



Village of Arlington Heights
Conceptual Plan Review Committee
Community Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
April 11, 2024
6:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Chestnut Ave Townhomes - 2201 N. Chestnut Ave & 315 W.
Rand Rd - 6/28/23

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. 419 S. Pine Ave Subdivision - T1839
2-Lot Re-Subdivision
- B. The Berkshire Senior Living Residence - 8-12 S. Beverly Ln. -
T1838
Planned Unit Development for Multi-Family Development,
Variations

VII. OTHER BUSINESS

- A. Public Comment

VIII. PUBLIC COMMENT

IX. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact Erin Mercado, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, emercado@vah.com or (847)368-5793.



Conceptual Plan Review Committee
4/11/2024

Item: Chestnut Ave Townhomes - 2201 N. Chestnut Ave & 315 W. Rand Rd -
6/28/23

Department: Planning & Community Development Department

ATTACHMENTS:

Description	Type
Chestnut Ave. Townhomes - 6/28/23	Minutes

**REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION**

A MEETING HELD ON:

June 28, 2023

Project Title: 2201 N. Chestnut Townhomes
Address: 2201 N. Chestnut Ave., 315 W. Rand Rd.
Petitioner: Christopher Plummer – Arlington Performance Center
Address: 315 W. Rand Rd
Arlington Heights, IL 60004

Requested Action:

1. Preliminary and Final Plat of Subdivision approval to subdivide the subject property into two lots.
2. Rezoning of Lot 2 lot from the R-1 District to the R-6 District and Lot 1 from the R-1 District to the B-2 District.
3. Amendment to Comprehensive Plan to classify Lot 1 as Commercial and Lot 2 as Moderate Density Multi-Family.
4. Special Use Permit to allow Minor Auto Repair on Lot 1.

Variations Required:

- Section 5.1-6.4a.1, to allow a 10' front yard setback (west) for Lot 2 where code requires a minimum setback of 25'.
- Section 5.1-6.4a.2, to allow a 15' side yard setback (north/northeast) for Lot 2 where code requires a minimum setback of approximately 21.5'.
- Section 5.1-11.3a., to allow a 6.8' front yard setback (west) for Lot 1 where code requires a minimum setback of 25'.
- Section 5.1-11.3b, to allow a 17.5' side yard setback (southwest) where code requires a minimum setback of approximately 21.5'.
- Additional Variations could be required if each townhome is located on its own platted lot and upon review of detailed plans.

Attendees: Rob Losselyoung, Tinaglia Architects
Kelle Bruckbauer, Tinaglia Architects
Christopher Plummer, Property Owner
Mike Anderson, Haeger Engineering
John Sigalos, Plan Commissioner
Lynn Jensen, Plan Commissioner
Bruce Green, Plan Commissioner
Sam Hubbard, Village of Arlington Heights

Project Summary:

The subject property is triangular shaped and consists of two land parcels that are currently zoned R-1, One Family Dwelling District, and have a combined area of approximately 61,527 square feet (1.41 acres). The site is bounded by Chestnut Avenue to the west and Rand Road to the northeast. On the Rand Road frontage there is an existing automobile repair facility (Arlington Performance Center), which includes five service bays and has full access to Rand Road via three curb cuts. The repair facility also

2201 N. CHESTNUT TOWNHOMES – TEMP FILE T1784

has full access to Chestnut Avenue on the western side of the site. At the rear of the subject property and along the Chestnut Avenue frontage is a single-family home that is owned by the petitioner and used to generate rental income. Access to the single-family home comes from a full access driveway connection to Chestnut Avenue.

The petitioner is proposing demolition of the single-family home and replacement with a five-unit townhome development, along with subdivision of the site to reconfigure the parcels so that the existing automobile repair facility is on its own lot (Lot 1) and the townhomes would be located on their own separate lot (Lot 2). A new drive aisle and limited parking area is proposed along the rear of the repair facility, which would connect the western and eastern sides of Arlington Performance Center (APC) property. Additionally, the existing pavement and parking areas on the APC property, which are currently unstriped and used as a wide-open parking/storage area, would be restriped and circulation through the site would be revised with various one-way and two-way directionality. The parkway abutting APC is currently paved with asphalt and the petitioner has proposed reducing the curb cuts along Rand Road from three to two, as well as restoring the parking with greenspace. Should the project be approved as proposed, the APC site would include 41 exterior parking spaces and 5 interior spaces within each repair bay, for a site total of 46 off-street parking stalls.

Lot 2 would include five three-bedroom townhome units at three-stories in height. Access to the townhomes would come from a single curb cut along Chestnut Avenue connecting to a driveway that would wrap around the southern side of the townhomes to provide access to the two-car rear loaded garages for each unit. A total of five guest parking stalls would be located at the rear of the townhome lot, and Chestnut Avenue, which is currently substandard without the proper width and lacking curb/gutter and sidewalk, would be fully improved to Village standards. In addition, 15,333 square feet of land is required to be dedicated along Chestnut Avenue. Upon dedication, the subject property will reduce from 61,527 square feet to 46,194 square feet and the Chestnut Avenue right-of-way would comply with the code required 66' width.

Meeting Discussion:

Mr. Losselyoung introduced himself and explained that the property owner owned two pieces of land; the Arlington Performance Center along Rand Road and a single-family home behind it that fronted on Chestnut Avenue. The owner was interested in resubdividing the property so that the Arlington Performance Center building sits on its own lot, and the single-family home would be demolished to make way for a five-unit townhome development to be located on its' own newly platted lot. The townhome structure would be a nice transition between the commercial uses on Rand Road and the single-family homes to the southwest.

The townhome units would be three-stories, include three bedrooms and would have walk-up entrances from Chestnut Avenue. Two garage parking stalls per unit and five guest stalls would be included in a small parking lot to the rear of the townhomes. The Arlington Performance Center would be integrating landscape improvements, but had to balance these improvements with the need to have sufficient parking capacity for the business.

Mr. Hubbard stated that the staff report contained a lot of in-depth detail that the

2201 N. CHESTNUT TOWNHOMES – TEMP FILE T1784

development team should take into consideration, but he would summarize some of the main points. The property was currently all within the R-1, One Family Dwelling District. It needed to be rezoned into the R-6 District for the townhome lot and the B-2 District for the Arlington Performance Center (APC) lot. The site would also be subdivided. Minor Automobile Repair requires a Special Use Permit in the B-2 District and the APC was never approved for one, so the petitioner must request one as part of the zoning entitlement package. A Comprehensive Plan amendment was also required to align with the proposed land uses; townhomes would be Moderate Density Multi-Family, APC would be classified as Commercial.

The Plan Commission must consider whether a townhome land use is appropriate in this location. The Comprehensive Plan currently shows the townhome site as “Single-Family Detached”, although the Staff Development Committee notes that there are townhomes directly to the west and agrees that the townhomes could be a good transition between the Rand Road commercial corridors and the single-family homes to the southwest.

The proposed townhome front yard setback along Chestnut Avenue requires a setback variation. Ten-foot setback proposed, 25-feet is required. The petitioner should re-evaluate. Circulation through the APC site should also be re-evaluated for a more efficient flow. A connection to the site to the southeast should be considered; a requirement is in place for the property to the southeast to provide access to the subject property should the subject property make that access reciprocal.

Landscape improvements were needed along Rand Road, such as removal of the asphalt parkway. Landscape buffers between the two properties would be important, and landscape islands in the APC parking lot should be added where feasible. The Staff Development Committee was supportive of this application subject to the petitioner addressing the items in the staff report.

Commissioner Sigalos stated that he was in favor of the landscape upgrades. He had some concerns with having five townhomes on the parcel, would three townhomes suffice? Not fond of 10-foot front yard setback, when it should be 25 feet. Is there a feasible fire department turning radius around the townhomes? He supported the staff recommendation to evaluate revised circulation within the APC lot. Was five townhome units too much for this site?

Mr. Losselyoung responded that from an economic standpoint, they needed five units. There was some detention work that needs to be done to comply with village requirement. Chestnut Avenue right-of-way is not developed and the east side of the street and will have to be widened. Due to the existing sub-standard streetscape, there were more upfront capital costs required for this property compared to others.

Commissioner Jensen shared some of the same concerns and was wondering if four units instead five would work? Was generally in favor of the project. Would four units allow for more of a setback than 10 feet? Asked about fire access.

Mr. Losselyoung explained that the Fire Department would stage on Chestnut and could get to the rear of the building using the drive aisle, if necessary.

2201 N. CHESTNUT TOWNHOMES – TEMP FILE T1784

Commissioner Jensen stated that the two sites would not be connected and was that a problem for emergency service provision?

Mr. Hubbard stated that the Fire Department had conceptually reviewed the layout and did not raise any major issues. They would stage on Chestnut Avenue and preliminarily it appeared that there would be suitable distance around both sides of the townhome to meet requirements.

