



Village of Arlington Heights
Conceptual Plan Review Committee
Community Room, 3rd Floor
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
April 10, 2019
6:45 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Arlington 425 - 12/12/18
- B. Yamada America - 1/9/19
- C. Taylor Morrison Townhomes - 2/27/19
- D. Urban Street-The Boulevard - 2/27/19

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. Arlington Market - 1-52 N. Beverly Ln. - T1660
PUD Amendment
- B. U-Haul - 955 E. Rand Rd. - T1661
LUV to allow a Storage Facility located on a Major Arterial within
the B-1 District

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
4/10/2019**

Item: Arlington 425 - 12/12/18

Department: Planning & Community Development

ATTACHMENTS:

Description

Arlington 425 - 12/12/18

Type

Minutes

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

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

December 12, 2018

Project Title: Block 425 (Arlington 425)
Address: Campbell/Highland/Chestnut
Petitioner: CCH LLC
838 Busse Highway.
Park Ridge, IL 60068

Requested Action:

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

Variations Required:

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

Attendees: Mike Firsel, Petitioner
Bruce Adreani
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

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

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

construction of both the Campbell and Highland buildings (along with the associated parking structure) as part of the first phase of development, and the final phase of development would be construction of the Chestnut building.

Meeting Discussion:

Mr. Firsel introduced the Arlington 425 development and stated that it was the developers intention to develop the entire property as a singular PUD consisting of the entire lot and being under singular ownership. The development would have three buildings and 361 rental apartment units. The petitioner has held a neighborhood meeting for the project on October 9th, and the plans have been reviewed by staff and preliminarily by members of the Village Board. They have had several iterations of the plans as based on feedback from the residents, Board members, and Village staff.

The project appeared before the Design Commission for preliminary review on December 11th, where they received some good comments and feedback from members of the Design Commission. Based on this, they will be making further refinements to their plans.

The subject property is comprised of 17 existing platted lots. As part of the development, they will consolidate all lots into one property and they are proposing the rezoning of four of the southern lots from the R-3 District to the B-5 District, which is consistent with the Comprehensive Plan. One of the variations they are requesting is to waive the requirement for ground floor retail on the proposed building that abuts Chestnut Avenue. They would also be requesting certain setback variations, for which they would provide the necessary justification. There may be more variations identified when final plans are submitted for review by the Village. If the need for additional variations is identified, they will work to amend the plans to eliminate the need for any such variations, or provide the necessary justification that explains how those variations meet the criteria for approval. They are not requesting any variations relative to density, parking, or height.

The development team met with representatives from the Village on November 28th, where they received feedback on various aspects of the plans, such as fire lane widths. When the plans are finalized, they believed that they would be able to satisfy the fire code requirements.

Some of the biggest issues that they have been working on was traffic, parking, and circulation. They are very sensitive to these issues, however, they acknowledged that there would be additional traffic and cars as a result of the development. Relative to parking, they were not going to be requesting the use of any space within the Village's public parking system to satisfy the parking requirements for their development. They will be meeting with the Housing Commission to discuss the affordable housing requirements for this development, however, they will not be asking for complete relief from affordable housing requirements.

With regards to the Downtown Master plan, the heights of the buildings would exceed the recommendations as contained within that plan, which was necessary as based on certain site conditions. However, they have lowered the height of one of the buildings to compensate for this. In sum, they will have one building of 13 floors, one building of nine floors, and one building of four floors. The heights of the buildings resulted from the challenge of working around the Vail Avenue garage, which was a five story structure that was built all the way up to the property line of the subject property.

They are proposing a 454 space parking garage that would be used by the residents of the apartment units, the commercial uses within the development, and guests. They would exceed code requirements relative to parking. At this time, it was not intended that the garage would be a public parking garage since the development needed to accommodate for its residents and retail users. Nothing is carved in stone relative to its future use, however, at this time it was intended to serve only the residential and commercial uses within the development.

The Highland building would consist of six floors of parking garage topped with six floors of apartments. On top of that would be an amenity space, including a workout room and meeting spaces. If they could find a restaurateur who was interested in a space on the amenity level, they were certainly open to working this element into the plans. The height of the building would be approximately 137 feet. The architecture of this building would be the most modern relative to the other two buildings within the development. The units would consist of studio units, one-bedroom units, and two bedroom units. It

would be class A++. There would be two separate vehicular access points into the garage within the building. Given multiple access points into the development, they believed that circulation into the parking deck would work very well.

The Campbell building would be a nine-story structure with retail uses on the first floor, including restaurant uses. The western portion of the first floor would include less active retail, and the eastern portion of the first floor would likely include a restaurant. The second floor may have a second story restaurant and office uses. The building would include 182 units. There would be no parking within the Campbell building, and access to the Highland building garage would come from an underground walkway between the two buildings. There would be no three-bedroom units within the development.

The Chestnut building was originally proposed at six stories. Based on further evaluation of the compatibility of a six story structure along Chestnut Avenue, they have decided to reduce the building to four stories. To accommodate for the loss of units associated with the reduced height, they had increased the height of the Campbell building from eight stories to nine stories. The goal of the architecture of the Chestnut building is to make the building look residential, almost like a brownstone walk-up. Parking for this building would be built underground. The underground garage for this building would not be connected to the underground garage of the Highland building. They would be separate underground garages. The architecture has changed based on some of the feedback received from the Design Commission.

Based on the current costs of construction, the developer had originally determined that 368 units would be required. However, they were proposing 361 units and they believe that the project is not feasible with less than 361 units. The justification for the height of the Highland building was because of the five floors of the Vail Avenue garage, for which they had to build above.

The interior of the site would be well landscaped. The interior motor court would have mountable curbs for fire truck access. There would be recessed loading docks, and there would be separate drop-off areas for each building. There would be no street drop-offs that would block traffic in the street.

Mr. Hubbard explained that the majority of the property was already within the B-5 district, however, a small portion of the site at the southern end is within the R-3 district, and so the petitioner has proposed the rezoning of that portion into the B-5 district. This rezoning is consistent with the Comprehensive Plan, which designates the site as appropriate for B-5 "Mixed-Use" zoning. The rezoning was also compatible with some of the neighboring properties, which are also within the B-5 district, and staff is supportive of the proposed rezoning.

The project would proceed in two phases, the first phase would involve the construction of the Campbell building, Highland building, and the associated garage, and phase two would be construction of the Chestnut building.

The property is part of the Downtown Master plan, which recommends 6-8 stories in height at this location. This plan is not a strict code requirement, it's more of a guideline that the Village can use to evaluate development proposals. The Highland building is not compatible with this plan, however, staff acknowledges that the Vail Avenue garage provides an obstacle towards development of this site, which warrants special consideration. The Campbell building is substantially compatible to the Downtown Master plan. The height of this building is compatible with the height of similar mid-rise developments to the north and east of the subject property, and the R-6 zoning of the property directly to the west, although currently vacant, would allow a five-story building to the west. Therefore, staff believes that the nine-story height is generally appropriate given the context of the site. The Chestnut building, at four stories in height, is compatible with the Downtown Master plan.

The B-5 district allows buildings at 90 feet in height by-right, and with height bonuses, 140-foot tall buildings can be built within the B-5 district. Based on a preliminary analysis, both the Campbell building and Highland building qualify for height bonuses, and so although their proposed heights are not directly compatible with the Downtown Master plan, they comply with the height regulations of the B-5 district.

Planned Unit Development approval will be required for this project. Plat of Subdivision approval will also be required. A land use variation will be required for the Chestnut building since it will be a single-use residential building where the B-5 District requires mixed-use developments. Staff is supportive of this request since the Chestnut building will be adjacent to single-

family homes. There will be other variations required, and the petitioner will need to provide justification for each requested variation based on the four standards for approval.

Since the project will be a PUD, conformance to the Village's Affordable Housing Policy will be required, which states that the development should provide 15% of the total units (54 units) as affordable in perpetuity or provide a fee in lieu of these units. The petitioner is well aware of the Village Boards recent preference for seeing affordable units within new developments as opposed to the fee in lieu of these units.

Generally speaking, the site is well designed. It keeps the tallest structure away from the single-family areas to the west and south of the subject property and it proposes the smallest building along the western side of the site adjacent to the single-family homes there. The interior motor courtyard provide a good area for loading within the site. Eight feet of ROW dedication would be required along Chestnut and Highland Avenues. Staff was open to considering a variation to waive the dedication requirement along Highland Avenue where the property abuts the Vail Avenue garage.

Setback variations would be required along Chestnut Avenue for both the Campbell and Chestnut buildings. One of the reasons that these variations was necessary is due to the required dedication along Chestnut Avenue. Staff had originally requested the developer to move the Chestnut building back to eliminate the need for a variation for that building, however, the developer has since reduced the height of that building from 5.5 floors to 4 floors. Staff believes that the setback is now appropriate. Staff is supportive of the Campbell building setback variations since the property across Chestnut Avenue from that building is zoned for multi-family uses.

The Village is planning for improvements to the storm sewer infrastructure in this area, which improvements have taken into consideration the development of this property and have planned for the increase in runoff that will be generated from this site once it is developed. The petitioner should be aware of the future infrastructure work that will take place in the vicinity and should coordinate with the Village. The Village will be paying close attention to the placement of all utility infrastructure relative to this development and the petitioner will need to provide details on these elements, including any overhead wires and utility burial, as part of the Plan Commission process.

Adequate fire access will be a key component of review. The Village has provided the petitioner with preliminary feedback on fire lanes and fire access and the petitioner is working with the Village to address these items.

The Village is not convinced that the curb cut along Campbell Street, which will lead to the porte-cochere of the Campbell building, is a necessary feature for adequate site circulation. This curb cut will introduce vehicular traffic along this pedestrian stretch and will cause the elimination of on-street parking spaces in this location. The petitioner will need to justify the traffic benefit of this feature within their traffic and parking study.

The garage structure of the Highland building will be built abutting, but not connected to, the existing Vail Avenue garage. The petitioner will need to ensure that all work in this area will not threaten the structure integrity of the Vail Avenue garage. A structural analysis will be required. Traffic and parking will be important issues for the Village, neighboring residents, and the developer. A comprehensive traffic and parking study will be required. While the proposed development meets code relative to parking, the Village is asking that the developer provide 1.5 parking spaces per unit, which is based on the parking demand experienced at other rental developments in downtown Arlington Heights. The current proposal is at about 1.49 parking spaces per unit, however, this does not factor in the parking required for the non-residential uses. Once the parking requirement for these uses is factored in, the per unit ratio will decrease to about 1.2 spaces per unit. A shared parking model will be analyzed as this project moves forward.

The Village has asked the petitioner to consider making space within the Highland building garage available for public parking. The Village believes that any non-residential use within the proposed development will increase demand for on-street public parking and public parking within the Vail Avenue garage. As such, a commensurate ability for the public to park within the Highland building garage should be explored. Finally, the petitioner should analyze the proposed loading spaces along Highland to see if they can be relocated to avoid loading operations along a public street. Details should also be provided on deliveries, move-ins and move-outs, and all other loading activities.

In sum, the Village is generally supportive of this development.

Commissioner Jensen stated the he thought the project renderings were very impressive. He asked about the neighborhood meeting.

Mr. Firsel explained that the manner with which the developer has approached the public has helped foster a favorable reception to-date.

Commissioner Jensen asked if the developer was open to considering public parking in the Highland building garage.

Mr. Firsel responded that their first priority was to accommodate for the parking demand of their residential and non-residential uses. If it was determined that there was additional capacity, they would be open to discussing the ability for public parking. They did not necessarily agree that from day one the public should be allowed to park within the privately built Highland garage.

Commissioner Jensen asked about affordable housing. He explained his preference was to see affordable units within the development.

Mr. Firsel responded that affordable housing would be included within the development. He did not know how much, but the number of units would be consistent with what other developments have provided and would likely be in the double digits.

Commissioner Sigalos asked about loading and move-ins and move-outs.

Mr. Firsel replied that these operations would take place in the interior motor courtyard adjacent to the Campbell building and within the two internal loading spaces within the Highland building.

Commissioner Sigalos asked if loading would occur on the street.

Mr. Firsel confirmed that loading would not take place on the street.

Commissioner Sigalos encouraged revised renderings that showed more of the surrounding buildings and not areas of grass where there were actually buildings.

Mr. Firsel stated that the renderings were done this way not to be deceiving, but because the visibility of the proposed buildings would be blocked if all existing buildings were also shown on the renderings.

Commissioner Sigalos asked the petitioner to clarify the reception that had been received to-date from the neighboring residents.

Mr. Firsel explained that things had been positive so far. The development had a webpage that contained the most up-to-date plans. They answer every email and call they receive.

Commissioner Cherwin asked about the Campbell building porte-cochere.

Mr. Firsel explained that it had been added based on neighborhood and Village Board concerns that Highland was very congested and the porte-cochere was designed to provide an alternative to traveling along Highland to access and exit the development.

Commissioner Cherwin said that the porte-cochere seemed to make sense to him.

Mr. Adreani stated that they had reduced the number of lanes within the porte-cochere. Originally, the porte-cochere had

two lanes in and two lanes out. The current proposal showed one inbound lane and two outbound lanes. It would be similar to the lane configuration between Village Hall and the Police Department.

Commissioner Cherwin said he thought that dedication of land along the Highland garage would not be practical. He said he preferred the gabled roof on the Chestnut building, but that this roof was no longer shown on the plans.

