
- Mixed use development with commercial, entertainment, and residential land uses.
- Enhanced connectivity of properties to the north and south for safer pedestrian and auto access and circulation
- Enhanced corridor landscaping and lighting
- Relocation of carriage walk sidewalks on Arlington Heights Road by setting back 8 to 10 feet from roadway, including new parkways with trees
- Partial installation of new landscape medians within the center of Arlington Heights Road
- Up to 4 or 5 floors height
- Commercial Frontage

In general, the proposed plan is compatible with these development standards, however, as the petitioner develops a more detailed development proposal, the above standards should be taken into consideration. The petitioner should be aware that one of the goals of the Corridor Plan involves pushing the existing sidewalk back 8'-10' from Arlington Heights Road to create a parkway between the subject property and street. The petitioner will be required to incorporate this change, which may involve an easement to the Village as the sidewalk may end up on the private subject property. The proposed site design should take into consideration this sidewalk relocation.

The Plan also references a new traffic signal and pedestrian crosswalk adjacent to this site (see Graphic 1 below), and the petitioner's conceptual site design has aligned their proposed access to Arlington Heights Road to take this feature into account. The petitioner will need to coordinate with IDOT and their traffic consultant to determine if the new traffic signal is warranted, or whether anticipated traffic volumes do not necessitate the traffic signal at this time.

Graphic 1: Site Access



Finally, given the future redevelopment in this area, the petitioner will be required to provide reciprocal access to the south and north, if and when those properties redevelop and provide reciprocal access back to the subject property. This area is envisioned to become a mixed-use and pedestrian friendly neighborhood, and these connections will enhance vehicular and pedestrian connectivity in this area. The Village has prepared a schematic showing how future cross access should function in this area as it redevelops in the future. The petitioner's site plan has accommodated for the connectivity and cross access as referenced in the schematic (provided at the end of this report for reference).

Emergency access between the residential uses on the east and commercial uses on the west must also be granted, and any necessary easements formalized as part of the zoning entitlement process.

South Arlington Heights Road TIF

The Village established a Tax Increment Financing District for this area earlier this year in order to facilitate redevelopment. The TIF is set to expire in 2043. The proposed development would facilitate the goals identified within the TIF Redevelopment Plan, such as: 1) returning underutilized property to productive use and strengthening and enhancing the Village's tax base, and 2) providing a high-quality, mixed use development that facilitates community and economic development goals. The approved TIF Redevelopment Plan indicates that the property should be redeveloped with a mix of land uses, and the proposed mixed-use development is compatible with this land use designation.

Impact Fees & Inclusionary Housing

Impact fees shall be required for all units within the townhome portion of the development. Earlier this year, the Village adopted an Inclusionary Housing Ordinance, which requires the provision of a linkage fee in lieu of providing affordable units within a "For-Sale" (non-rental) multi-family development. As part of any Plan Commission application, the petitioner will need to provide an Inclusionary Housing Plan outlining how they intend to meet the requirements of this ordinance, however, in no instance shall any linkage fee be greater than \$75,000 per affordable unit required but not provided. An appearance before the Housing Commission shall be required.

Building, Site, Landscaping:

A comprehensive zoning review will be completed once detailed plans are prepared and submitted for review. Relative to height, density, FAR, and the proposed development conforms to the requirements of the R-7 and B-2 districts. However, on a preliminary basis, it appears that certain variations are necessary for the townhome portion of the site.

- **Variation to Section 5.1-7.10, to allow principal multi-family buildings to be spaced 12 feet apart where code requires 25 feet of separation between principal multi-family buildings.**
- **Variation Section 5.1-6.3(a)4, to allow a 20.5-foot rear yard setback for the townhomes where a 30-foot rear yard setback is required.**

Additionally, if each townhome unit will be proposed on its own separate and platted lot for fee simple ownership, variations for each of these lots will be required. As with former townhome projects, such as Sigwalt 16 and the Lexington Heritage townhomes, these individual townhome lot variations would be only technical in nature and would not equate to significant deviations from the zoning requirements. The petitioner will need to justify each variation with a written response addressing the criteria for approval as outlined in the Zoning Code. Additionally, further details on the proposed site improvements will be required, including details on any above ground utilities and infrastructure (transformers, generators, trash corral, AC units, utility pedestals, etc.), light fixtures (photometric plan), retaining walls or fencing shall be required. The petitioner will also be required to appear before the Design Commission for review of the proposed building architecture and finishes.