Commissioner Jensen reiterated that he was generally supportive of some form of redevelopment. The single-family home on the property was an under-developed parcel of land and an opportunity for redevelopment. Was not convinced that five townhomes could fit.

Commissioner Green agreed with the other commissioners that the site may be too small for five units. Advocated for fewer units but perhaps slightly larger units. He did not like the guest parking stalls being located in the back yard; the townhomes had no rear entrances so guests would either have to entre the homes form the garage or walk to the front. Concerned about the tightness of the setbacks. Liked the idea of cleaning up Arlington Performance site. Nice transitional use of the space. Overall response from the Commissioner's was positive.

There was no public comment on this project.

RECOMMENDATION

The Conceptual Plan Review Committee advised that the petitioner move forward.

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



Conceptual Plan Review Committee
4/11/2024

Item: 419 S. Pine Ave. Subdivision - T1839

Department: Planning & Community Development Department

Requested Action

Preliminary and Final Plat of Subdivision.

Variations Required

None identified at this time.

Recommendation

The Staff Development Committee (SDC) reviewed the proposed subdivision to create two lots, and is generally supportive of the application, subject to the addressing the following:

1. Prior to appearing before the Plan Commission, the petitioner shall hold a neighborhood meeting.
2. Impact fees shall be required for the new homes to be constructed on the subject property.
3. A Design Commission application shall be required for each new home on the subject property.
4. Linkage fees, in accordance with the Inclusionary Housing Ordinance, shall be required for each new home, which shall be required at time of building permit.
5. The petitioner shall provide an exhibit showing all existing front yard setbacks along the east side of South Pine Avenue, south of Grove Street and north of Park Street, as well as the existing exterior side yard setback of the home to the east of the subject property.
6. A fee in lieu of onsite detention shall be required.
7. The petitioner shall update this section of Pine Avenue and Grove Street to comply with current code requirements (sidewalk and sidewalk ramps).

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

9. 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

Conceptual Subdivision

Type

Board or Commission Report

Exhibits

Exhibits



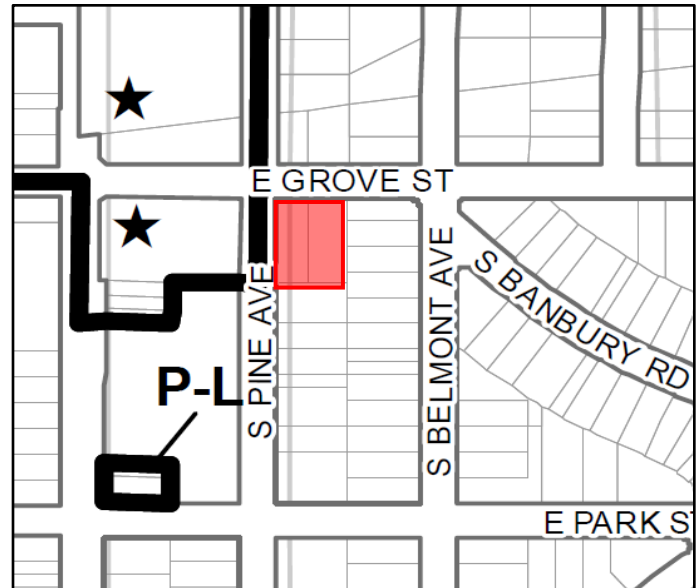
VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

Temp File Number: T1839
Project Title: 419 S. Pine Subdivision
Address: 419 S. Pine Ave & 403 E. Grove St
PIN: 0332115011 & 0332123001

To: Conceptual Plan Review Committee
Prepared By: Hailey Nicholas, Assistant Planner
Meeting Date: March 27, 2024
Date Prepared: March 19, 2024

Petitioner: Brian Kelly
Address: 35 E. Woodworth Pl.
Roselle, IL 60172

Existing Zoning: R-3: One Family Dwelling District
Comprehensive Plan: Single-Family Detached



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3, One Family Dwelling District	Single-Family Detached	Single-Family Detached
South	R-3, One Family Dwelling District	Single-Family Detached	Single-Family Detached
East	R-3, One Family Dwelling District	Single-Family Detached	Single-Family Detached
West	B-2, General Business District	Multi-Tenant Shopping Center	Commercial

Requested Action

1. Preliminary and Final Plat of Subdivision.

Variations Required

None identified at this time.

Project Background:

The subject property is located at the northwest corner of the intersection of South Pine Avenue and East Grove Street. Both lots are currently vacant. The properties have a combined size of 21,822 square feet (0.5 acres). The lots have been under common ownership since at least 1959. The first lot, 419 S. Pine Avenue, is substandard in size for a corner lot in the R-3 District and does not meet code requirements for the minimum lot size and lot width. However, the second lot, 403 E. Grove Street, meets current code requirements for a standard interior lot in the R-3 District and would not require any variations to be developed as such.

The petitioner is under contract to purchase the subject property and is proposing to re-subdivide the lots to create two code-compliant lots facing Pine Avenue. Two homes would be constructed, one on each lot, which would involve removal of trees and other greenery that is currently on the property.

Zoning and Comprehensive Plan

As mentioned above, the subject property is currently zoned R-3, One-Family Dwelling District. The Comprehensive Plan shows this property as suitable for "Single-Family Detached" uses, which classification corresponds to the R-3 Zoning District. The Staff Development Committee is generally supportive of the proposed subdivision, as it orients the lots in a manner that is consistent with the surrounding lots and is code-compliant.

An analysis of the proposed lot sizes and widths relative to the standards within the R-3 District is shown below:

Zoning Requirements	Minimum Lot Size (SF)	Minimum Lot Width (feet)
Required		
R-3 Corner Lot	9,900 SF	90'
R-3 Standard Lot	8,750 SF	70'
Proposed		
Lot 1 (corner lot)	12,576 SF	Corner lot: 96'
Lot 2 (standard lot)	9,170 SF	Standard Lot: 70'

Prior to appearing before the Plan Commission, it is recommended that the petitioner hold a neighborhood meeting to introduce the project to the surrounding property owners and understand what concerns they may have. Impact fees shall be required for the new homes that will be constructed. In addition, Design Commission approval shall be required for each new home on the subject properties. Finally, linkage fees, in accordance with the Inclusionary Housing Ordinance, shall be required for the new homes, which shall be required at time of building permit.

Building, Site, Landscaping:

Based on a preliminary analysis of the proposed lots, compliance with all required setbacks and bulk restrictions appears to be viable for each lot. However, the petitioner should note that the exterior side yard setback along Grove Street will be based on the setback of the existing home to the East. In addition, the front yard setback for both lots will be based on the average setbacks of all the existing homes along the Pine Avenue frontage. The petitioner will need to provide an exhibit showing these setbacks to allow staff to calculate the required setback along Grove Street and Pine Avenue for the proposed subdivision.

A formal landscape plan is not required for subdivisions that have less than four lots. There may be mature trees onsite that merit preservation, and the petitioner is encouraged to preserve as much of the existing tree cover as may be feasible.

Engineering and Infrastructure.

Individual water and sewer service connections to the mains must be provided for each lot in the proposed subdivision. There is currently no sanitary sewer along this property's frontage. Therefore, separate sanitary services will require an extension of the existing combined sewer, either from the South on Pine Avenue or from the East on Grove Street. An IEPA sanitary permit and a Metropolitan Water Reclamation District (MWRD) permit will be required.

Public Utility and Drainage Easements are required along the side yard and rear yard. Drainage swales will also be required along the side yard. Detention is required for this subdivision, however, as allowed by Code, the Village Engineer will exempt the petitioner from this requirement and a fee-in-lieu of onsite detention will be collected as part of the building permit process. The petitioner will need to conform to all applicable Village and Metropolitan Water Reclamation District (MWRD) regulations relative to stormwater, and detention calculations shall be required as part of the Plan Commission application.

The petitioner should be aware that both Preliminary and Final Plat of Subdivision approval shall be required. Preliminary engineering plans shall be required for Preliminary Plat of Subdivision approval, and final engineering plans shall be required for Final Plat of Subdivision approval. All public improvement and maintenance bonds/deposits shall be required prior to Final Plat of Subdivision approval by the Village Board.

There is currently no public sidewalk at this section of Grove Street and Pine Avenue. As part of this subdivision, a public sidewalk shall be installed, including sidewalk ramps at the intersection that meet the requirements of the Public Rights-of-Way Accessibility Guidelines. The petitioner is encouraged to reach out to the Engineering Division to understand what specific improvements may be needed given the existing infrastructure in the area.

Parking and Traffic:

A traffic and parking study is only required in subdivisions within the R-3 District that include 100 lots or more. Because the proposed subdivision includes only two lots, no traffic or parking study is required. Each home will have, at a minimum, a two-car garage. Staff expects the proposed subdivision to have a negligible impact on traffic within the vicinity.