Mr. Firsel replied that the building had been redesigned as a four story flat roofed structure in response to neighborhood concerns. They had proposed faux gables on the four story flat roofed structure but the Design Commission had shot those down.

Commissioner Green asked why the Village was OK with giving up the commercial on the first floor of the Chestnut building when the Village has insisted on first floor commercial space in other B-5 developments.

Mr. Hubbard explained that other B-5 developments where the Village had insisted on first floor commercial were more central to the downtown area. The proposed Chestnut building was on the fringe of downtown Arlington Heights and therefore the ground floor commercial was less desirable.

Commissioner Green questioned the B-5 code requirement that required ground floor commercial within every B-5 building and whether there was actually market demand for all that commercial space. He said that the Chestnut building looked dwarfed in comparison to the rest of the development and thought there could be more detailing added to the Chestnut building that would help give it more of a residential feel. The internal circulation of the development was phenomenal. He thanked the developer for appearing before the committee

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
4/10/2019**

Item: Yamada America - 1/9/19

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes 1/9/19

Type

Minutes

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

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

January 9, 2019

Project Title: Yamada Building Expansion

Address: 955 E. Algonquin Rd.

Petitioner: Kevin Sherman
Sherman Construction LLC

Address: 62 E Surrey Lane
Barrington Hills, IL 60010

Requested Action:

1. Amendment to Ordinance 81-112, 82-146, 89-027, and 92-011 to allow for a building addition.

Variations Required:

- Variation to Chapter 28, Section 10.2-8, to allow for a drive aisle width of 11 feet where 12 feet is required.
- Variation to Chapter 28, Section 6.15-1.2(b), to waive the requirement for landscape islands at the end of certain parking rows.
- Variation to Chapter 28, Section 6.12-1.2(a), to waive the requirement for a traffic and parking study by a qualified professional engineer.

Attendees: Kevin Sherman, Project Architect.
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is zoned M-2, Limited Heavy Manufacturing District, and the property is 95,082 square feet in size (2.18 ac.). The site is occupied by a 42,422 sq. ft. office/warehouse building and is home to Yamada Inc., a manufacturer of pumps and pump equipment. The property was originally rezoned in 1981 to a manufacturing zoning classification, and as part of the rezoning approval, development plans were approved to allow for the current building on the property. A subsequent land use variation to allow a furniture store (Cort Furniture) was approved in 1982, and later amended in 1988 and 1992. The furniture store has since closed and the site is presently occupied by Yamada.

Yamada uses the site primarily as a warehouse, with some light assembly functions occurring within the building and approximately 6,300 square feet of floor area used as office space. The petitioner is proposing a 8,063 square foot second floor addition to the building, which would be built over an existing parking area on the east side of the site. The proposed addition represents a 19% increase in overall floor area, and an amendment to the previously granted ordinances is required. If approved, the addition would allow the business to shift all offices currently located on the first floor to the newly constructed second floor area. This would free up square footage on the first floor to be used as additional warehouse space. Since the increased floor area would be used as new storage/warehouse space, no increase in the number of employees is expected.

Meeting Discussion:

Mr. Sherman explained that Yamada America is a manufacturer and distributor of pneumatically powered fluid pumps. The

company is headquartered in Japan and most of the parts and pumps are manufactured in Japan with local distribution hubs in other countries. The pumps arrive at the subject property assembled, packaged, and boxed. From there, the pumps would be distributed to the customers, however, there are certain instances where a customer may need a specific modification to the pump, in which case this modification would take place on the subject property prior to being distributed to the customer. In this sense, limited light manufacturing does occur on the property, although the primary functions on the site were sales, logistics, storage, and limited testing of equipment.

The need for the proposed building expansion is to increase the amount of storage on the subject property. They had studied a variety of options to address this need, from expansion of the building towards the back to building up. Ultimately, the solution was to build additional office space over the parking area on the east side of the building to allow existing office space within the building to be converted to warehouse space. They would not be impacting the parking since the addition would be built above the existing parking area.

Commissioner Green asked if the number of employees would increase.

Mr. Sherman replied that Yamada did not anticipate any staffing increases as a result of the proposed addition. The building expansion was really only to allow for additional storage capacity for pumps given the growing and expanding market. The new office area would be around 8,000 square feet, and the existing building would see an approximately 6,400 square foot increase in warehouse floor area with the conversion of existing office space to storage space.

Mr. Hubbard explained that the subject property was rezoned into the manufacturing district in 1981 and developed with the current building that is located on the property. The approval from 1981 was subject to compliance with the building plans at that time, which obviously did not show the currently proposed building addition. The Planning Department's policy is that if a building addition is proposed at 10% (or less) of the floor area of an existing building, then that addition was generally considered substantially compliant with the original zoning approval. The proposed building addition represented a 19% increase in the overall building floor area and therefore an amendment to ordinance that authorized the previously approved development plans was required.

A Design Commission application will be required for this building addition. The property is located in the M-2 zoning district and the existing and proposed use is permitted within this district. The Comprehensive Plan designates this property as "Offices Only", likely because the property is adjacent to residential uses. Because the proposed building addition would be to accommodate relocated office areas and would allow for a slight increase in storage areas, the Staff Development Committee believed the proposal to be compatible to the Comprehensive Plan.

Certain variations would be required, for which the petitioner would need to provide justification as per the four standards within the zoning code. A traffic and parking study was required by code. However, since the proposed building addition would not result in any increase in employees, the Planning Department was generally amenable to a variation to waive this requirement. The petitioner would need to survey to existing parking lot to demonstrate that, given current staffing, a parking shortage did not exist on the property. Additionally, the petitioner should provide information on whether the increase in warehouse/storage space will result in an increase in loading or deliveries, which could have an impact on neighboring residential areas. A preliminary parking analysis indicates that the site will comply with parking requirements. Four bicycle parking spaces will be required. The Staff Development Committee was generally supportive of this project.

Commissioner Sigalos said that he didn't have any questions. He understood there to be a need for expansion and increased storage space and so the project made sense to him.

Commissioner Cherwin said that he was glad that the business was doing well and saw a need to expand. He lives on the south side of town and has driven by the site many times. He was supportive of this project pending any issues that may arise at the Plan Commission.

Commissioner Jensen stated that he was also supportive of the plans. He asked about whether a variation was needed for the proposed use since the zoning was already in place for manufacturing uses and since the plan was to relocate the

office area and expand the storage.

Mr. Hubbard replied that the existing use was allowed given the M-2 zoning and that the construction of new office areas was generally compatible with the Comprehensive Plan designation of “Offices Only”.

Commissioner Jensen stated that he had no problem with the use and was generally supportive of helping businesses expand within the community

Commissioner Green stated that he did not have any issues with the proposal and said that it looked like a great fit.

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
4/10/2019**

Item: Taylor Morrison Townhomes - 2/27/19

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Taylor Morrison Townhomes - 2/27/19	Minutes

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

February 27, 2019

Project Title: Taylor Morrison Townhomes
Address: 37-45 S. Chestnut St., 36-40 S. Highland St.
Petitioner: Marc McLaughlin
Taylor Morrison
Address: 1834 Walden Office Square - Suite 300
Schaumburg, IL 60173

Requested Action:

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
2. A Planned Unit Development (PUD) to allow the construction of a 16-unit residential rowhome development.
3. Preliminary Plat of Resubdivision to subdivide the subject property into individual lots for each rowhome unit.

Variations Required:

1. Variation to Chapter 28, Section 5.1-7.2, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a front yard setback along Highland Avenue to be 14' where code requires a 25' setback.
3. Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a front yard setback along Chestnut Avenue to be 16' where code requires a 25' setback.
4. Variation to Chapter 28, Section 5.1-7.6, Required Minimum Yards, to allow a side yard setback (north) to be 8' where code requires a 15' setback.
5. Variation to Chapter 28, Section 5.1-7.10, Spacing Between Multi-Family Buildings, to allow 5' spacing between principal buildings where code requires 25' spacing.
6. Variation to Chapter 28, Section 10.2-8, to allow a two-way driveway width of 22' where code requires a minimum of 24' for a two-way drive aisle.
7. Variation to Chapter 28, Section 10.2-9, to allow tandem parking spaces.
8. Variations will be required for each lot based on the R-7 setback and bulk standards, although the overall development will comply with bulk standards and with most setback standards.

Attendees: Marc McLaughlin, Taylor Morrison
Scott Barenbrugge, Taylor Morrison
Mark Hopkins, HKM Architects
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner
Jake Schmidt, Assistant Planner

Project Summary:

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

of Block 425. Currently, the subject property is zoned R-3, One-Family Dwelling District.

Taylor Morrison, a national homebuilder headquartered in Arizona, has the property under contract and is proposing a resubdivision of the property to accommodate the construction of a four-story 16-unit residential condominium rowhome development consisting of three separate rowhome buildings. Each rowhome unit would include a ground floor garage and a small entry room on the first floor, kitchen and living room/dining room space on the second floor, three bedrooms on the third floor, and a recessed fourth floor with space for a small office/den as well as an outdoor rooftop deck for each unit.

Access to the site would come from Highland Avenue, which would provide entry/exit to the rear loaded garages at the back of each unit. Each unit would include a minimum of two garage parking spaces and there would be 12 guest parking spaces in the rear motor court area. Two on-street parking spaces along Highland Avenue would be removed to accommodate the driveway entrance (there are currently five on-street parking spaces along Highland Avenue adjacent to the site).

Meeting Discussion:

Mr. McLaughlin began by giving a brief overview of the development; a 16-unit rowhome project proposed on the southern 150 feet of "Block 425". The site would be laid out so that five units faced Chestnut, six units faced Sigwalt, and five units faced Highland. Units would be accessed via rear loaded garages and a rear motor court, accessible with a single curb cut off of Highland. They would be requesting a couple of variations.

Mr. Hopkins described the rowhome structures as three story buildings with each unit sitting on a 20' x 40' lot. The unit would each have a two-car rear loaded garage and a front entry for each unit would face the street. The units would have a partial fourth floor, however, the two corner units would be only two stories at their rear. The site was designed to provide a continuous street wall along Sigwalt that would block the view into the motor court at the rear of the property. There would be a small five-foot separation between the Sigwalt rowhome building and the two rowhome buildings on each side, which would require a variation. The reason for this separation was to provide access to the rear guest parking stalls.

The interior would feature a small room on the first floor along with the garage parking spaces at the rear. The second floor would have the main living room, dining room, kitchen, and breakfast space. The third level would have the bedrooms, either two bedrooms or three bedrooms. The fourth level would have a small den that would provide access to the rooftop deck area. Each unit would have their own private rooftop deck with a partial screen wall between each deck to provide privacy.

The variation requests were a result of trying to fit the 20' x 40' the townhome footprints onto the site. Without the setback variations they would not have enough space behind the buildings to accommodate for the rear loaded garage, and without the setback variation to the north they would have to eliminate a unit. The proposed buildings would be less than 44 feet tall, although 60 feet is allowed by code. The townhomes would be fee simple so there would be a subdivision involved. He presented the renderings and discussed some of the architectural elements of the buildings.

Mr. Hubbard stated that the subject property was currently zoned R-3 and so the petitioner would be requesting a rezoning into the R-7 district to accommodate for the development. This rezoning was consistent with the Comprehensive Plan, which designated the property as suitable for High Density Multi-Family development. The Staff Development Committee supported this rezoning. The proposed development was well below the maximum allowable density for the R-7 district and provided parking in excess of code requirements. All developments within the R-7 district were required to receive Planned Unit Development approval. Since the developer was proposing each rowhome to be on its own platted lot for fee simple ownership, a plat of subdivision would be required. This would create multiple variations for each rowhome lot, but these variations were due to how the code applied to each individual lot and did not really relate to the overall development.

The petitioner was requesting setback variations on the north side of the side, along the east side of the site abutting Highland Avenue, and along the west side of the site abutting Chestnut Avenue. These variations were fairly consistent with the previous proposal for this site from about a year ago, which had proposed a five story building. Staff was generally supportive of these setback variation requests. The requirement for eight feet of ROW dedication along both the east and west sides of the site was one of the reasons these variations were needed. The overall development appeared to conform with height

and bulk standard requirements, however, there would be certain variations required for the drive aisle width, building separation, and tandem parking spaces.

Design Commission approval would be required. The petitioner met with the Design Commission for a preliminary hearing on February 26th, and the commission was fairly supportive of the proposed architecture. As this project move forward, staff recommended that the petitioner hold a neighborhood meeting prior to appearing before the Plan Commission, and for all requested variations the petitioner would need to provide the necessary justification based on the approval criteria outlined in the Zoning Code. Overhead utility lines running through the center of the site would need to be buried. Lines that ran parallel to Sigwalt abutting the property would need to be analyzed to ensure that they wouldn't obstruct fire access to the buildings. If so, those lines would need to be buried or relocated.

A traffic and parking study would be required, as well as a market assessment. Staff will require that all utility infrastructure be appropriately sited and screened. Overall, staff was generally supportive of this project.

Commissioner Jensen asked staff how this project compared to the previous proposal on the site relative to opposition from the surrounding neighborhood.

Mr. Hubbard replied that staff would know more about neighborhood opinions as the project became more public and moved through the Plan Commission process. He noted that this project was not as tall, less dense, and provided more parking relative to code requirements in comparison to the previously proposed project on this site.