Preliminary engineering plans must be provided as part of the Plan Commission application, and if the petitioner would like to proceed with **both** Preliminary and Final Plat of Subdivision approval in one process, both preliminary and final engineering plans shall be required at time of Plan Commission application submittal. A code complaint landscape and tree preservation plan shall also be required. Onsite stormwater detention will be required, and the site must conform to all Village and MWRD standards for stormwater management.

As referenced above, along the western side of the site, the existing sidewalk along Arlington Heights Road must be pushed 8'-10' to the east to create a parkway between the sidewalk and street. The Village is evaluating the burial of certain overhead utility lines along Arlington Heights Road, which may at some point involve the relocation of the existing overhead lines running along the west side of Arlington Heights Road underground, and over the east side of the street along and abutting the proposed development. To accommodate for this potential future utility relocation, which may place certain lines underground within the subject property, a utility easement must be granted as part of this development.

The interior sidewalks/pedestrian connections should incorporate decorative paving and design elements, and the petitioner should explore the possibility of creating a small parkway for these sidewalks, as they are proposed to directly abut the drive aisles within the interior of the development.

The petitioner must provide detailed fire-truck auto turn exhibits showing the ability to enter and traverse through the site via fire apparatus arriving from every direction. To accommodate for these movements, the site has been designed to eliminate potential dead ends and allow sufficient ingress/egress for emergency responders. Final exhibits showing all potential movements shall be required at time of Plan Commission application. Staff notes that as part of the redevelopment plan, one "emergency only" exit drive at the north of the site discharges into the Holiday Inn site. The petitioner will need to coordinate with the Holiday Inn to obtain necessary permissions to make that connection, which appears to require the removal of certain parking spaces from the Holiday Inn property. Parking calculations verifying that removal of those spaces will not cause the Holiday Inn site to fall below code requirements must be completed. Furthermore, fire truck turning exhibits showing the navigation through this Holiday Inn emergency exit and site would also be required.

Staff notes that the submitted plans are mostly conceptual; while the plans call for up to 14,000 square feet of commercial space and 82 parking spaces for Retail Building 1, the site design only shows a 8,200 square foot commercial building with 82 parking spaces. It is unclear how much parking would need to be eliminated from the Retail 1 site to accommodate for the additional 5,800 square feet of building referenced on the plans. The orientation of the drive-through is inadequately designed for stacking and circulation, and will need to be reconfigured as plans are refined.

Parking and Traffic:

The petitioner is required to provide a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. The petitioner should work with the Village and IDOT to provide the necessary warrant analysis to determine if a traffic signal is needed along Arlington Heights Road. A reduced scope study may be necessary due to the uncharacteristically low traffic volumes recently seen from the COVID-19 pandemic, but it should be noted that traffic volumes have begun returning to their more traditional peaks, and certain field observations may be useful. The petitioner should coordinate with the Engineering Division, IDOT, and their traffic consultant to determine what method of study will be most appropriate given current conditions. Arlington Heights Road is under the jurisdiction of IDOT, and the Plat of Subdivision and proposed access to/from Arlington Heights Road must be reviewed and approved by IDOT.

Based on a preliminary analysis of the proposed redevelopment, parking appears to meet code requirements. However, final parking requirements will be calculated when a plans for the commercial portion have been finalized. **Table I** below shows the preliminary parking calculations:

Table I: Parking Calculations

Use	CODE USE	UNITS/SQ FT	PARKING RATIO (1:X)	PARKING REQUIRED	PARKING PROVIDED
Retail 1	Retail	11,800 sq. ft.	1:300	39	82
	Restaurant	2,200 sq. ft. (1,100 sq. ft. seating area)	1:45	24	
Retail 2	Retail	7,200 sq. ft.	1:300	24	43
Townhomes	R-7 Multi-family	58 Units	1.5/unit	87	140*
Total Required				174	
<i>Total Provided</i>				265	
Surplus / (Deficit)				91	

* Includes 116 garage spaces and 24 surface guest parking spaces.