Recommendation

The Staff Development Committee (SDC) reviewed the proposed subdivision to create two lots, and is generally supportive of the application, subject to the addressing the following:

1. Prior to appearing before the Plan Commission, the petitioner shall hold a neighborhood meeting.
2. Impact fees shall be required for the new homes to be constructed on the subject property.
3. A Design Commission application shall be required for each new home on the subject property.
4. Linkage fees, in accordance with the Inclusionary Housing Ordinance, shall be required for each new home, which shall be required at time of building permit.
5. The petitioner shall provide an exhibit showing all existing front yard setbacks along the east side of South Pine Avenue, south of Grove Street and north of Park Street, as well as the existing exterior side yard setback of the home to the east of the subject property.
6. A fee in lieu of onsite detention shall be required.

7. The petitioner shall update this section of Pine Avenue and Grove Street to comply with current code requirements (sidewalk and sidewalk ramps).
8. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
9. 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.

March 19, 2024

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1839



SOUTH PINE AVENUE

00'

57.99' N 89° 54' 37" W

13.96' N 89° 54' 37" W

66'

24" E

343.20'

N 00° 06' 57" E

N 00° 17' 24" E

S 00° 11' 17" W

57.49' S 89° 42' 37" E

74.26' S 89° 42' 37" E

131'

96'

70'

165.07'

166.07'

166.43'



Conceptual Plan Review Committee
4/11/2024

Item: The Berkshire Senior Living Residence - 8-12 S. Beverly Ln. - T1838

Department: Planning & Community Development

Requested Action

1. Planned Unit Development (PUD) approval to allow a 44-unit multi-family development for seniors.

Variations Required from Chapter 28:

1. Density Variation: Section 5.1-7.3b, to allow a 26,000 square foot lot size where a minimum lot size of 30,000 square feet is required. The extent of this variation may increase upon any dedication of Right-of-Way along Campbell Street.
2. Setback Variations: Section 5.1-7.6, to allow a 5' side yard setback along the east and western sides of the site where code requires a minimum 13' side yard setback along each side, and to allow a 5' rear yard setback (north), where code requires a minimum 30' rear yard setback.
3. Setback Variation: Chapter 28, 5.1-20.1d, to allow a public street frontage setback (south) of 5' where a setback between 8'-10' is required.
4. Parking Variation: Section 10.4-1, to allow 52 parking stalls where 66 are required.
5. Loading Zone Variation: 10.7a, to waive the requirement for one loading berth.

Recommendation

The Staff Development Committee has reviewed the proposed PUD to allow a 44-unit multi-family age restricted senior living residence, as well as the requested Variations, and is not supportive of the development as proposed. The SDC would be in favor of a development approach that is more consistent with the underlying zoning, Hickory /Kensington Area Plan, and Overlay District zoning regulations. Should the petitioner proceed forward, the Staff Development Committee requests that they address the following:

1. Provide a written justification to support any requested variations as per the hardship criteria outlined in the Zoning Ordinance:

- 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. The petitioner must address the piecemeal approach towards development in this area. The SDC is concerned that a piecemeal development of the bowling alley and/or parking lot would impact the long-term redevelopment potential for the block. A plan must be provided outlining how the bowling alley site will be used and redeveloped should the parking lot be developed for the proposed multi-family building.

3. The parking lot should not be separated and developed independently rendering the bowling alley parking non-compliant for current or future uses. Clarify how the bowling alley will accommodate customer parking should its' parking lot be developed. Should the building be demolished, the developer must provide details on how this will impact future redevelopment in the vicinity.

4. The acceptability of the requested density variation needs further analysis.

5. The development team shall revise the site plan with setbacks that are more in line with Code requirements and the Hickory/Kensington Plan. The bulk/mass, height, design, and setbacks need to take into consideration the site location as adjacent to single-family homes to the east and north.

6. Well in advance of any Plan Commission hearing on this project, the developer must organize and hold a neighborhood meeting to introduce the project to surrounding property owners.

7. A Design Commission application and appearance before the Design Commission shall be required, and the building design should be compatible with Hickory-Kensington Design Guidelines.

8. Fire & Life Safety exhibit shall be provided that clearly shows the location of all fire lanes/aerial apparatus roads, their width and distance from the building, dimensions of the building along each elevation, the building height, FDC and fire hydrant locations, and details on the proposed construction type for the building.

9. Engineering plans, details and storm water detention calculations shall be

required as part of the formal review process. Detention is required meeting both Village and MWRD detention requirements and an MWRD permit will be required.

10. Eight feet of Right-of-Way must be dedicated to the Village on both sides of Campbell Street. The sidewalk must be expanded to comply with the Hickory / Kensington Area Plan streetscape recommendations.

11. The surface parking lot should incorporate a dense landscape screen along the west side and may need additional setback to provide for adequate landscaping. Enhanced landscaping must be provided at the north and east to be more compatible with the surrounding single-family homes.

12. Details on all mechanical/utility equipment must be provided as part of the Plan Commission process (transformers, generators, utility pedestals, mechanical equipment, switchgear, etc.). Where feasible, all building related mechanical equipment shall be located on the roof and appropriately screened. Ground mounted equipment must be appropriately located and screened.

13. A market assessment shall be required to demonstrate a need for this type and size development at this location.

14. Compliance with the Inclusionary Housing Ordinance (IHO) shall be required and a formal Affordable Housing Plan shall be required as part of any Plan Commission application.

15. Appearance before the Housing Commission shall be required.

16. A detailed traffic and parking study from 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.

17. School, Park, and Library contributions shall be required per Code prior to the issuance of a building permit.

18. 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 - 3D

Conceptual Plans & Narrative

Type

Board or Commission Report

Exhibits

Exhibits



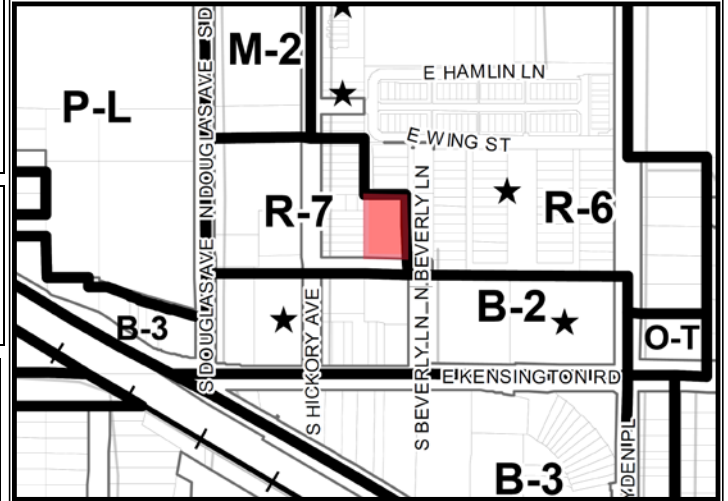
**VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT**

Temp File Number: T1838
Project Title: The Berkshire Senior Living Residence
Address: 8-12 S. Beverly Lane
PIN: 03-29-411-014

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: April 11, 2024
Date Prepared: April 5, 2024

Petitioner: Sig Strautmanis
General Capital Group
Address: 6938 N. Santa Monica Blvd
Fox Point, WI 53217

Existing Zoning: R-7: Multi-Family Dwelling District, Hickory-Kensington Overlay District
Comprehensive Plan: High-Density Multi-Family



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District	Single-Family Homes	Moderate Density Multi-Family
South	B-2: General Business District	Beverly Lanes Bowling Alley	High Density Multi-Family
East	R-6: Multiple-Family Dwelling District	Single-Family Homes	Moderate Density Multi-Family
West	R-7: Multiple-Family Dwelling District	Auto Repair, Contractor Shop	High Density Multi-Family

Requested Action:

1. Planned Unit Development (PUD) approval to allow a 44-unit multi-family development for seniors.

Variations Required from Chapter 28:

1. Density Variation: Section 5.1-7.3b, to allow a 26,000 square foot lot size where a minimum lot size of 30,000 square feet is required. The extent of this variation may increase upon any dedication of Right-of-Way along Campbell Street.
2. Setback Variations: Section 5.1-7.6, to allow a 5' side yard setback along the east and western sides of the site where code requires a minimum 13' side yard setback along each side, and to allow a 5' rear yard setback (north), where code requires a minimum 30' rear yard setback.
3. Setback Variation: Chapter 28, 5.1-20.1d, to allow a public street frontage setback (south) of 5' where a setback between 8'-10' is required.
4. Parking Variation: Section 10.4-1, to allow 52 parking stalls where 66 are required.
5. Loading Zone Variation: 10.7a, to waive the requirement for one loading berth.