Commissioner Jensen asked the petitioner if they had any sense of neighborhood opposition at this point.

Mr. Hopkins responded that he did not. Up to this point the project had been confidential.

Commissioner Jensen asked about affordable housing.

Mr. McLaughlin replied that since these units would be for sale and would not be rental units, he anticipated paying a fee in lieu of affordable units.

Commissioner Jensen stated that the Plan Commission, and likely Village Board, would be less receptive to paying the fee in lieu of affordable units in the future.

Commissioner Sigalos said that the petitioner stated that the building would be around 42 feet tall, he asked if this was measured to the roof of the partial fourth floor or to the roof of the third floor.

Mr. Hopkins replied that the 42 foot measurement was to the top of the fourth floor. The top of the third floor would be about ten feet lower.

Commissioner Sigalos asked about pricing for the units.

Mr. McLaughlin said that with base price plus options, they expected that these units would close in the \$600,000 range.

Commissioner Sigalos stated that the previous proposal for the site was for more units and more height, and the developer at that time had stated that they could not reduce the height or unit count and still have an economically viable project. He asked the developer how confident they were in the viability of this development and said he wasn't sure if the price of the property had gone down since the last proposal.

Mr. McLaughlin replied that the price of the property had not gone down. Given their expected sale price, the proposed unit count was economically viable.

Commissioner Sigalos said that he thought that this project was great and that it was a great transitional development.

Given that the fourth floor would be setback from the street, this project would only appear like a three-story building. He thought the developer had done a nice job with this development proposal. With regards to affordable housing, he was not sure how the developer would be able to incorporate affordable units within the development given the price range that they were expecting.

Mr. McLaughlin responded that he agreed that affordable housing would be difficult to incorporate into the development and said that this is why they were looking at the fee in lieu option.

Mr. Barenbrugge stated that it was more difficult to incorporate affordable units into the development given the low number of units proposed.

Commissioner Cherwin said that he thought the site design was great and the buildings looked good too. He was glad to see some rooftop space and that this was something he usually looked for in new developments and that it would be a great selling feature. Some of the issues he had with the previous development proposed for this property did not appear to be present in this proposal. He agreed that utility infrastructure needed to be appropriately placed and screened. The fee in lieu of affordable housing made sense to him for this project.

Commissioner Green stated that he thought the developer had done a good job with their preliminary proposal and he noted that he hadn't had as many issues with the previously proposed project for this site as some of the other commissioners. The elevations were good and the five foot separation between the buildings was also a good feature. He encouraged the petitioner to move forward

RECOMMENDATION

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

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



**Conceptual Plan Review Committee
4/10/2019**

Item: Urban Street-The Boulevard - 2/27/19

Department: Planning & Community Development

ATTACHMENTS:

Description

Urban Street - 2/27/19

Type

Minutes

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

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

February 27, 2019

Project Title: The Boulevard
Address: 2015-2045 S. Arlington Heights Rd.
Arlington Heights, IL 60005

Petitioner: Jim Wells
UrbanStreet Group, LLC
401 W. Superior St., Suite 200
Chicago, IL 60654

Requested Action:

1. Rezoning from O-T, Office-Transitional District, to B-2, General Business District and R-7, Multiple-Family Dwelling District
2. Planned Unit Development to allow a 240-Unit Apartment Complex and 1.9 acre commercial outlot
3. Plat of Subdivision to divide the property into 2 lots

Variations Required:

None identified at this time

Attendees: Joe Maschek, Land Planner, BSB Design
Jeff Mulcrone, Director of Design, BSB Design
Robert Burk, Managing Partner, UrbanStreet Group
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jake Schmidt, Assistant Planner
Sam Hubbard, Development Planner

Project Summary:

The subject property is approximately 8.2 acres in size per Village records, and is located at the southeast corner of Arlington Heights Road and Seegers Road. The site is currently developed with a Planned Unit Development consisting of four 1-story office buildings built in the early 1980s. The property is bordered by Tonne Drive to the east, adjacent to The Residences of Arlington Heights, a multi-story apartment complex. To the south, the property borders a 1-story office building. To the west, across Arlington Heights Road, the property borders multiple multi-story office buildings. To the north, across Seegers Road, the property borders a restaurant and church.

The petitioner, representing UrbanStreet Group, is proposing a complex of four 5-story apartment buildings, with a 1-story clubhouse and 1.9-acre commercial outlot. The apartment buildings would have a first-floor enclosed parking garage, in addition to surface parking areas immediately adjacent to the buildings. Amenity spaces would also be included on-site, comprising of a clubhouse, pool, "Game Lawn", putting green, dog run, and terrace immediately adjacent to Building One and Building Two. Detention would also be accommodated on-site, via a detention basin in the northeast corner of the site.

The development will consist of two primary uses – a commercial component and a residential component. Per the provided conceptual plan, it appears the property will be subdivided along the borders of each use. A Plat of Subdivision

with necessary cross-access easements will be required to divide the property as shown on the conceptual plan. The commercial component of the project, proposed to be located in the northwest corner of the site, would be approximately 1.9 acres in size, and would be rezoned from O-T, Office-Transitional, to B-2, General Business District. The residential portion is approximately 6.3 acres in size, and would be rezoned from O-T, Office Transitional, to R-7, Multi-Family Residential. There are no conceptual plans for the commercial portion of the site as of yet, though the size is large enough to accommodate an outlot parcel. Per the conceptual plans provided, the developer indicates that the total site is 10.6 acres in size, 2.4 acres larger than the size of the site per Village records. The total size of the site will be verified once detailed plans are provided.

Meeting Discussion:

Mr. Burk began by providing some background information, stating that he is before the Commission tonight representing his company, UrbanStreet Group., as well as their partner, Nicholas and Associates. He explained that UrbanStreet Group is locally based and focused. In the first 25 years, the developer focused on projects primarily in the Chicago, however in the last 5 years have focused more on suburban projects. UrbanStreet has partnered with Nicholas and Associates before on other projects. UrbanStreet has recently completed a 180-unit project on Algonquin Road in Schaumburg, is currently working on a 260-unit project in Lombard, and is involved with the redevelopment of the Motorola campus in Schaumburg. He then turned the meeting over to **Mr. Maschek**.

Mr. Maschek stated that the subject site is 8.2 acres in size. He stated that some of the site data listed in the Staff Report have been revised based upon changes to the site plan. The previous site plan had been based upon an old plat of survey, which provided inaccurate land area data. The site is currently zoned O-T, and is occupied by a one-story office building built in the early 1980s. There is currently no storm water detention on-site. The site features a large surface parking lot, and is located at the corner of Seegers Road and Arlington Heights Road.

He stated that the South Arlington Heights Road Corridor Plan, approved in 2018, was reviewed when designing the site. The Mixed Use designation of the property is embraced, with commercial uses proposed along Arlington Heights Road, and residential uses proposed towards the rear of the site, along Tonne Drive. He stated that they can provide a landscaped parkway with setback sidewalk, as outlined within the Corridor Plan. The Plan calls for buildings that are 4-5 stories in height, with primary access points along Arlington Heights Road and Seegers Road, and possible cross-access along the south property line. The proposed storm water detention facility has been placed adjacent to the properties zoned R-1, at the northeast corner of the site, which provides a buffer between the development and the R-1 properties. There are four 5-story buildings proposed. The buildings feature first floor parking, with four stories of residential above. Two of the buildings are clustered around a courtyard with a 5,000 SF clubhouse. There are 3 separate amenity spaces, as well as a terrace and a pool. The pool is located towards the south end of the courtyard, to take advantage of sun exposure. The courtyard is approximately 80 feet wide, which should be more than enough space to provide adequate sunlight to the residences facing the courtyard.

The two buildings at the southern portion of the site would be setback approximately 30 feet from the southern property line, which has increased from the previously proposed 25 feet. **Mr. Maschek** indicated that a variation will likely be sought for the southern setback, as 10% of the lot width (the required side yard setback) would be 70 feet. A future connection is proposed between the two southern buildings, which would facilitate cross-access with the property to the south. The site is parked at 1.65 stalls per unit, which is compliant with the R-7 parking requirements stipulated in code. The residential portion of the property is 7.2 acres, rather than the previously estimated 6.3 acres. This results in a building lot coverage of 22%, a floor area ratio of 0.84, and density within the allowances of the R-7 District. He reiterated that a landscaped curb can be provided along the eastern edge of Arlington Heights Road, which ties into the goals of the Corridor Plan and will benefit the developer as well. Parking is provided with a code-required surplus of 36. This has decreased from the previously submitted plans due to the desire to preserve landscaped areas.

The commercial parcel is 1 acre in size, which has decreased from the previously proposed 1.9 acres due to the discrepancy in land area. Village Staff have requested a site plan for the commercial parcel, and the developer is willing to provide one. They do not have a user for the site as of yet, however recently the developer has worked with a "popular drive-in morning place for drinks" on a 1 acre parcel. He believes that the building could be tucked up against the roadway to provide an urban

context.

Commissioner Sigalos asked what was currently developed on the subject site.

Mr. Maschek stated that the site is currently occupied by “flex office”, which was a popular use in the late 1970s and early 1980s. The site almost functions as a land bank, as the property is underutilized. There are reduced setbacks of 20 feet along the east property line, and there is no storm water detention with a large surface parking lot. The site is almost completely covered.

Commissioner Sigalos asked **Mr. Schmidt** if the Village Affordable Housing Policy would apply to this development.

Mr. Schmidt stated that the policy would apply.

Commissioner Sigalos asked the developers if they would be providing affordable units.

Mr. Burk stated that they had not yet completed their analysis of what they would be providing with respect to affordable housing or a fee-in-lieu; however, this determination would be made prior to appearing before the Plan Commission.

Commissioner Sigalos stated that the proposed project is conducive to the provision of affordable units. There is a need for affordable units in the community, and he encourages the developer to provide affordable units as part of this project.

Commissioner Jensen stated that he thinks the proposal is a great project. He asked the developer if only one commercial entity would be accommodated on the commercial parcel.

Mr. Burk stated that with a size of 1 acre, typically only one user would be accommodated. He stated that in his experience, 1 acre is sufficient for certain users.

Commissioner Jensen asked if a grocery store could be accommodated on the site.

Mr. Burk stated that the site would be too small for a grocery store.

Commissioner Jensen reiterated that he thought the proposal was a great project.

Commissioner Cherwin agreed that the proposal was a great project. He stated that he lives in the area, and that the site is obsolete and lends itself to the type of new uses proposed. He stated that the first floor parking garages were a great use of space. He asked if, with the surplus of parking, some of the surface spaces could be removed and replaced with green space.

Mr. Burk stated that it would be possible, however he prefers to err on the side of providing more parking than less parking. The property is land-locked, with no opportunities for parking to bleed over onto adjacent sites. In his experience, typically 1.6 to 1.8 spaces per unit is a good ratio. Adequate parking will also need to be provided for the future commercial user, and additional on-site parking spaces provides greater flexibility with providing adequate parking for that user.

Commissioner Cherwin reiterated that the proposal is a great project.

Mr. Burk stated that he is excited for the project; a driving force behind the project is the Village’s commitment to the corridor, and he is happy to be a part of the redevelopment process.

Commissioner Green stated that it is exciting because the developer is the first to address the goals outlined in the Corridor Plan. He thought that the proposal was great, and that he appreciated the open design of the site. He said he was looking forward to seeing the proposal move forward at the Plan Commission meeting.

Commissioner Jensen asked when the developer was hoping to have the project built.

Mr. Burk stated that he would like to see the project constructed as soon as possible. The biggest hurdle in these projects is the approval process, and as such, he intends to address any concerns so the project and move forward expediently.

Commissioner Jensen asked how long construction takes after receiving approval.

Mr. Burk indicated that the construction process typically takes 16 to 18 months.

Commissioner Sigalos asked if the commercial parcel would be offered for sale or for lease.

Mr. Burk stated that the developers were exploring both options. As the parcel is the front door to the development, the developers would have control over the use constructed on the commercial site. If sold, the commercial parcel would have covenant controls.

Commissioner Green thanked the petitioners for appearing before the Committee.

RECOMMENDATION

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

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



Conceptual Plan Review Committee
4/10/2019

Item: Arlington Market - 1-52 N. Beverly Ln. - T1660

Department: Planning & Community Development

Requested Action

Amendment to PUD Ordinance #06-043.

Variations Required

None identified at this time.