Each portion of the development exceeds code requirements relative to parking. Within the R-7 townhome portion, the Zoning Code requires that provided parking not exceed code requirements by more than 50%. The proposed parking within the townhome side equates to a surplus of 61% above code requirements, and therefore the following variation is required:

- **Section 10.2-13, to allow 61% excess above parking code requirements where code allows a maximum excess of 50% above requirements.**

Staff notes that parking proposed for the townhome portion is generally consistent with what has been provided in similar townhome developments within the community, and if any change is needed, the proposed development may actually require more guest parking. Most townhome developments in Arlington Heights include 1) a two-car garage for each unit, 2) sufficient space in front of each garage to park two cars, and 3) additional guest parking options. Given the drive aisle locations relative to each garage, the proposed development does not include enough space to accommodate automobile parking in front of each garage. Staff will need to verify if additional guest parking options are warranted.

Bicycle parking spaces, as required by Section 10.8 of the Zoning Code, shall be required for both the multi-family (townhome) side and commercial side of the development.

RECOMMENDATION

The Staff Development Committee (SDC) reviewed the proposed rezoning from the R-1, One-Family Dwelling District, the B-3, General Service, Wholesale, and Motor Vehicles District, and the R-6, Multi-Family Dwelling District into the R-7, Multi-Family Dwelling District and the B-2, General Business District, PUD to allow a mixed use development, Subdivision to subdivide the subject property into multiple lots, and conceptual Special Use Permit approval to allow a restaurant with a drive through on the subject property, as well as the following variations to Chapter 28 of the Municipal Code:

- Section 5.1-7.10, to allow principal multi-family buildings to be spaced 12 feet apart where code requires 25 feet of separation between principal multi-family buildings.
- Section 5.1-6.3(a)4, to allow a 20.5-foot rear yard setback for the townhomes where a 30-foot rear yard setback is required.
- Section 5.1-7.1 to allow R-7 Zoning with a Comprehensive Plan designation of “Mixed Use” where a designation of “High Density Multi-Family” is required.

- Section 10.2-13, to allow an excess of parking above code requirements of 61% where code allows a max of 50%.
- Each individual townhome lot will require multiple variations if separately platted.