Project Background:

The subject property is approximately 26,000 square feet (0.6 acres) and is bounded by Campbell Street to the south and Beverly Lane to the east, which is a private street owned by the Arlington Market HOA. The land is currently used as a parking lot for the Beverly Lanes bowling alley, however, the General Capital Group has a Letter of Intent to purchase the land and develop the parking lot with a 44-unit age-restricted senior living residence to be rented at affordable levels. The development would be funded through Housing Tax Credits issued by the Illinois Housing Development Authority (IHDA). The project would include the following unit mix and affordability levels:

UNIT MIX		
Unit Type	Total Units	% of Total
1BR	32	73%
2BR	12	27%
	<u>44</u>	<u>100%</u>
INCOME RESTRICTIONS		
AMI	Total Units	% of Total
30%	13	30%
40%	0	0%
50%	0	0%
60%	12	27%
80%	19	43%
	<u>44</u>	<u>100.0%</u>

The building would be “L” shaped and consist of 3-stories with one level of below grade parking, along with a small surface lot, totaling 52 parking stalls. Access to the site would come from Campbell Street to the south, which is a public street that was recently constructed in the spring of 2023.

The subject property is within the Hickory / Kensington Overlay District and is part of the Hickory / Kensington Area Plan, both of which were established in 2013. The property is also located within the Hickory / Kensington TIF District, which was adopted by the Village Board in 2014. It is unclear what would happen to the Beverly Lanes bowling alley upon the sale and development of the subject property by the petitioner. The Hickory / Kensington redevelopment area is continuing to see momentum with the recent completion of the 4 N Hickory mixed-use redevelopment to the west of the subject property, along with the recent completion of the final phase of the Arlington Market development to the north and east.

Zoning and Comprehensive Plan

The subject property is zoned R-7, Multi-family Residential Dwelling District and is part of the Hickory / Kensington Overlay Zoning District. Any development on the property must comply with the regulations within each of these zoning classifications, however, the overlay regulations supersede the R-7 zoning regulations where the requirements of the overlay differ from those in the R-7 District. All developments within the Hickory / Kensington Overlay zone are required to develop as a PUD, and PUD approval is therefore required. The proposed multi-family use is classified as a permitted use in both the R-7 District and Overlay District.

The Hickory / Kensington Overlay District regulations require that all development within the overall zone be consistent with the Hickory / Kensington Area Plan. The plan was established in 2013 with the goal of creating a vibrant, mixed-use neighborhood that complements the downtown area and provides new housing and commercial opportunities in a walkable pedestrian friendly environment. The Overlay Zone provides the regulatory framework, and the TIF District provides incentives for comprehensive and cohesive redevelopment.

The Staff Development Committee has four primary areas of concern relative to this proposal:

1. Piecemeal Development: The sale and redevelopment of the bowling alley parking lot independent of the bowling alley would be a piecemeal approach towards redevelopment in this area. Without a parking lot, the bowling alley would become parking non-compliant, and should the bowling alley close, it could not be occupied or leased without a parking variation. Should the parking alley remain open, without a private off-street parking lot, all parking demand would have to be accommodated via on-street parking, which would not be ideal.
2. Density: The proposed development exceeds maximum density allowances for the R-7 District. A density variation is required.
3. Setbacks: The proposed development does not adequately take into consideration the surrounding single-family land uses and compatibility of the bulk and mass of the structure in relation to neighboring single-family homes.
4. Height: The building height, while compliant with the height regulations of both the Hickory / Kensington Plan and R-7 regulations, is not compatible with the single-family homes to the north and east.

The proposed density, at 44 units, exceeds the maximum allowable density within the R-7 District. The following density variation is required:

- **Chapter 28, Section 5.1-7.3b, to allow a 26,000 square foot lot size where a maximum lot size of 30,000 square feet is required.**

The appropriateness of the proposed density variation needs further analysis, however, the petitioner must provide a written justification per the four approval criteria 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.**

Given the current lot size, proposed unit mix, and the Villages' density requirements, the subject property could accommodate 39 dwelling units. The developer has proposed 44 units, which translates to a density increase of five units above code requirements. If any land is required for Right-of-Way dedication along Campbell Street, the extent of this density variation could increase. The petitioner may be eligible for density bonuses via the Inclusionary Housing Ordinance, but a variation would still be required.

The Comprehensive Plan classifies the subject property as "High Density Multi-Family" and the proposed use is compatible with this classification. The building conforms to certain standards within the Hickory / Kensington Area Plan, however, it does not conform to other areas of the plan and several notable variations are required. From a land use standpoint, the proposed multi-family senior living facility is generally compatible with the Plan as it states that this area "is ideal for meeting housing needs for rental units and senior housing serving a variety of income levels given its proximity to downtown and the Metra train station." However, the conceptual renderings on page 14 and 16 of the Plan (**Exhibit I** and **Exhibit II** at the end of this report) suggest larger building redevelopment be located south of Campbell and west of Hickory.

All multi-family developments that include ten or more units are required to conform to the Village's Inclusionary Housing Ordinance. The developer shall be required to provide 10% (4 units) as affordable per the Inclusionary Housing Ordinance, which requires 10% of units as affordable if public assistance is provided. As mentioned above, the petitioner is seeking financial assistance from IHDA. An appearance before the Housing Commission will be required and the Planning Department has provided the petitioner with initial questions that they must address should this project move forward.

The SDC recommends that that petitioner hold a neighborhood meeting to introduce the project to surrounding home owners prior to this project appearing before the Plan Commission for a public hearing. Impact Fees for all units shall be required in accordance with Chapter 29 of the Municipal Code.

Hickory / Kensington Area Plan

As identified above, the subject property is part of the Hickory / Kensington Area Plan, which provides development guidelines for future redevelopment within the neighborhood to facilitate a new, vibrant mixed-use area. While the proposed land use, as an age-restricted multi-family senior living facility, is consistent with the goals of the Hickory / Kensington Plan and some of the development standards within, the development is incompatible in several ways:

- Piecemeal Development: Without a firm plan for how the Bowling Alley site would be used independent of its' parking lot, the piecemeal development approach is a concern for the SDC.
- Campbell Setback: The Plan recommends a 8'-10' building setback along Campbell and given the subject property location adjacent to single-family homes, a 8'-10' building setback along Campbell is more appropriate than the 5' setback proposed.
- Sidewalk: The Plan calls for a 10' wide sidewalk along Campbell Street. The existing sidewalk is approximately 8.5' in width and would need to be widened.
- Right-of-Way Dedication: 8' of Right-of-Way is required to be dedicated along Campbell Street, per page 19 of the plan. A widened sidewalk and greater building setback is required along Campbell Street.

While the Staff Development Committee is generally supportive of a multi-family development in this area, the specifics of the proposed development are inconsistent with the Hickory / Kensington Area Plan.

Site Design & Landscaping

The Overlay District was designed with several form-based regulations for height, setbacks, lot coverage, and density. For elements that are not governed by the Overlay District regulations, the underlying R-7 zoning regulations apply. Relative to setbacks, the Overlay regulations dictate the front yard setback along Campbell Street to the south and the R-7 regulations dictate the side and rear yard setbacks to the east/west and north. The proposed structure does not comply with any of the required setbacks on all four sides and the following variations from Chapter 28 are required:

- **Section 5.1-20.1d, to allow a public street frontage front yard setback (south) of 5' where a setback between 8'-10' is required.**
- **Section 5.1-7.6, to allow a 5' side yard setback along the east and western sides of the site where code requires a minimum 13' side yard setback along each side, and to allow a 5' rear yard setback (north), where code requires a minimum 30' rear yard setback.**

The Staff Development Committee is concerned that the proposed setbacks do not adequately consider the surrounding land uses and building heights, which to the north and east are single-family homes of approximately 25.5' in height and setback 16.5' from Beverly Lane (proposed building is 36.5' tall and setback 5' from Beverly Lane). The requested setback variations are not within the essential character of the locality and the petitioner should reevaluate the setbacks to be more in line with Code requirements and the Hickory / Kensington Area Plan. The bulk/mass, height, design, and setbacks need to take into consideration the site location as adjacent to single-family homes to the east and north and the current design does not make adequate accommodations in this regard.

A code compliant Landscape Plan will be required within any formal Plan Commission application. The surface parking lot to the southwest of the building should incorporate a dense landscape screen along the west side and may need additional setback to provide for adequate landscaping. To the north and east, enhanced landscaping must be provided to ensure compatibility with the surrounding single-family homes. As part of the Plan Commission process, the petitioner shall provide details on any proposed ground-mounted mechanical infrastructure, which must be appropriately located and screened with landscaping. Additionally, details must be provided on trash pick-up and storage, and all exterior refuse storage areas must be appropriately located and screened.

Building Design & Fire Safety

Prior to any Plan Commission hearing on this project, the petitioner must first appear before the Design Commission for review of the architecture and building design. The architectural team should take into consideration the Hickory-Kensington Design Guidelines as they refine their plans. Initial comments on the design were provided to the petitioner, and it was requested that they explore more relief in the massing and with some traditional single-family design elements. Details on the bay windows must be provided as part of the Plan Commission review process to ensure that they do not encroach into the required side yard.