Recommendation

The Staff Development Committee has reviewed the proposed PUD amendment and is generally supportive of the application subject to the following:

1. Verification that the increase in three bedroom units will not have an adverse impact on School District 25.
2. Depending upon the scope of the exterior changes necessary to accommodate three bedroom models, a Design Commission application may be required.
3. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
4. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

ATTACHMENTS:

Description	Type
Staff Report	Report
Aerial	Exhibits
Site Plan	Exhibits
Elevations & Floor Plans	Exhibits



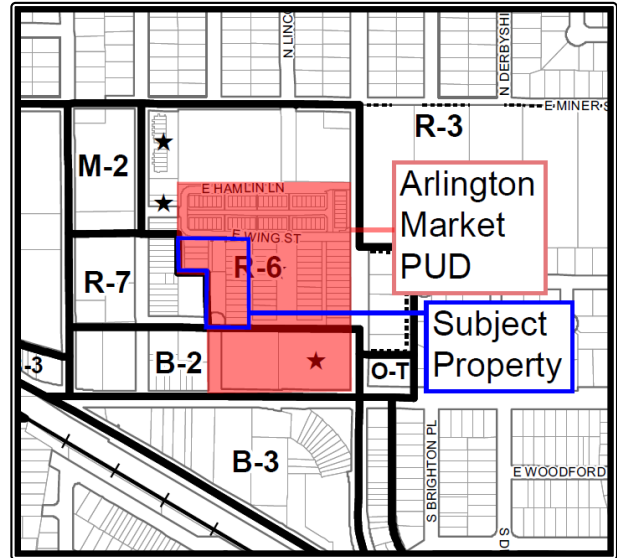
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T1660
Project Title: Arlington Market PUD Amendment
Address: 1-52 N. Beverly Lane
PIN: Multiple PIN's

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: April 10, 2019
Date Prepared: April 5, 2019

Petitioner: Dipak Kumar & Gary Geisler
 DG Builders & Developers, LLC
Address: 54 N. Lively Blvd.
 Elk Grove, IL 60007

Existing Zoning: M-6: Multiple Family Dwelling District
Comprehensive Plan: Moderate Density Multi-Family



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6, Multi-Family Dwelling District	Townhomes	Moderate Density Multi-Family
South	B-2, General Business District	Beverly Lanes Bowling Alley	Moderate Density Multi-Family
East	R-6, Multi-Family Dwelling District	Single-Family Homes	Moderate Density Multi-Family
West	R-7, Multi-Family Dwelling District	Parking lot, Knights of Columbus facility, Light industrial buildings	Moderate Density Multi-Family, High Density Multi-Family

Requested Action:

1. Amendment to PUD Ordinance #06-043.

Variations Required:

1. None identified at this time

Project Background:

The Arlington Market Development is a mixed used PUD located at the northwest corner of Kensington and Dryden. The PUD was originally approved in 2006, which approval encompassed a single-family component that would consist of 54 single-family lots. A condition of approval was added that restricted the number of three-bedroom homes to no more than 50% of the homes to be built on these lots. This condition was added primarily in response to concerns from School District #25, which expressed capacity constraints at Windsor Elementary School.

In 2014, M/I homes received zoning approval to adjust the lots lines of these 54 lots to construct a newly designed single-family product (relative to the previously approved single-family product from 2006). M/I homes ended up building 37 out of the approved 54 single-family homes, leaving 17 lots remaining for single-family home development. They opted not to build homes on the remaining 17 single-family lots, which have sat vacant for several years.

Recently, the petitioner purchased these 17 lots and began construction of two model units. Based on the previous condition of approval that restricted the number of three-bedroom residences, the remaining 17 lots can accommodate eight three-bedroom homes and nine two-bedroom homes. The petitioner has indicated that early communications with potential purchasers has shown a strong demand for three-bedroom homes. Therefore, they are seeking to amend the PUD to remove the aforementioned restriction.

Zoning and Comprehensive Plan

The single-family home portion of this development is currently zoned R-6, Multiple Dwelling District, and part of the larger Arlington Market PUD. The existing zoning, PUD, and Comprehensive Plan (which designates this property as appropriate for "Moderate Density Multi-Family) are all compatible with the proposed single-family uses.

When the PUD was originally approved in 2006, multiple variations were granted for the single-family lots since those lots were meant to accommodate a compact single-family home development in a neo-traditional manner. These variations were adjusted by M/I Homes during their 2014 PUD amendment, which was necessary to allow their single-family home product that was slightly different from the product approved during 2006. The remaining 17 lots will conform to the previously granted variations and no changes are necessary as part of this request.

The condition of approval relative to the restriction on three-bedroom homes states:

- No more than 50% of the single-family units shall have three bedrooms. Additional three-bedroom units shall be permitted via an administrative review if the petitioner demonstrates that the projected enrollment will not exceed School District 25's projections.

Staff has evaluated the existing enrollment of the 37 completed single-family homes within the PUD and determined that the number of children within the development is at or above the projections from SD 25. Therefore, no evidence can be provided that would demonstrate enrollment has not exceeded SD 25's projections. As such, an administrative review to allow additional three-bedroom units is not possible and the petitioner must amend the PUD to remove this restriction.

As part of the proposed PUD amendment, staff will reach out to School District #25 to determine if they have ongoing capacity concerns at the elementary level. Staff notes that since this condition of approval was

established in 2006, District 25 has redistricted their attendance boundaries to where capacity constraints may no longer be an issue at Windsor School, and also completed an expansion at Windsor School.

Building, Site, Landscaping:

No changes to the site, landscaping, or building locations will be required. However, in order to accommodate an additional bedroom in some of the proposed building models, certain exterior changes will be necessary. Staff will need to analyze these changes to determine if they require an amendment to the previously granted Design Commission approval.

Parking and Traffic:

All single-family homes will provide two garage parking spaces, which complies with the original PUD and with parking regulations for single-family homes. No change to the parking is proposed in conjunction to the proposed PUD amendment.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed PUD amendment and is generally supportive of the application subject to the following:

1. Verification that the increase in three bedroom units will not have an adverse impact on School District 25.
2. Depending upon the scope of the exterior changes necessary to accommodate three-bedroom models, a Design Commission application may be required.
3. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
4. 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, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1660



Map created on April 4, 2019.

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Addresses and Parcel Lines for Photo View

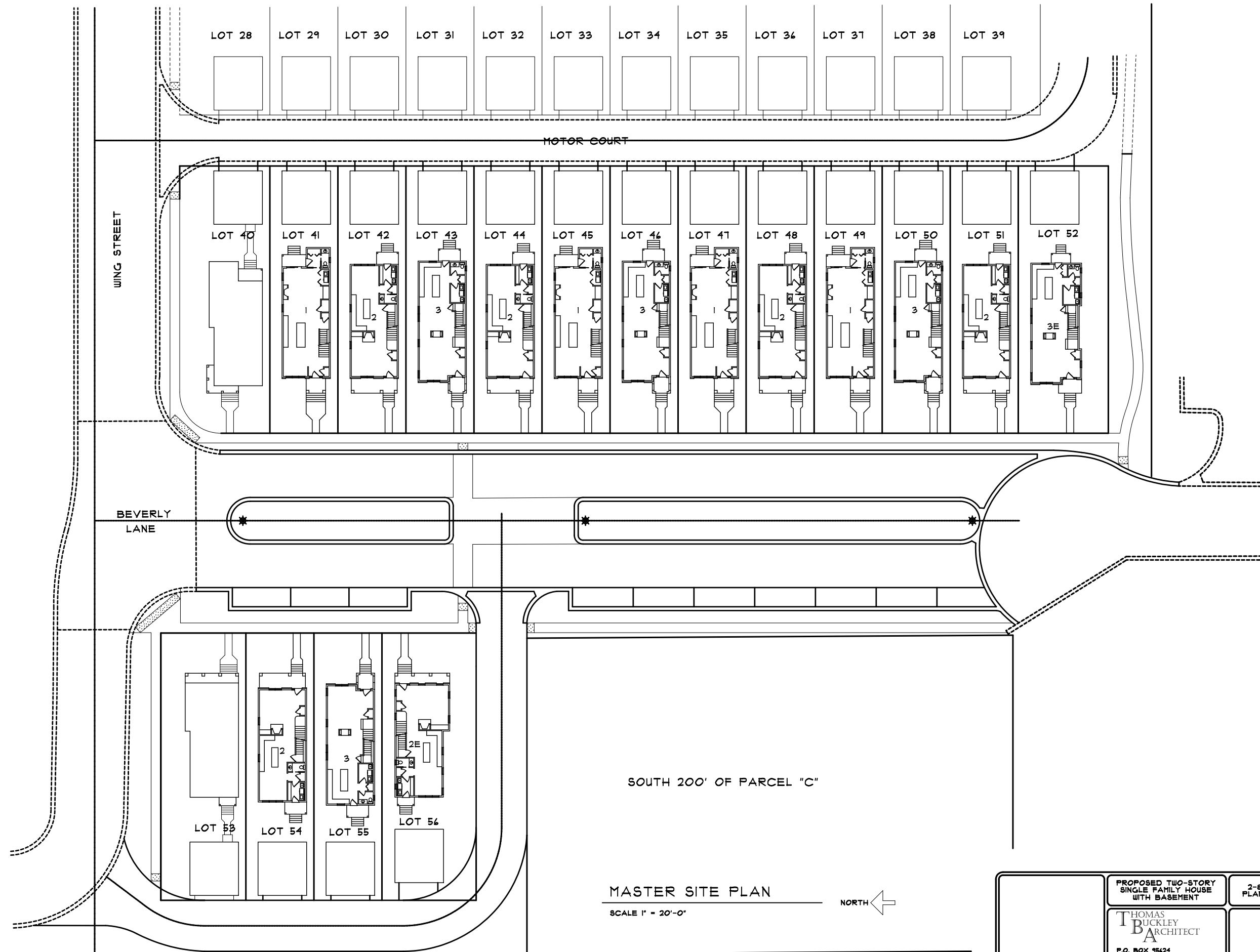
Parcel Boundary



MASTER SITE PLAN FOR RESIDENTIAL DEVELOPMENT

WING STREET + BEVERLY LANE

ARLINGTON HEIGHTS, ILLINOIS 60004



MASTER SITE PLAN

SCALE 1" = 20'-0"



PROPOSED TWO-STORY
SINGLE FAMILY HOUSE
WITH BASEMENT

2-8-19 RELEASED FOR
PLAN COMMISSION REVIEW

RESIDENTIAL
DEVELOPMENT

THOMAS
BUCKLEY
ARCHITECT

P.O. BOX 15424
HOPKIN ESTATES, IL 60435
TEL. 847-310-1530 e-mail:
tom@thomasbuckleyarchitect.com

WING ST. & BEVERLY LN.
ARLINGTON HEIGHTS

2019-004PC
TB

MASTER
SITE PLAN

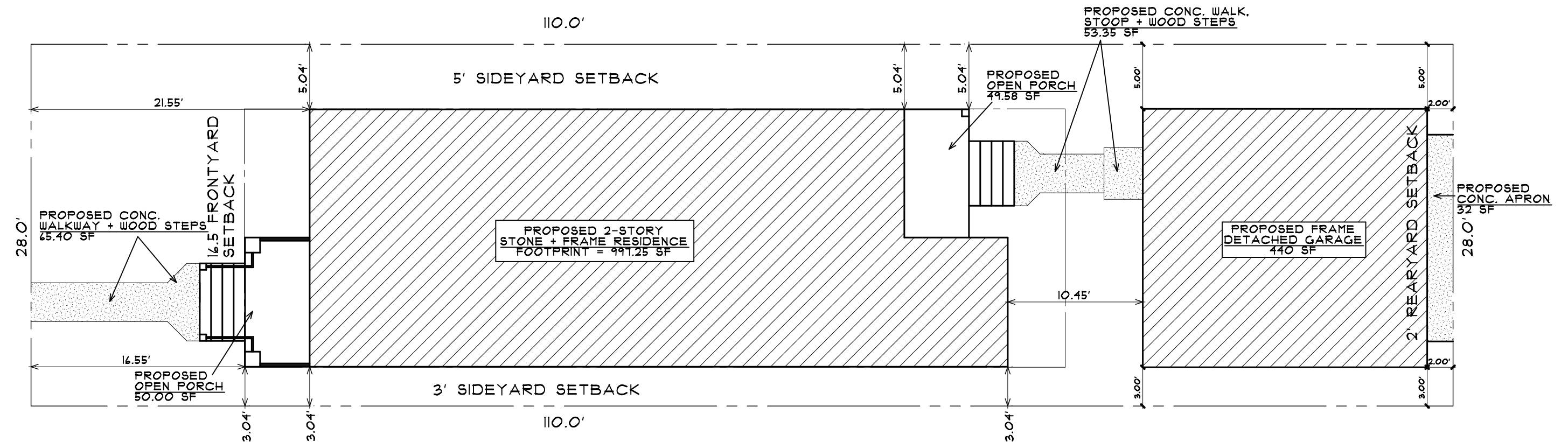
2-8-19

HOUSE PLAN OPTION NUMBER ONE

RESIDENTIAL DEVELOPMENT

WING STREET + BEVERLY LANE

ARLINGTON HEIGHTS, ILLINOIS 60004



OPTION NO. 1 SITE PLAN

SCALE 1/8" = 1'-0"

ZONING CALCULATIONS	
	REQUIRED
LOT AREA	3,080 SF
MAX F.A.R. [45%]	1,410 SF
MAX BUILDING COVERAGE [50%]	1,540 SF
MAX IMPERVIOUS COVERAGE [56%]	1,724.8 SF
PROPOSED	
PROPOSED FIRST FLOOR	991.25 SF
PROPOSED SECOND FLOOR	916.17 SF
BASEMENT > 50% BELOW GRADE	N/A
PROPOSED TOTAL FLOOR AREA	1913.42 SF
PROPOSED FAR	62.12%
PROPOSED OPEN PORCHES	99.58 SF
PROPOSED DETACHED GARAGE	440 SF
PROPOSED TOTAL BUILDING COVERAGE	1534.83 SF
PROPOSED SIDEWALK, PATIO AND DRIVEWAY	150.15 SF
PROPOSED TOTAL IMPERVIOUS SURFACE	1687.58 SF