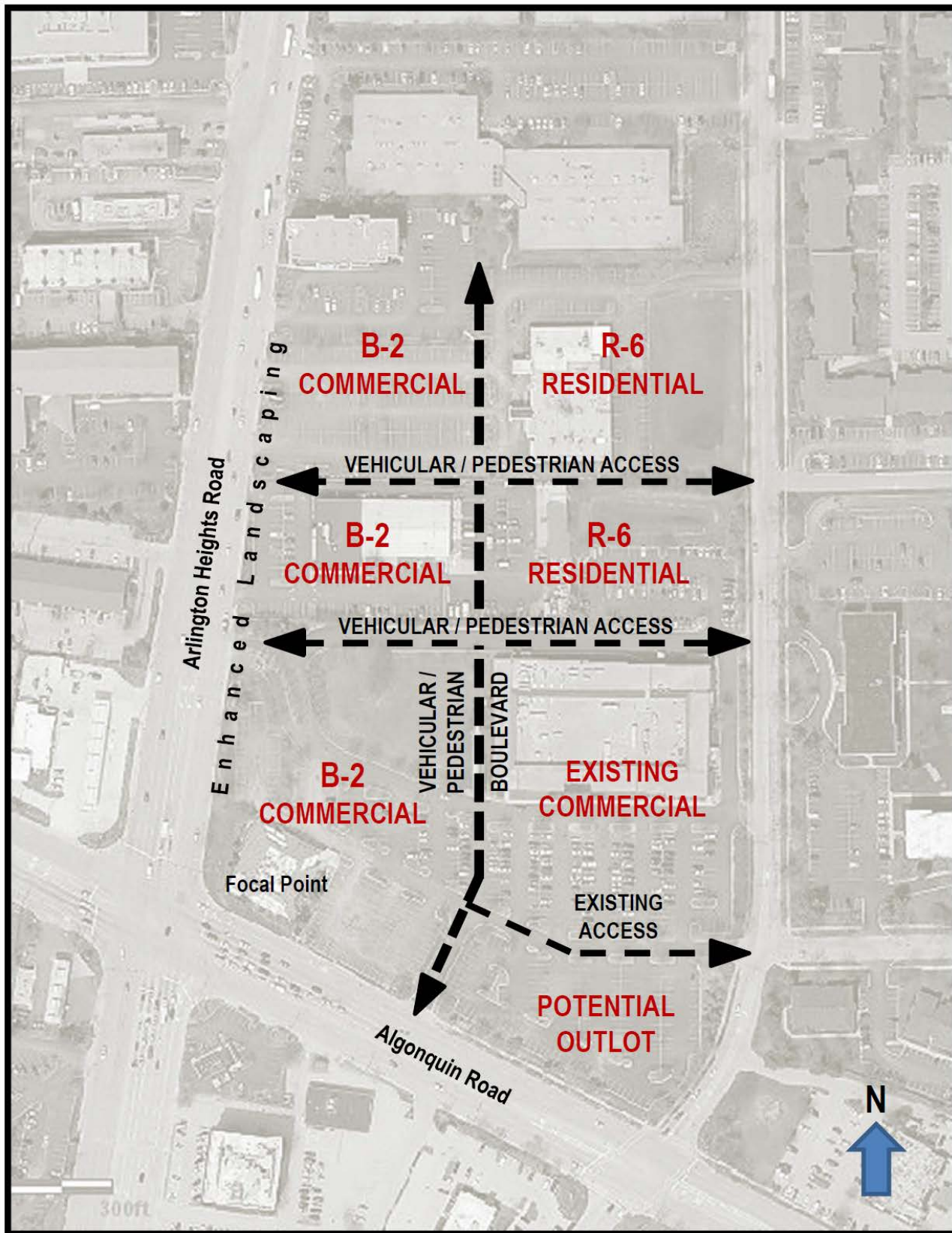
The SDC is generally supportive of the application, subject to the following:

1. The petitioner shall provide written justification to the following hardship criteria for each variation requested:
 - **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
 - **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
 - **The proposed variation is in harmony with the spirit and intent of this Chapter.**
 - **The variance requested is the minimum variance necessary to allow reasonable use of the property.**
2. Cross access shall be provided to the properties to the north and south, to allow for connectivity of the areas south of Seegers, north of Algonquin, east of Arlington Heights Road, and west of Tonne. Emergency access shall be provided between the residential and commercial uses on the subject property.
3. The petitioner shall continue to work with the Village to incorporate the key redevelopment standards identified within the South Arlington Heights Corridor Plan within the development.
4. Preliminary and Final Plat of Subdivision approval shall be required. Preliminary approval requires preliminary engineering plans and Final Plat of Subdivision approval will require final engineering plans.
5. The petitioner shall provide a market analysis to show market demand for townhomes at this location.
6. The sidewalk along Arlington Heights Road must be pushed to the east 8' to 10' to create a parkway between the sidewalk and street.
7. Special Use Permit approval for a restaurant with a drive through shall be required prior to construction of Retail Building 1.
8. An easement for utilities shall be required to facilitate utility relocation from the west to the east side of Arlington Heights Road.
9. All applicable IDOT approvals shall be required.
10. A traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets shall be required. The traffic study should include a warrant analysis to determine if a traffic signal is necessary along Arlington Heights Road.
11. A Design Commission application will be required.
12. A photometric plan shall be required.
13. A landscape and tree preservation plan will be required.
14. Impact Fees shall be required in accordance with Chapter 29 of the Municipal Code.
15. An Inclusionary Housing Plan shall be provided as per the Village's Inclusionary Housing regulations. A Housing Commission appearance shall be required.
16. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
17. 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.

September 4, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1703



Arlington Heights Rd. / Algonquin Rd. Site
SCHEMATIC SITE PLAN

10-29-14



Map created on September 4, 2020.

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SITE INFORMATION:

Site Acreage	6.5 acres
Retail 1	1.0 acres
Retail 2	1.8 acres
Residential	3.7 acres
58 - 3 Story Town Homes	
116 Garage Spaces	
24 Guest Spaces	