Fire apparatus access roads shall be required and must extend to within 150 feet of all portions of the building and all portions of the exterior walls of the first story. One aerial apparatus access road shall be required, at a minimum width of 26' and must be no less than 15' and no greater than 30' from the building. A Fire & Life Safety exhibit shall be provided as part of any Plan Commission application that clearly shows the location of all fire lanes/aerial apparatus roads, their width and distance from the building, dimensions of the building along each elevation, the building height, FDC and fire hydrant locations, and details on the proposed construction type for the building.

Streetscape Improvements/Infrastructure

The petitioner shall be required to implement streetscape elements along Campbell Street as outlined in the Hickory / Kensington Plan. The existing Right-of-Way for Campbell Street is 50 feet wide, and in order to comply with Code and the Plan, eight feet of Right-of-Way must be dedicated to the Village on both sides of the street. When Campbell Street (Hickory to Beverly) was constructed in 2023, due to the limited Right-of-Way, the public sidewalk was installed immediately adjacent to the back of curb. The existing sidewalk must be slightly expanded and the building should be further setback from the sidewalk.

Stormwater detention shall be required meeting both Village and MWRD detention requirements, and an MWRD permit will be required. Engineering plans, details and storm water detention calculations shall be required as part of the Plan Commission application process. Since there is no water main on Campbell Street, the water main would need to be extended from S. Beverly Lane or Hickory Avenue to service the property and a fire hydrant must be located within 100 feet of the entrance to the building. Similarly, there is no sanitary sewer on Campbell Street and the sanitary sewer would need to be extended from S. Beverly Lane, or from the combined sewer on N. Hickory Avenue, to service the site. An IEPA permit would be required for both the sanitary sewer and water main extensions. Finally, there is an existing 12" public storm sewer located along the east side of the property that is no longer in service and it must be abandoned as part of any site redevelopment.

Traffic and Parking

Per zoning requirements, the subject property must provide 66 parking spaces (1.5 per unit) based on the number of residential units (see Table I below). The subject property would include 52 parking spaces (1.18 per unit), which requires the following variation:

- **Section 10.4-1, to allow 52 parking stalls where 66 are required.**

The petitioner must provide written justification for the variation that addresses the four criteria for approval, however, staff is generally supportive of a slight reduction to the parking requirements given the age restricted nature of the proposed development. The petitioner must provide data from similar facilities within its portfolio for analysis. Additionally, a traffic and parking study from a certified traffic engineer shall be required. The study needs to assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. This study should take into account the recently completed development at Hickory / Kensington, the proposed development at Douglas / Kensington, and the Arlington Beer Company development proposed along Hickory Avenue.

Table I – Parking Calculations

PROPOSED USE	CODE USE	NUMBER OF DWELLING UNITS	PARKING REQUIREMENT	PARKING REQUIRED
Residential Use	Multi-family	44	1.5 spaces per unit	66
			Total Required	66
			<i>Total Provided</i>	52
			Surplus / (Deficit)	14

One 10' x 35' loading space for the development is required, and none is shown on the conceptual plans. The petitioner will need to clarify if they are requesting a variation to waive this requirement.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed PUD to allow a 44-unit multi-family age restricted senior living residence, as well as the requested Variations, and is not supportive of the development as proposed. The SDC would be in favor of a development approach that is more consistent with the underlying zoning, Hickory /Kensington Area Plan, and Overlay District zoning regulations. Should the petitioner proceed forward, the Staff Development Committee requests that they address the following:

1. Provide a written justification to support any requested variations as per the hardship criteria outlined in the Zoning Ordinance:
 - **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. The petitioner must address the piecemeal approach towards development in this area. The SDC is concerned that a piecemeal development of the bowling alley and/or parking lot would impact the long-term redevelopment potential for the block. A plan must be provided outlining how the bowling alley site will be used and redeveloped should the parking lot be developed for the proposed multi-family building.
3. The parking lot should not be separated and developed independently rendering the bowling alley parking non-compliant for current or future uses. Clarify how the bowling alley will accommodate customer parking should its' parking lot be developed. Should the building be demolished, the developer must provide details on how this will impact future redevelopment in the vicinity.
4. The acceptability of the requested density variation needs further analysis.
5. The development team shall revise the site plan with setbacks that are more in line with Code requirements and the Hickory/Kensington Plan. The bulk/mass, height, design, and setbacks need to take into consideration the site location as adjacent to single-family homes to the east and north.
6. Well in advance of any Plan Commission hearing on this project, the developer must organize and hold a neighborhood meeting to introduce the project to surrounding property owners.
7. A Design Commission application and appearance before the Design Commission shall be required, and the building design should be compatible with Hickory-Kensington Design Guidelines.
8. Fire & Life Safety exhibit shall be provided that clearly shows the location of all fire lanes/aerial apparatus roads, their width and distance from the building, dimensions of the building along each elevation, the building height, FDC and fire hydrant locations, and details on the proposed construction type for the building.
9. Engineering plans, details and storm water detention calculations shall be required as part of the formal review process. Detention is required meeting both Village and MWRD detention requirements and an MWRD permit will be required.

10. Eight feet of Right-of-Way must be dedicated to the Village on both sides of Campbell Street. The sidewalk must be expanded to comply with the Hickory / Kensington Area Plan streetscape recommendations.
11. The surface parking lot should incorporate a dense landscape screen along the west side and may need additional setback to provide for adequate landscaping. Enhanced landscaping must be provided at the north and east to be more compatible with the surrounding single-family homes.
12. Details on all mechanical/utility equipment must be provided as part of the Plan Commission process (transformers, generators, utility pedestals, mechanical equipment, switchgear, etc.). Where feasible, all building related mechanical equipment shall be located on the roof and appropriately screened. Ground mounted equipment must be appropriately located and screened.
13. A market assessment shall be required to demonstrate a need for this type and size development at this location.
14. Compliance with the Inclusionary Housing Ordinance (IHO) shall be required and a formal Affordable Housing Plan shall be required as part of any Plan Commission application.
15. Appearance before the Housing Commission shall be required.
16. A detailed traffic and parking study from 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.
17. School, Park, and Library contributions shall be required per Code prior to the issuance of a building permit.
18. 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.

_____, April 5, 2024

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1838



Figure 7. Conceptual Build Out Plan



Figure 9. Conceptual Site Plan





**SUBJECT
PROPERTY**

**BEVERLY LANES
BOWLING ALLEY**

HICKORY AVE

CAMPBELL ST

BEVERLY LN

DOUGLAS AVE

KENSINGTON RD

NORTH

GENERAL CAPITAL

COLLABORATE • INNOVATE • EXECUTE

CONCEPT PLAN

BERKSHIRE – ARLINGTON HEIGHTS

8 N. Beverly Lane



GENERAL CAPITAL GROUP

Sig Strautmanis

Josh Hafron

An Introduction to Berkshire Senior Communities

General Capital, a family-owned development company from Fox Point, Wisconsin, began developing affordable senior housing in the late 1990's. Originally intended to fill a niche market for independent senior apartments in Southeast Wisconsin, our 13 Berkshire senior communities are now located across Wisconsin, Michigan and Illinois. Our Berkshire-branded communities are unique in their focus on the **active senior**: each Berkshire is uniquely programmed to offer clubs, activities, gatherings and activity-focused amenities to engage residents in an active, rewarding environment, promoting community, friendship and learning. While our properties don't offer services (e.g. meals, assistance with daily living, etc), we develop relationships with area organizations to connect residents with services in their home to allow them to "age in place." This approach has been successful for us, as demonstrated by our portfolio occupancy rate of over 97%.

For many of our residents, a Berkshire may be their first experience living in an apartment. Most of our residents come from the immediate area, with many moving from homes within the community. Some make the move to be closer to adult children. Overall, our resident population is extremely stable. We experience very low turnover, and as a result, our properties have a stabilizing effect on local neighborhoods. While this is true for senior housing in general, our Berkshire properties tend to keep residents even longer because of our focus on resident life.



Our proposed project at 8 North Beverly Lane is based on our current Berkshire model: a centrally located, resident-focused independent senior community with extensive amenities and senior programming. The Berkshire – Arlington Heights will build on our successful formula of engaging residents in a healthy, active lifestyle in the middle of a vibrant, pedestrian-oriented neighborhood.

Concept Plan Overview

General Capital proposes to purchase and redevelop the parking lot located at 8 North Beverly Lane, at the northwest corner of Beverly Lane and Campbell Street. The site is approximately 0.6 acres (26,000 SF). The property is the former parking lot of Beverly Lanes located directly south of the property. The property occupies the full half block between Beverly Lane and Hickory Avenue, allowing the comprehensive redevelopment of a significant parcel within the Hickory-Kensington Planning Area, consistent with the recommendations of Hickory/Kensington Area Plan to transition the area to residential use and break down larger blocks into more pedestrian friendly blocks to increase connectivity (pg. 19).