PROPOSED TWO-STORY
SINGLE FAMILY HOUSE
WITH BASEMENT

2-8-19 RELEASED FOR
PLAN COMMISSION REVIEW

RESIDENTIAL
DEVELOPMENT

THOMAS
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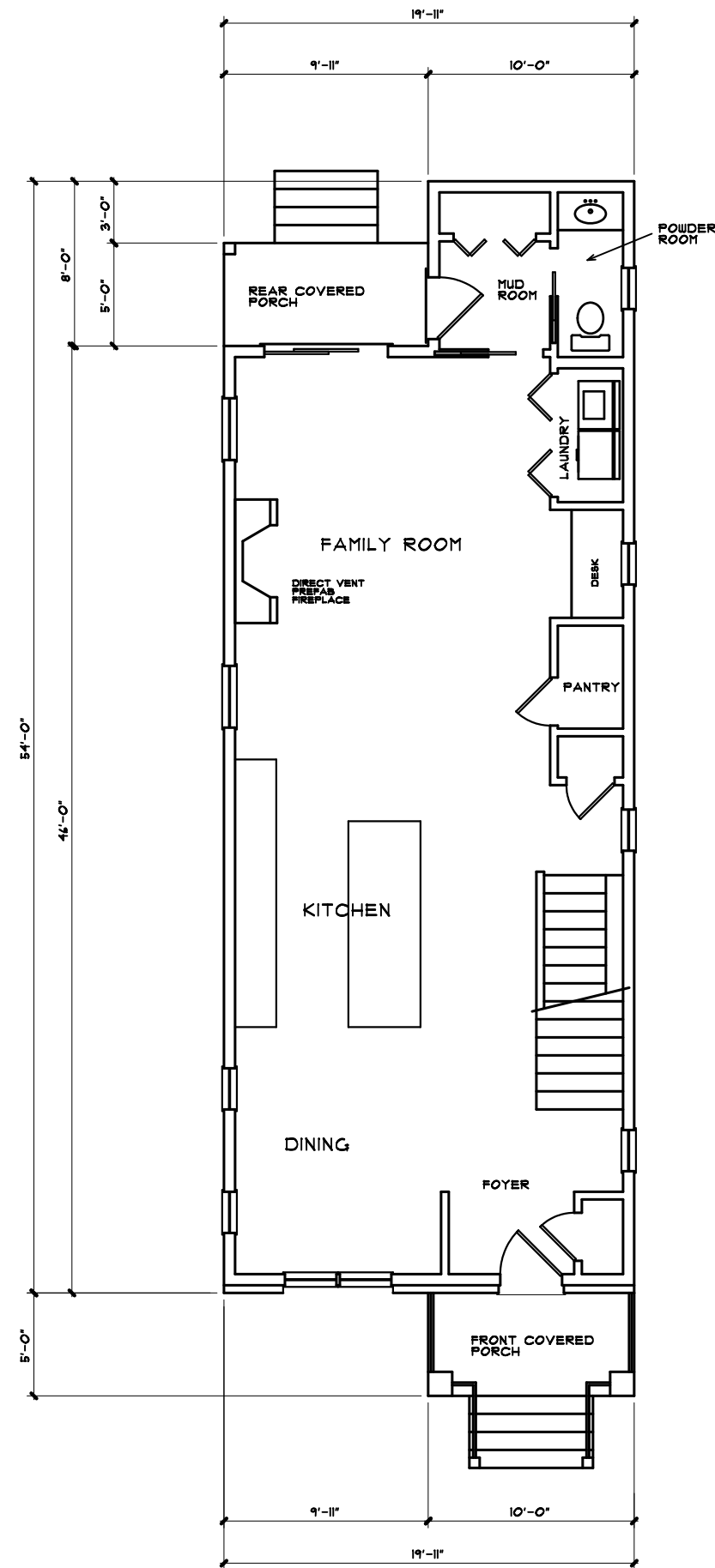
WING ST. & BEVERLY LN.
ARLINGTON HEIGHTS

2019-004PC
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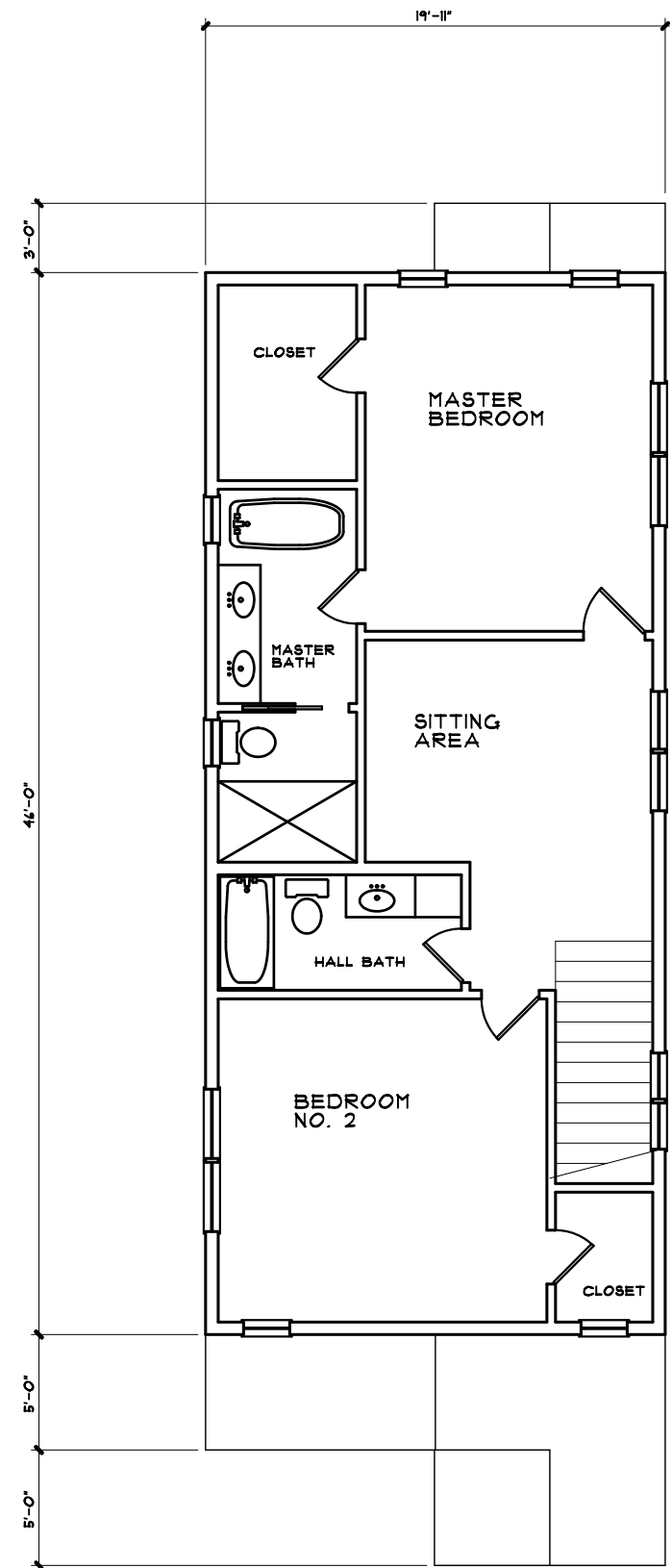
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OPTION-1
SITE PLAN

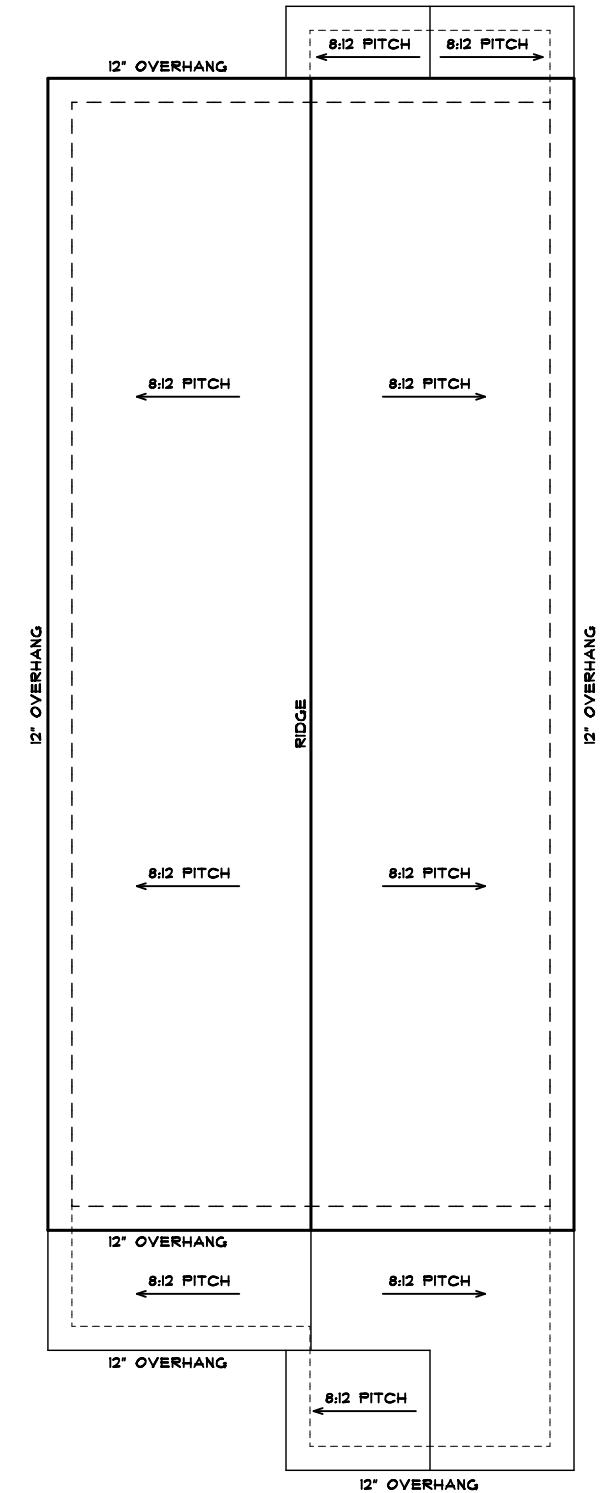
EXISTING 2-BEDROOM FLOOR PLAN



OPTION NO. 1A
FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"



OPTION NO. 1A
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



OPTION NO. 1A
ROOF PLAN
SCALE 1/8" = 1'-0"

PROPOSED TWO-STORY
SINGLE FAMILY HOUSE
WITH BASEMENT

5-8-18 RELEASED FOR
DESIGN COMMISSION REVIEW

RESIDENTIAL
DEVELOPMENT

THOMAS
BUCKLEY
ARCHITECT

P.O. BOX 15424
HOPKIN ESTATES, IL 60435
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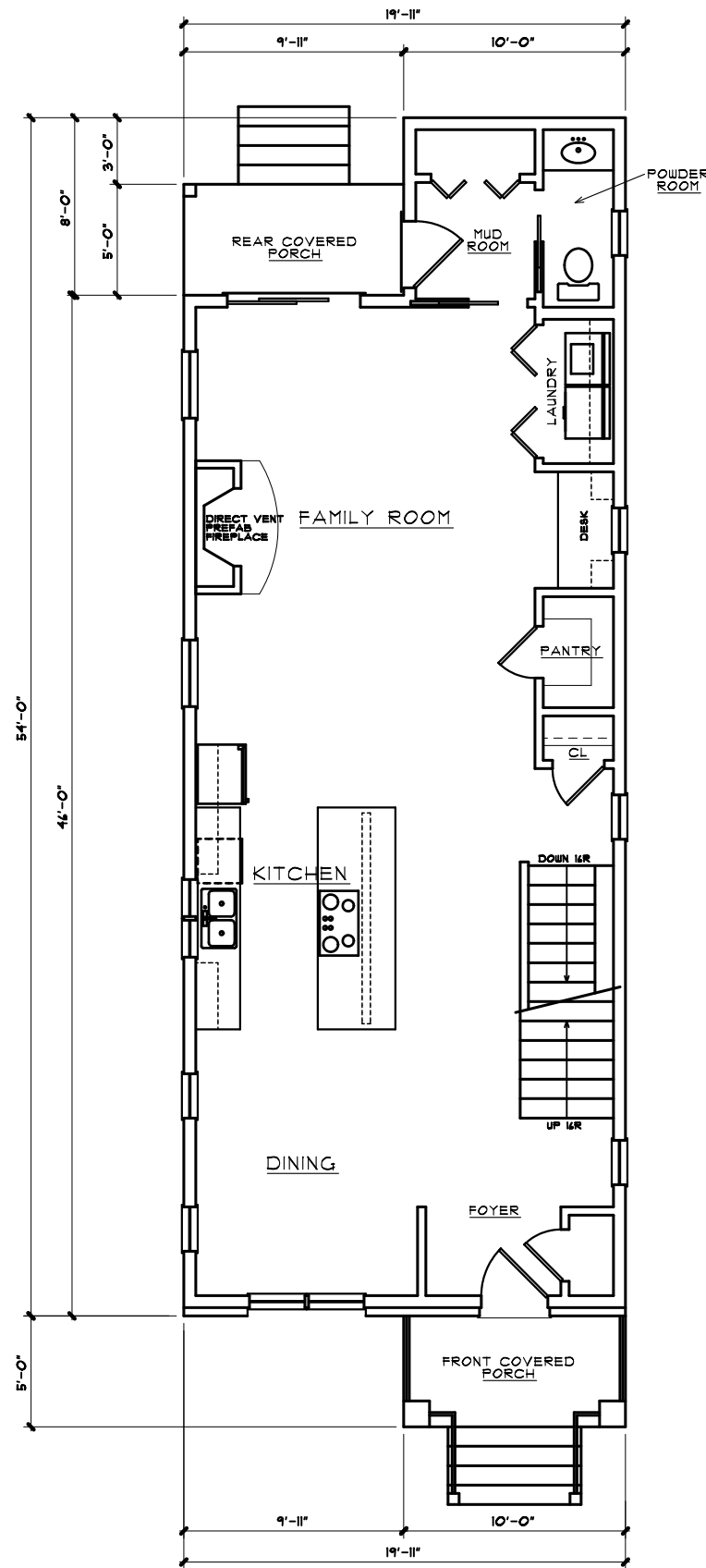
WING ST. & BEVERLY LN.
ARLINGTON HEIGHTS

2018-008DC
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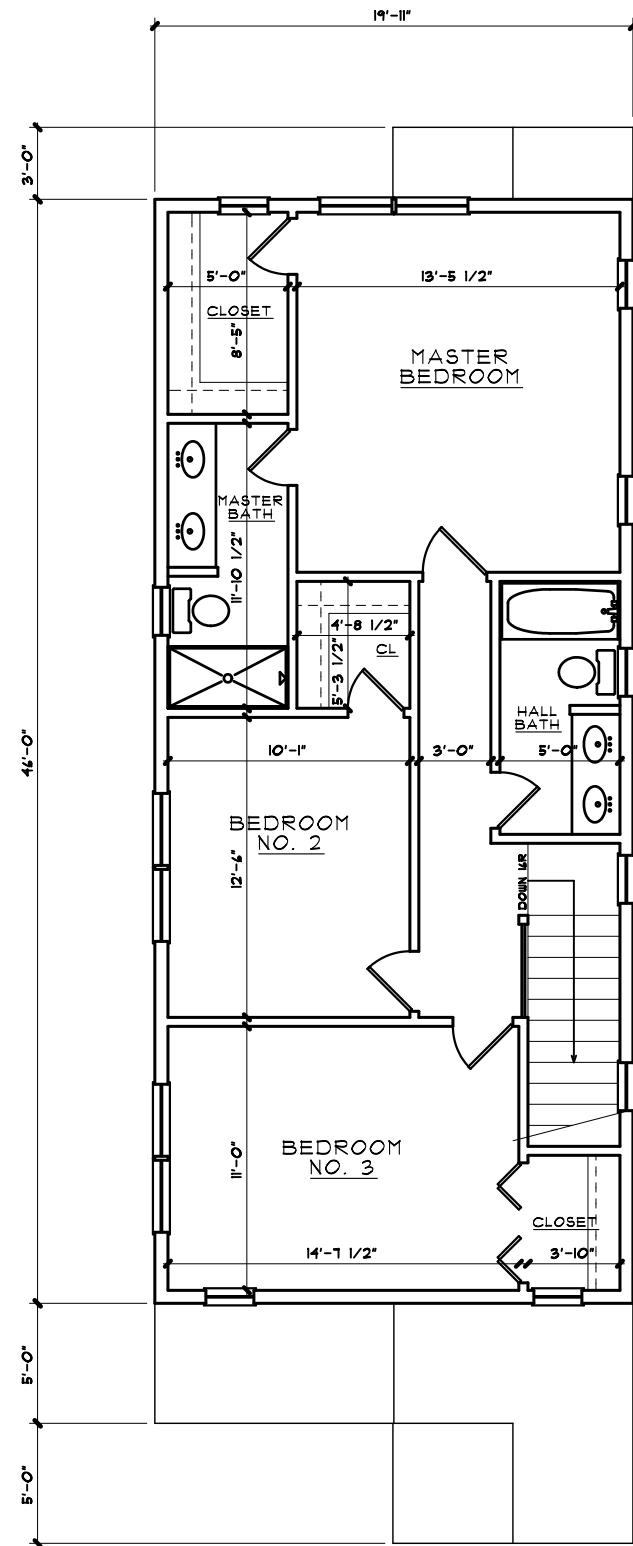
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OPTION-1
FLOOR PLAN

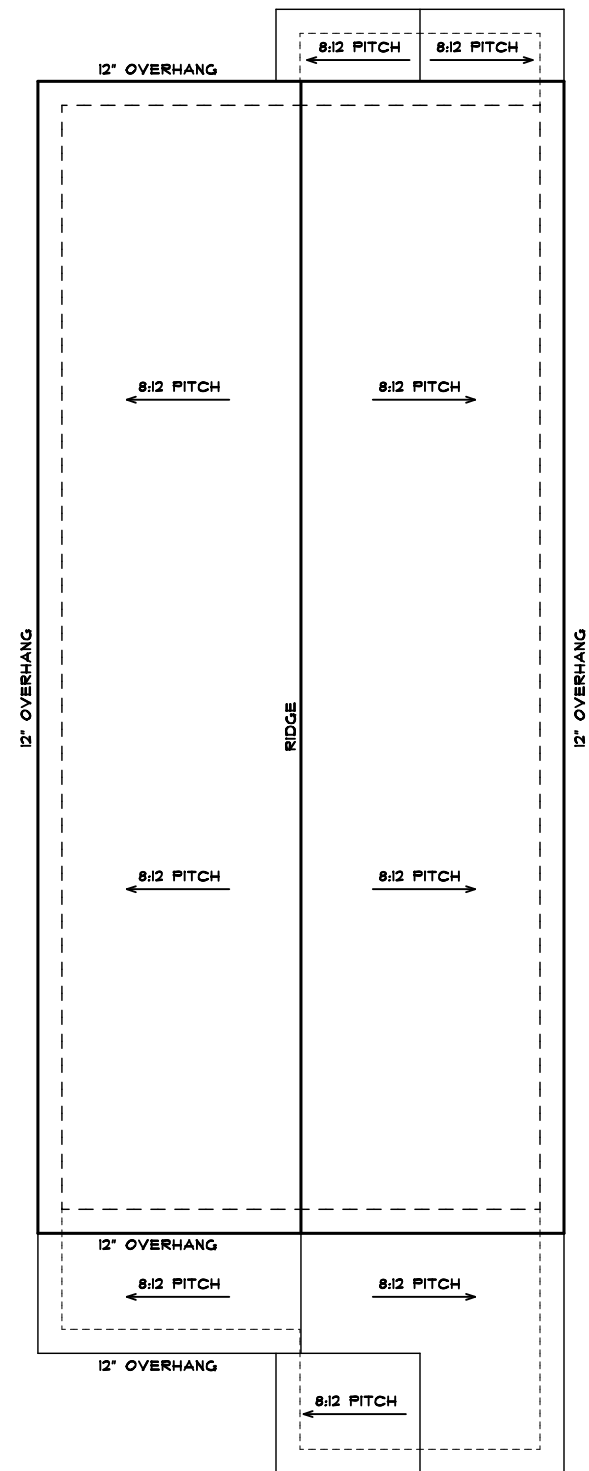
PROPOSED 3-BEDROOM FLOOR PLAN



OPTION NO. 1A
FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"



OPTION NO. 1A
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



OPTION NO. 1A
ROOF PLAN
SCALE 1/8" = 1'-0"

PROPOSED TWO-STORY
SINGLE FAMILY HOUSE
WITH BASEMENT

THOMAS
BUCKLEY
ARCHITECT

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tom@thomasbuckleyarchitect.com

2-8-19 RELEASED FOR
PLAN COMMISSION REVIEW

RESIDENTIAL
DEVELOPMENT

WING ST. & BEVERLY LN.
ARLINGTON HEIGHTS

2019-004PC
TB

OPTION-1
FLOOR PLAN

2-8-19



FRONT ELEVATION
SCALE 1/8" = 1'-0"



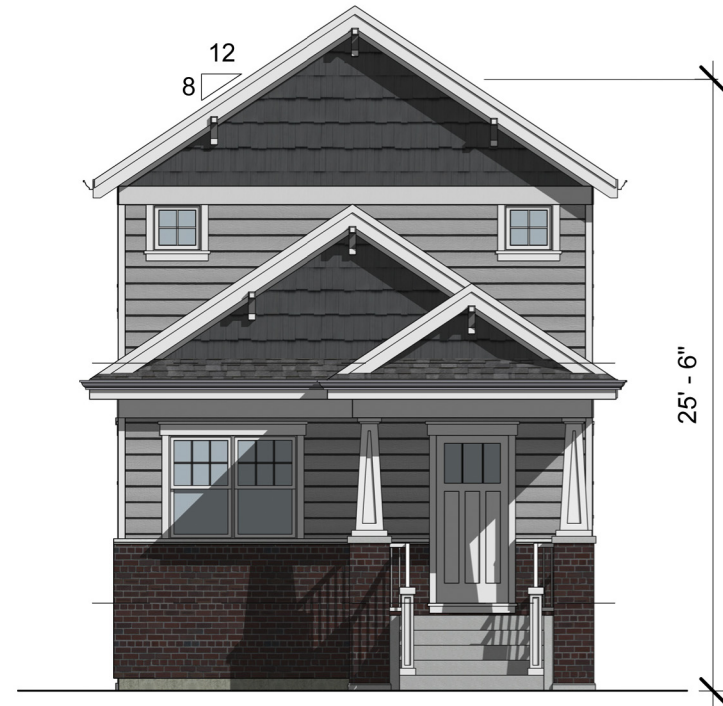
RIGHT-SIDE ELEVATION
SCALE 1/8" = 1'-0"



REAR ELEVATION
SCALE 1/8" = 1'-0"



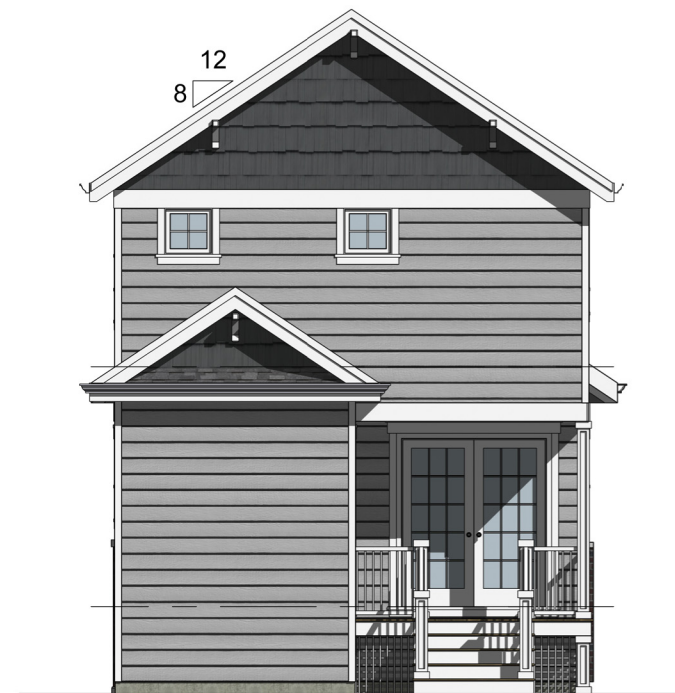
LEFT-SIDE ELEVATION
SCALE 1/8" = 1'-0"



FRONT ELEVATION
SCALE 1/8" = 1'-0"



RIGHT-SIDE ELEVATION
SCALE 1/8" = 1'-0"



REAR ELEVATION
SCALE 1/8" = 1'-0"



LEFT-SIDE ELEVATION
SCALE 1/8" = 1'-0"

PROPOSED TWO-STORY
SINGLE FAMILY HOUSE
WITH BASEMENT

THOMAS
BUCKLEY
ARCHITECT

P.O. BOX 15424
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tom@thomasbuckleyarchitect.com