As a special note regarding the potential redevelopment of this property in relationship to the bowling alley: the owner of Beverly Lanes is considering closing the bowling alley if the sale closes. The Sellers understand that if the bowling alley is to stay open with the sale of the parking lot, they will need to address their parking situation.

Our approach to the site plan includes the following considerations:

- Use an “L” shaped building to create a courtyard facing south. The top of the “L” acts as a buffer to residential uses to the north.
- Reinforce the edge of the street by using traditional, minimal building setbacks, as recommended in the Hickory/Kensington Area Plan (pg. 20).
- Minimize impact to surrounding residential uses by containing all activity to the south end of the building and courtyard area. Contain all vehicular traffic entering the surface parking and underground parking to a single curb cut off Campbell.
- Locate the primary building entrance at the corner of Beverly and Campbell, facing the most prominent corner of the property. Use this as an opportunity for a traditional blade sign visible from the south.

The proposed building is designed to fit the context of the surrounding neighborhood. Specifically:

- Three-story structure, consistent with the height recommendations in the Hickory/Kensington Area Plan (pg. 24)
- Building constructed of brick and traditional siding materials, with architectural articulation of bay structure and “base-middle-top” to exhibit consistency with the transitional architectural vocabulary of the surrounding neighborhood (pg. 18). This reinforces the fabric of the neighborhood, as recommended in the Plan (“Enhance aesthetics of the area to create a positive sense of place” (pg. 12).
- Use of storefront glass at the primary corner of the project, articulating ground floor community spaces and providing a visual connection to activity on the street, consistent with the Plan (pg. 18)

- Use of increased ceiling heights (10 feet on ground floor and 9 feet on upper floors) to create high-quality, contemporary interior spaces.

In addition, the proposed building will include the following attributes:

- LEED-certified building, consistent with the recommendations of the Hickory/Kensington Area Plan (pg. 18)
- Use of Green Infrastructure to mitigate storm water, including bio-swales and pervious pavement (pg. 12)
- High-efficiency lighting, plumbing and mechanical package, as recommended in the Plan (pg. 18)
- Heated underground parking at one space per unit
- Architect-designed open floorplans with high-quality vinyl-plank flooring, sustainable cabinetry and plentiful storage to meet the needs of today's sophisticated seniors

The attached plans include our proposed site plan, floor plans and conceptual renderings illustrating our concept.

Several key project statistics:

- 44 units total; 32 1-BRs 12 2-BRs. The unit mix represents a typical "75/25" mix of one-bedroom to two-bedroom units, typical of our Berkshire senior communities.
- 44 underground parking space and 8 surface parking spaces. The Plan specifically considers a lower parking ratio for senior housing (pg. 26)
- Lot size = 26,000 SF
- Density: as measure by Village Zoning, site requires 32,000 SF. We are requesting Village approval of a variation based on the low-intensity nature of senior housing.
- Lot coverage = 57.55%, compliant with Hickory Kensington Overlay District
- Setbacks = 5', compliant with Overlay District
- Building Height = 36.5', compliant with Overlay District
- Unit Sizes: 1 BR = 659 SF, 2 BR = 980 SF, compliant with Overlay District
- FAR = 230% (inclusive of underground parking), compliant with Overlay District 250% maximum

Affordability and Target Market

The Hickory/Kensington Area Plan includes the goal to provide new housing opportunities at various income levels within the target planning area (pg. 12). The Plan specifically states that this location is “ideal for meeting housing needs for rental units and senior housing serving a variety of income levels given its proximity to downtown and the Metra Station, PACE bus routes, Recreation Park and commercial development such as Walgreen’s and Mariano’s food store (pg. 13).”

Our proposed Berkshire – Arlington Heights will include a full spectrum of affordability ranging from 30% AMI units to 80% units targeting middle market seniors with incomes up to \$70,600 (2023 income limit for 2 person HH). Our proposed unit mix is as follows:

UNIT MIX		
Unit Type	Total Units	% of Total
1BR	32	73%
2BR	12	27%
	44	100%
INCOME RESTRICTIONS		
AMI	Total Units	% of Total
30%	13	30%
40%	0	0%
50%	0	0%
60%	12	27%
80%	19	43%
	44	100.0%

Based on previous experience with other Berkshire communities, our target geographic market is the Village of Arlington Heights and immediate surrounding area. Our senior communities typically draw from the zip code where the development is located. General Capital will engage Oakbrook Residential to professionally manage the property. Oakbrook manages the majority of General Capital’s portfolio and has specific expertise in Section 42 affordable housing. Oakbrook Residential is part of the larger Oakbrook Corporation—an integrated real estate services company serving Wisconsin and Illinois since 1987. Oakbrook Corporation manages approximately 12 million square feet of residential and commercial space, which includes over 6,000 apartments in both market-rate and affordable housing. In addition to Oakbrook’s management, maintenance and compliance oversight, General Capital’s senior Asset Manager will supervise property management activities and act as our local liaison with the Village, neighbors and local stakeholders. General Capital will hold this asset long-term and will engage with the local community on an ongoing basis.

Consistency with Zoning and Master Plan

We believe our proposed project is consistent with the Village's vision for the Hickory/Kensington neighborhood. We would like to highlight our understanding of what the Village envisions for this area. Based on initial conversations with Village staff, we reviewed the following planning documents as we prepared the concept plan:

- Section 5.1-7 R-7 Multiple-Family Dwelling District regulations
- Section 5.1-20 Overlay Zoning District Hickory Kensington Area
- Section 28-9 Planned Unit Development zoning regulations
- Hickory/Kensington Area Plan

R-7 Zoning District

As stated in the zoning code, the purpose of the R-7 district is "to provide high density multiple-family developments which will provide a buffer between the Downtown (B-5) District and the single-family neighborhood, reduce transportation needs by locating high density developments close to public transportation facilities and provide a consumer base for the Downtown District area. In addition, the purpose of the R-7 District is to stimulate development in areas within a designated redevelopment area consistent with a redevelopment plan."

This area was rezoned as a result of the implementation of the Hickory/Kensington Area Plan. The site was formerly zoned M-2. Our project will create a comfortably-scaled buffer between the urban single-family to the north and high-density, mid-rise mixed-use envisioned closer to Kensington Road. ***Our proposed project is consistent with the intent of the underlying R-7 zoning district.***

Hickory Kensington Zoning Overlay

The stated intent of this overlay zone is to implement the goals of the Hickory/Kensington Area Plan. Generally, the overlay district includes bulk regulations that promote a more urban form of development, e.g. reduced setbacks, increased building lot coverage, increased FAR, etc. ***Our proposed plan complies with the bulk standards of the overlay district and/or will request variations for minor modifications through the PUD process.***

Planned Unit Development Regulations

The zoning overlay district requires all development to be approved using the Village's PUD process. Our proposed project will require several minor variations to be approved as part of the PUD including density (due to 2 BR units requiring more land area per unit), setbacks and parking.

Hickory / Kensington Area Plan

The Hickory Kensington Area Plan was adopted in 2013 as a mechanism to guide new development as this neighborhood transitions from manufacturing and business uses to the mixed-use, urban infill neighborhood envisioned by the Village in the Plan. Our proposed Berkshire – Arlington Heights project is consistent with the goals and recommendations of this plan. More specifically:

- Our proposed land use is consistent with the stated goal of transitioning the neighborhood to multi-family residential, commercial and mixed use (pg. 12).
- The affordable nature of our proposed project is consistent with the Plan’s goal of providing new housing opportunities at various income levels (pg. 12).
- We intend to implement sustainable storm water measures (pg. 12)
- Our design relates to the pedestrian corridor along Beverly and Campbell Street (pg. 18)
- Our design reinforces the new block pattern established by introducing Campbell Street. The Plan specifically states that this street segment should break down large blocks into smaller, pedestrian friendly blocks with increased connectivity (pg. 19)
- The height and massing of our proposed design is consistent with the “form based code” concept presented in the Plan. Specifically, our design complies with “Building Type B,” which is recommended for this parcel.