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RESIDENTIAL
DEVELOPMENT

WING ST. & BEVERLY LN.
ARLINGTON HEIGHTS

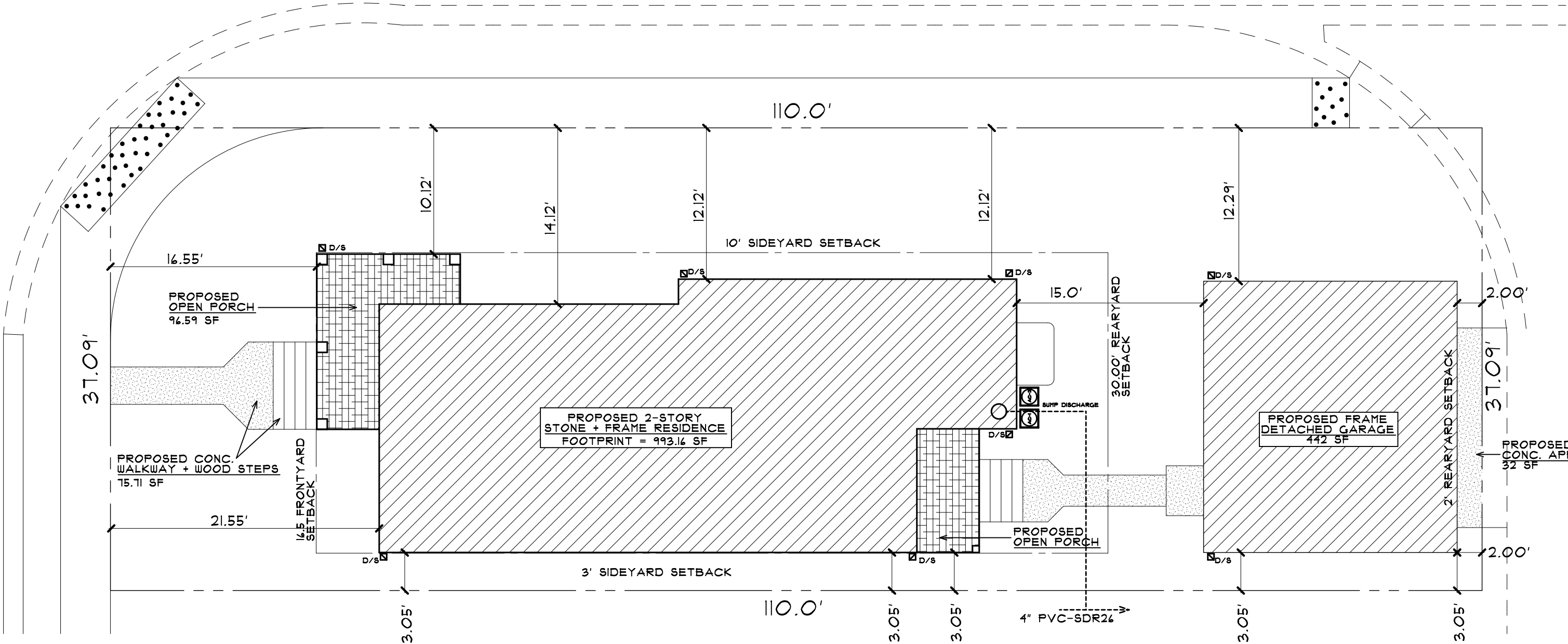
2019-004PC
TB

OPTION-1R
ELEVATIONS

2-8-19

WING STREET

BEVERLY LANE



LOT 40
OPTION NO. 1E SITE PLAN

SCALE 1/8" = 1'-0"



ZONING CALCULATIONS LOT 40	
	REQUIRED
LOT AREA	4,079.9 SF
MAX F.A.R. [49%]	1,999.15 SF
MAX BUILDING COVERAGE [38%]	1,550.34 SF
MAX IMPERVIOUS COVERAGE [54%]	2,284.14 SF
	PROPOSED
PROPOSED FIRST FLOOR	993.16 SF
PROPOSED SECOND FLOOR	926.17 SF
BASEMENT) 50% BELOW GRADE	N/A
PROPOSED TOTAL FLOOR AREA	1,919.33 SF
PROPOSED FAR	47.04%
PROPOSED OPEN PORCHES	114.20 SF
PROPOSED DETACHED GARAGE	442 SF
PROPOSED TOTAL BUILDING COVERAGE	1,549.34 SF
PROPOSED SIDEWALK, STEPS, PATIO AND DRIVEWAY	173.00 SF
PROPOSED TOTAL IMPERVIOUS SURFACE	1,722.34 SF

**PROPOSED TWO-STORY
SINGLE FAMILY HOUSE
WITH BASEMENT**

2-8-19 RELEASED FOR
PLAN COMMISSION REVIEW

RESIDENTIAL DEVELOPMENT

THOMAS
BUCKLEY
ARCHITECT

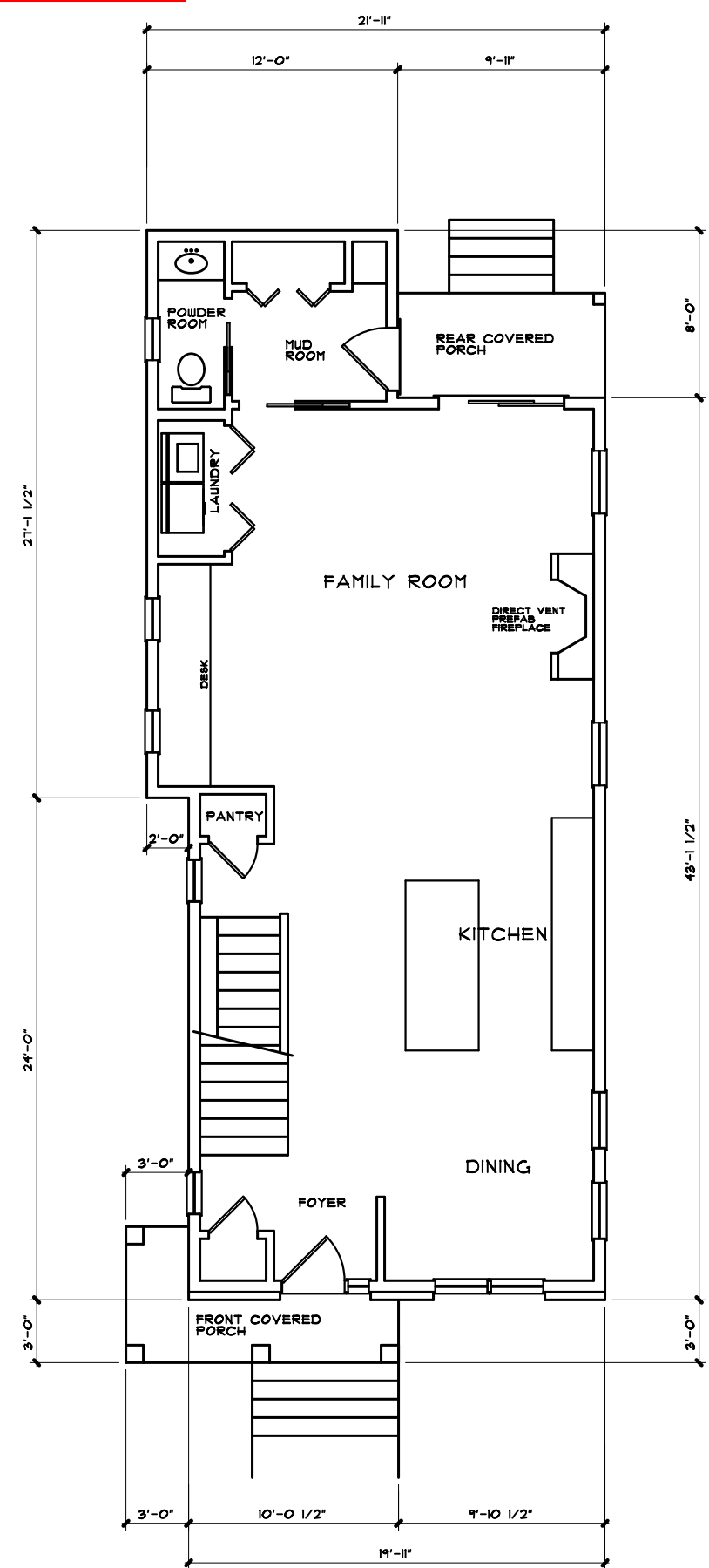
P.O. BOX 95624
HOFFMAN ESTATES, IL 60195
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tom@thomasbuckleyarchitect.co

WING ST. & BEVERLY LN.
ARLINGTON HEIGHTS

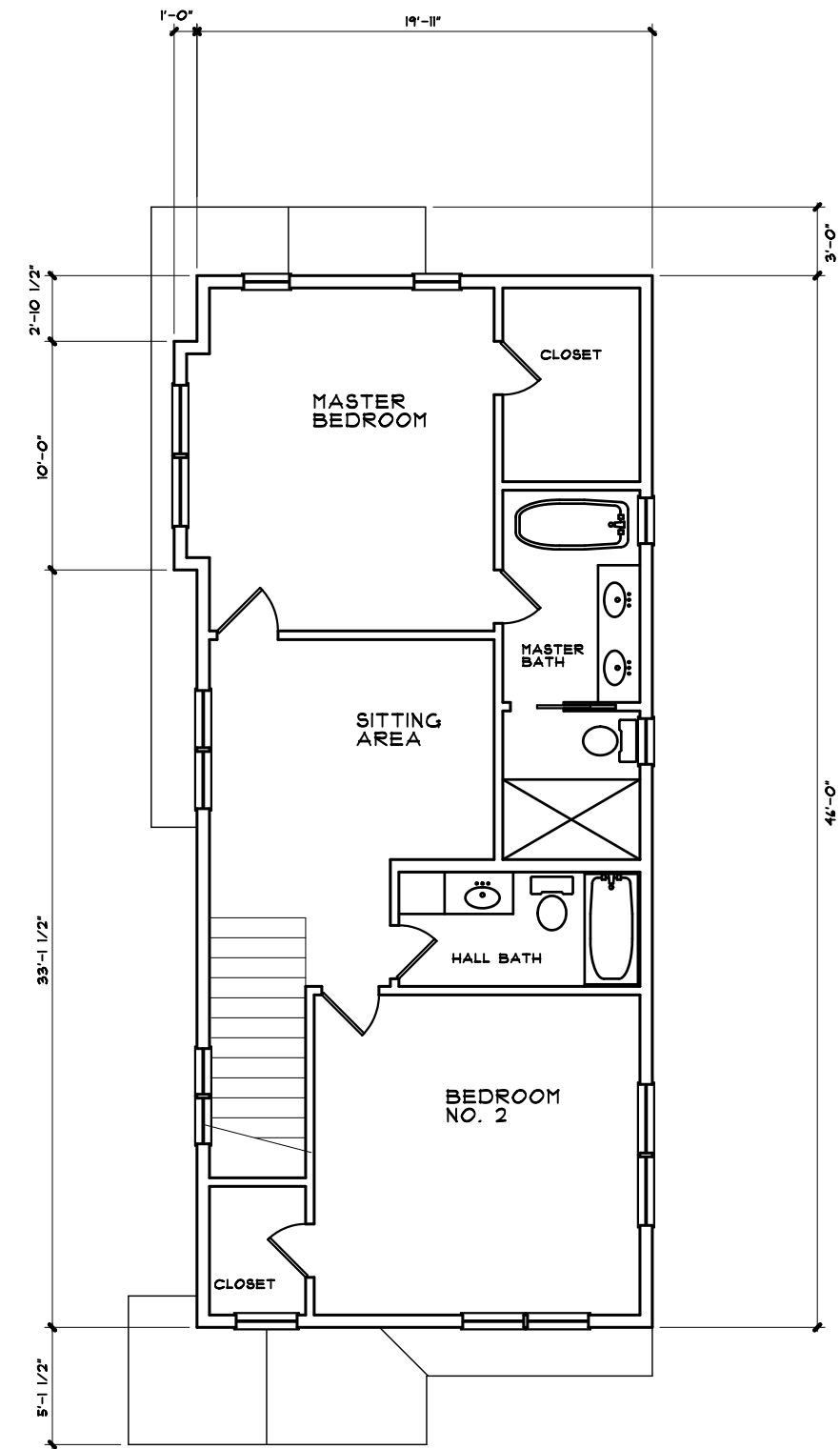
019-004PC TB	OPTION-1E
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2-9-18 SITE PLAN

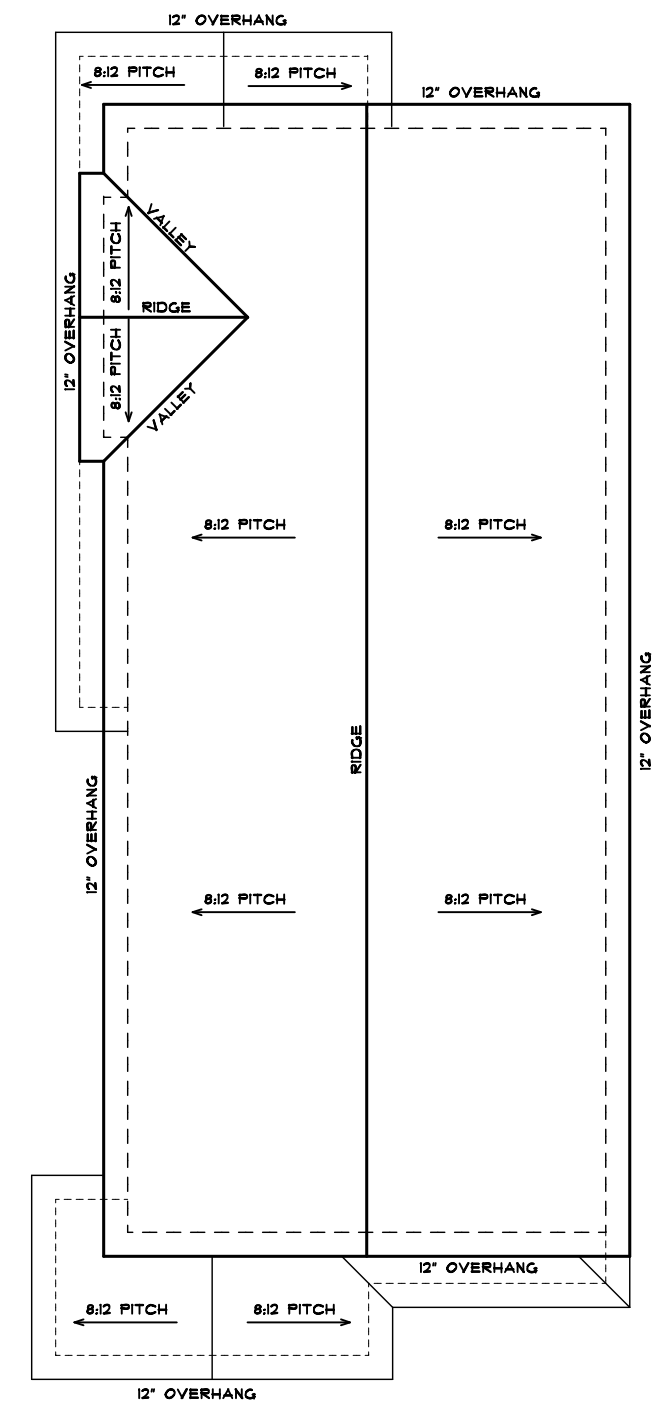
EXISTING 2-BEDROOM FLOOR PLAN



OPTION NO. 1E
FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"