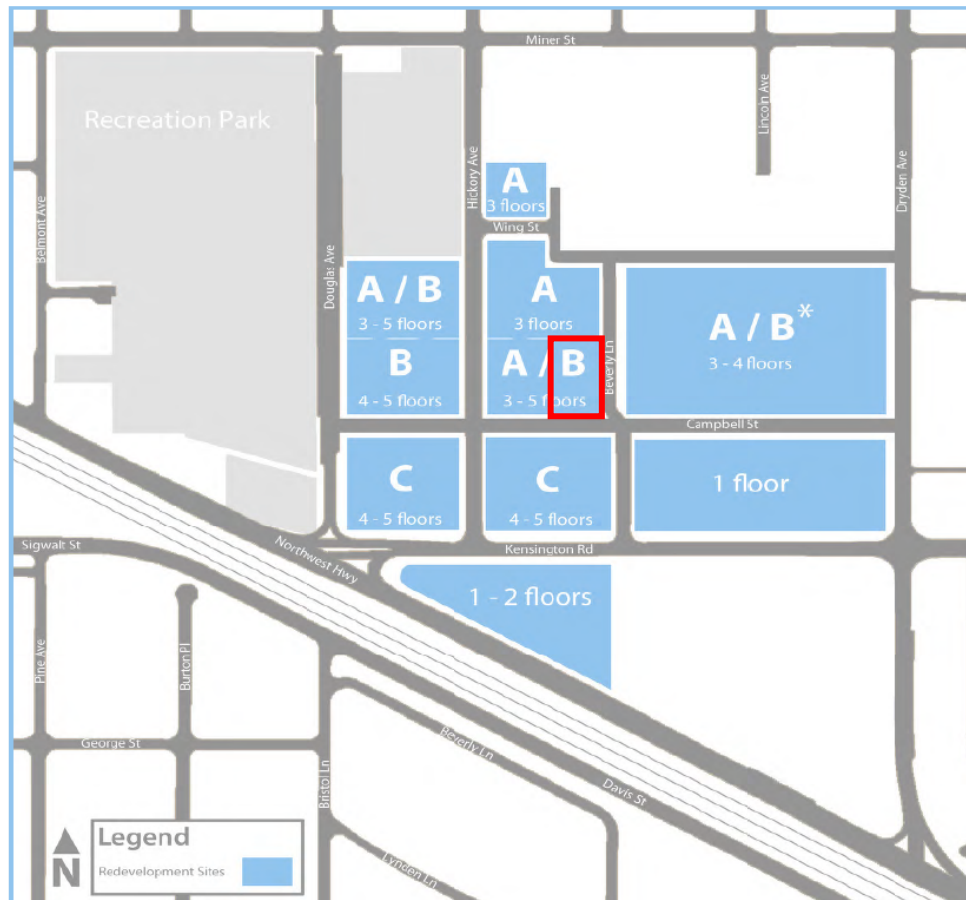
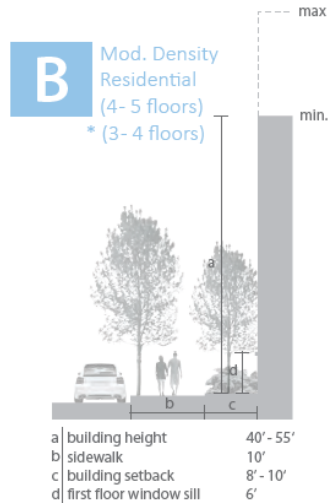


Figure 16. Building Types

- Our proposed design will be consistent with the “Moderate Density Residential” building type (Type B), as shown in the Plan:



- The Plan includes conceptual renderings to illustrate how long-term redevelopment of the neighborhood could look. The rendering shows the cross section of possible building types, ranging from most dense mixed use to lower density townhomes. Our site is designated as either Building Type A or B, which ranges from townhomes to 5-story multi-family. Our proposal is on the low-density end of Building Type B (3-story multi-family building).



Figure 7. Conceptual Build Out Plan

- Finally, the intent of the Plan is to provide a framework that the Village and developers can work with to create a vibrant, interesting and successful neighborhood over time (pg 18). The neighborhood consists of many small, individually owned parcels. Private developers must negotiate with landowners to create feasible development parcels. While some large high-density projects may afford to assemble several expensive properties for redevelopment, most projects will occur on smaller sites within the neighborhood. This results in a finer-grained, organic neighborhood with numerous developers, architects and planners playing a role in the final result. Our project is a logical, half-block development that will comfortably fit into the long-term redevelopment of neighboring parcels.



Image by General Capital

We are committed to working with the Village to fine-tune our concept as our design progresses. We look forward to working together!

BERKSHIRE
ARLINGTON HEIGHTS
GENERAL CAPITAL GROUP

N. Beverly Lane / Arlington Heights / IL
01.22.2024
Preliminary Design Package

CONCEPT | CONCEPTUAL SITE PLAN / SITE DATA



BUILDING DATA

SITE INFORMATION:
PIN: 03-29-411-014-000
LOT SIZE: 26,000 SF
ZONING DISTRICT: R-7 (PUD)
BUILDING COVERAGE: 57.55%
ACTUAL BUILDING HEIGHT: 36.5 FEET
SETBACK:
FRONT: 5 FEET
SIDE: 5 FEET
REAR: 5 FEET

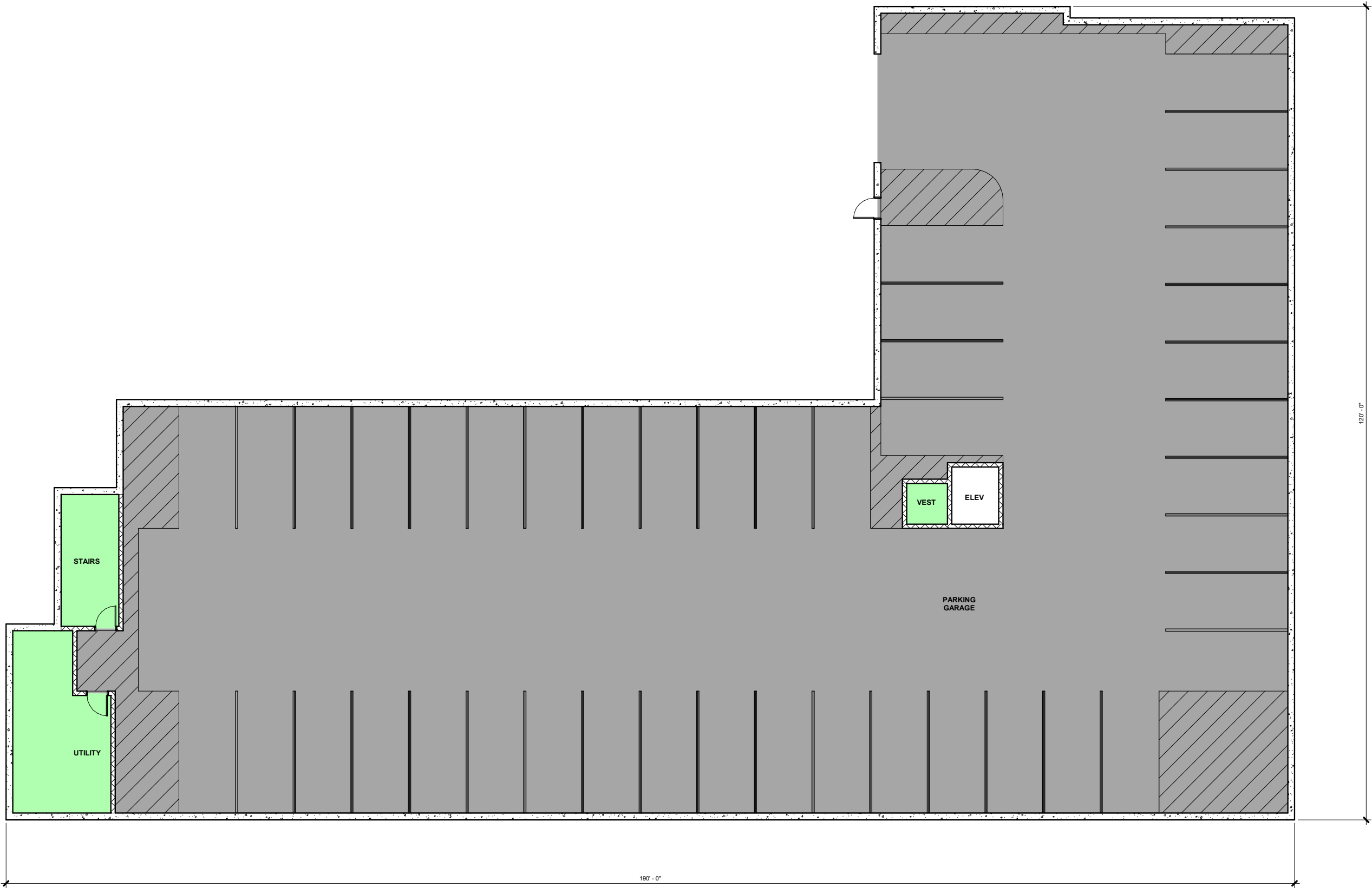
AREA:
PARKING GARAGE: 14,965 SF
FIRST FLOOR: 14,965 SF
SECOND FLOOR: 14,965 SF
THIRD FLOOR: 14,965 SF
TOTAL AREA: 59,860 SF

UNIT MIX:
1BD / 1BA (659 GSF): 32
2BD / 1BA (980 GSF): 12
TOTAL: 44

PARKING:
GARAGE: 44 SPACES
SURFACE: 8 SPACES
TOTAL: 52 SPACES

BUILDING CODE COMPLIANCE
2021 ILLINOIS ENERGY CONSERVATION CODE
2018 INTERNATIONAL BUILDING CODE
2018 INTERNATIONAL FIRE CODE
2018 INTERNATIONAL FUEL GAS CODE
2018 INTERNATIONAL MECHANICAL CODE
2017 NATIONAL ELECTRIC CODE
2015 NFPA 101 - LIFE SAFETY CODE
2018 ILLINOIS ACCESSIBILITY CODE
2014 STATE OF ILLINOIS PLUMBING CODE

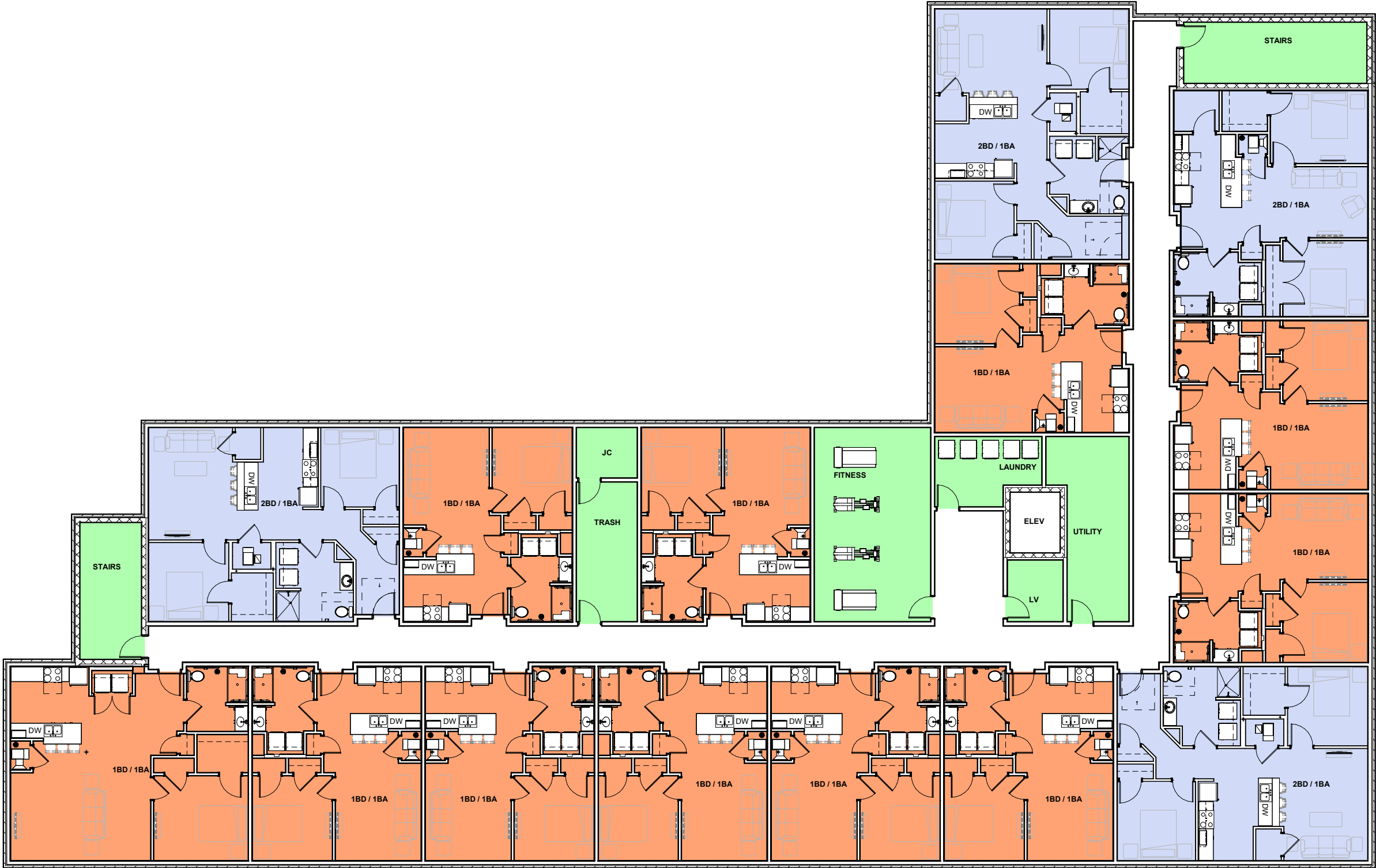
CONCEPT | PROPOSED PARKING GARAGE PLAN



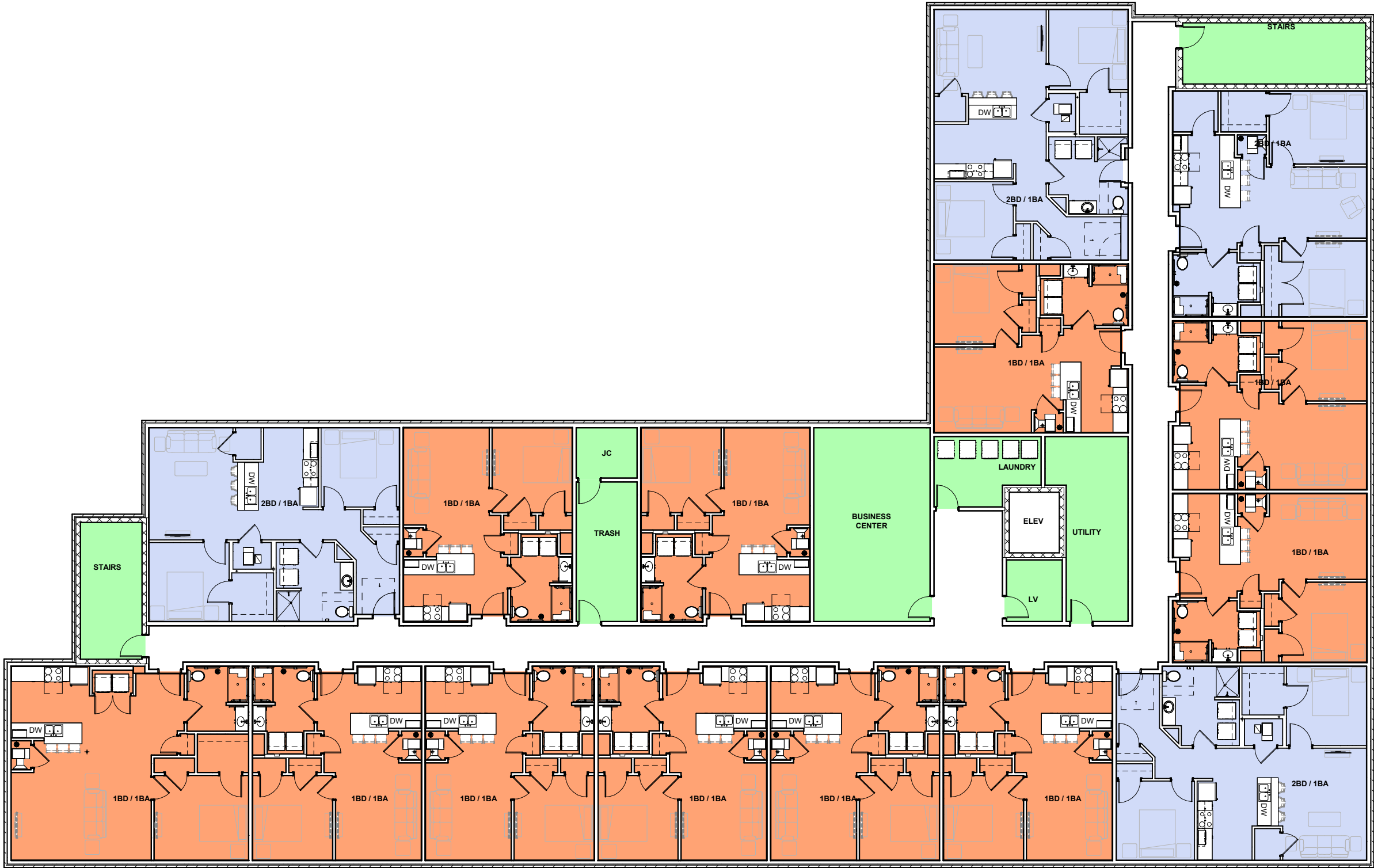
CONCEPT | PROPOSED FIRST FLOOR PLAN



CONCEPT | PROPOSED SECOND FLOOR PLAN



CONCEPT | PROPOSED THIRD FLOOR PLAN



CONCEPT | EXTERIOR ELEVATIONS



CONCEPT | EXTERIOR ELEVATIONS



CONCEPT | EXTERIOR ELEVATIONS