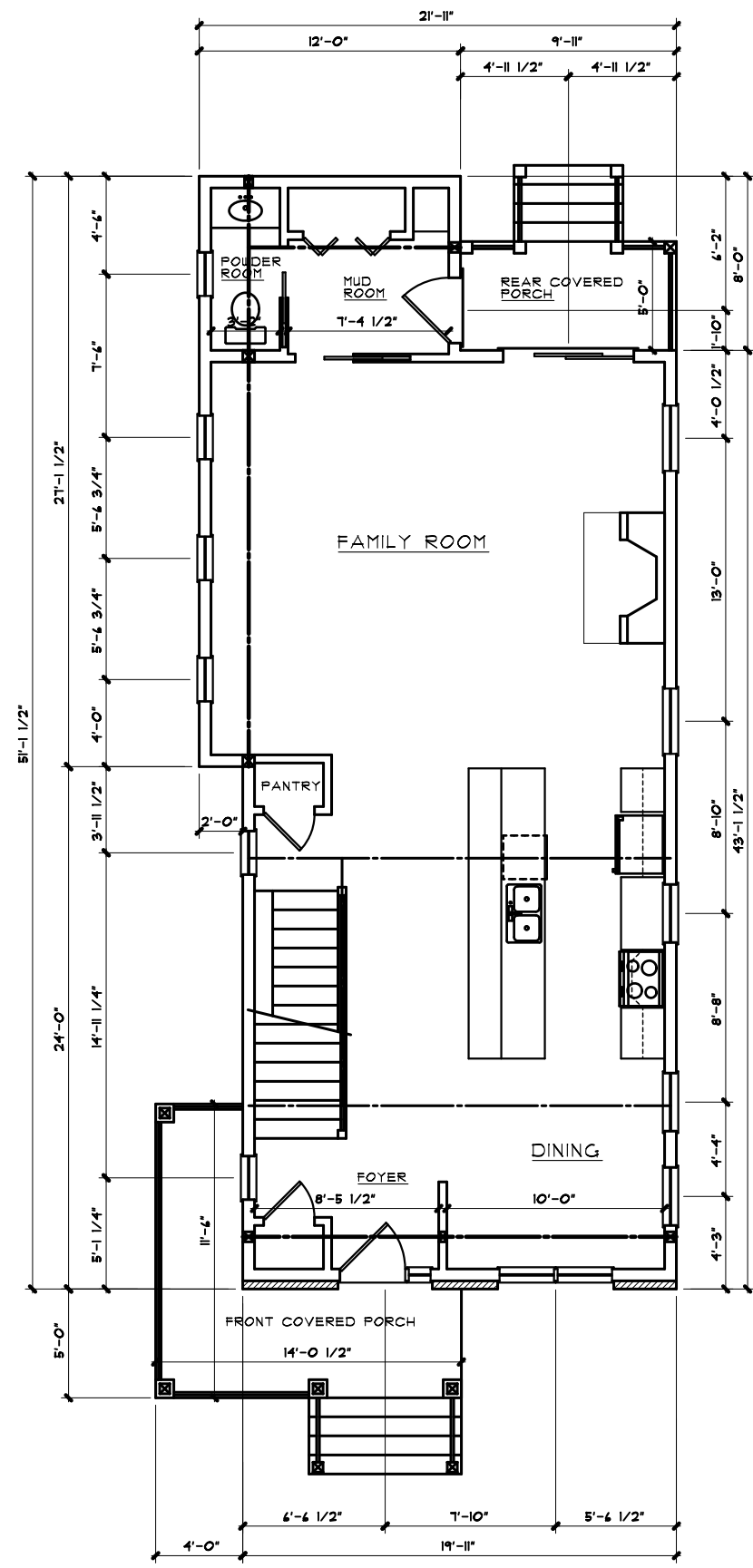
OPTION NO. 1E
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



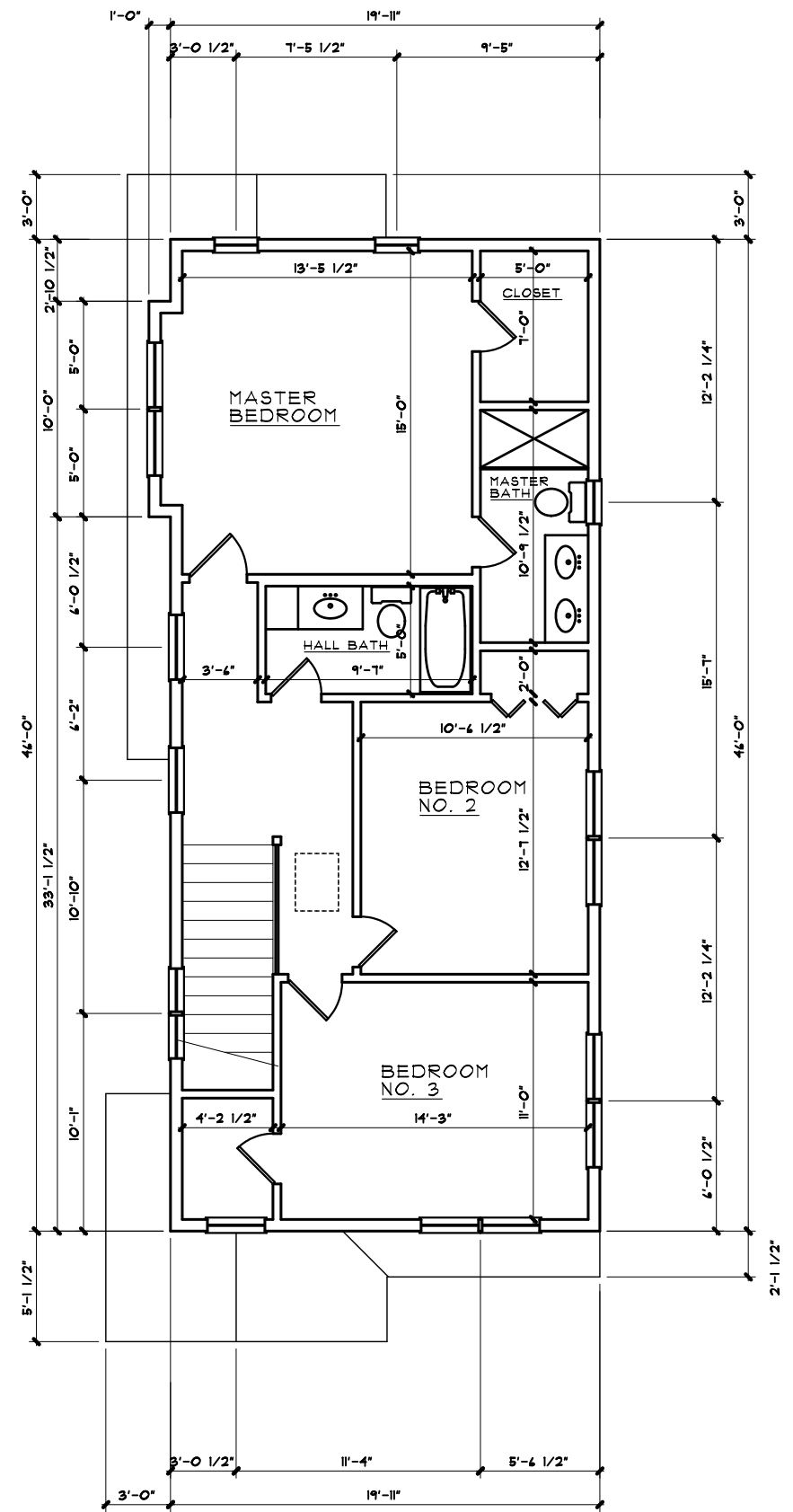
OPTION NO. 1E
ROOF PLAN
SCALE 1/8" = 1'-0"

	PROPOSED TWO-STORY SINGLE FAMILY HOUSE WITH BASEMENT	5-8-18 RELEASED FOR DESIGN COMMISSION REVIEW	RESIDENTIAL DEVELOPMENT
	WING ST. & BEVERLY LN. ARLINGTON HEIGHTS		OPTION-1E FLOOR PLAN
	P.O. BOX 15424 HOPKIN ESTATES, IL 60145 TEL. 847-310-1530 e-mail: tom@thomasbuckleyarchitect.com		2018-008DC TB 5-4-18

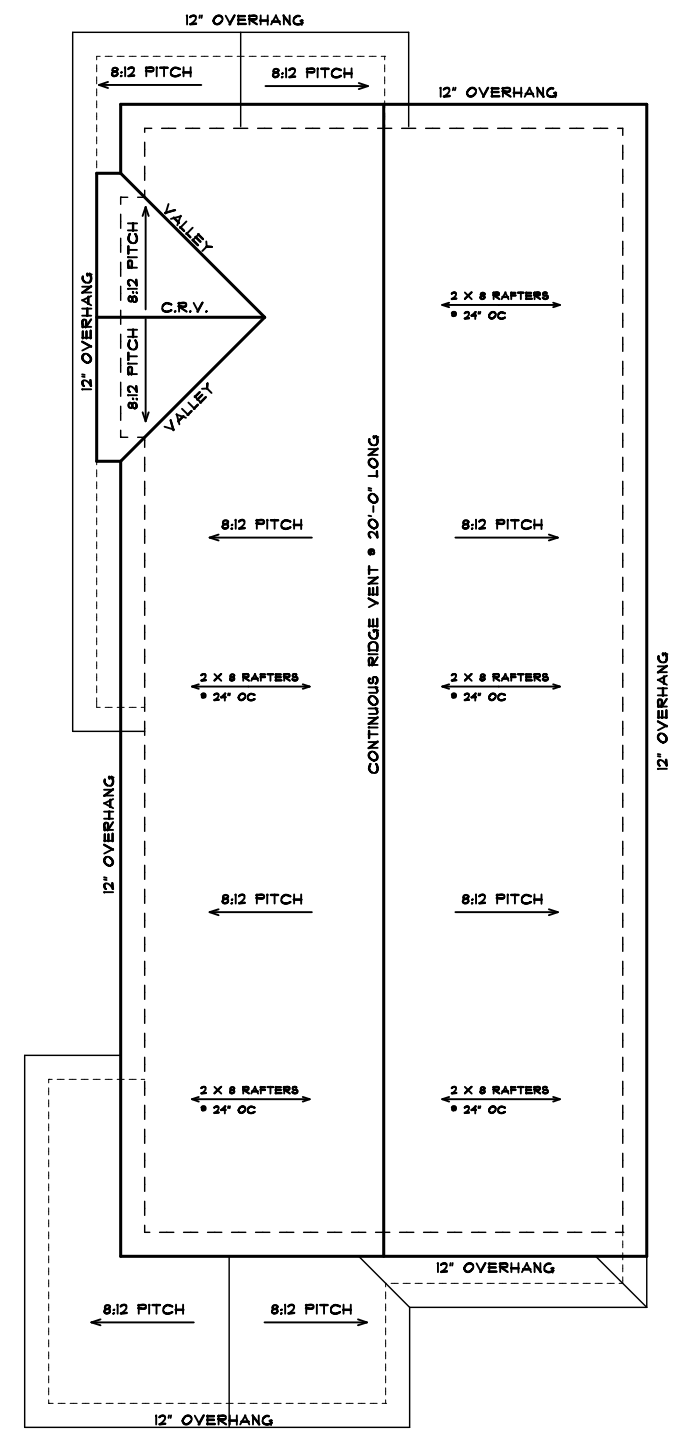
PROPOSED 3-BEDROOM FLOOR PLAN



OPTION NO. 1E
FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"



OPTION NO. 1E
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



OPTION NO. 1E
ROOF PLAN
SCALE 1/8" = 1'-0"

PROPOSED TWO-STORY SINGLE FAMILY HOUSE WITH BASEMENT	2-8-19 RELEASED FOR PLAN COMMISSION REVIEW	RESIDENTIAL DEVELOPMENT	
		WING ST. & BEVERLY LN. ARLINGTON HEIGHTS	
		2019-004PC TB	OPTION-1E FLOOR PLAN
		2-9-18	

THOMAS BUCKLEY ARCHITECT

P.O. BOX 15424
HOPKIN ESTATES, IL 60145
TEL. 847-310-1530 e-mail: tom@thomasbuckleyarchitect.com

BEFORE ELEVATIONS (2 BEDROOMS)



FRONT ELEVATION
SCALE 1/8" = 1'-0"



RIGHT-SIDE ELEVATION
SCALE 1/8" = 1'-0"



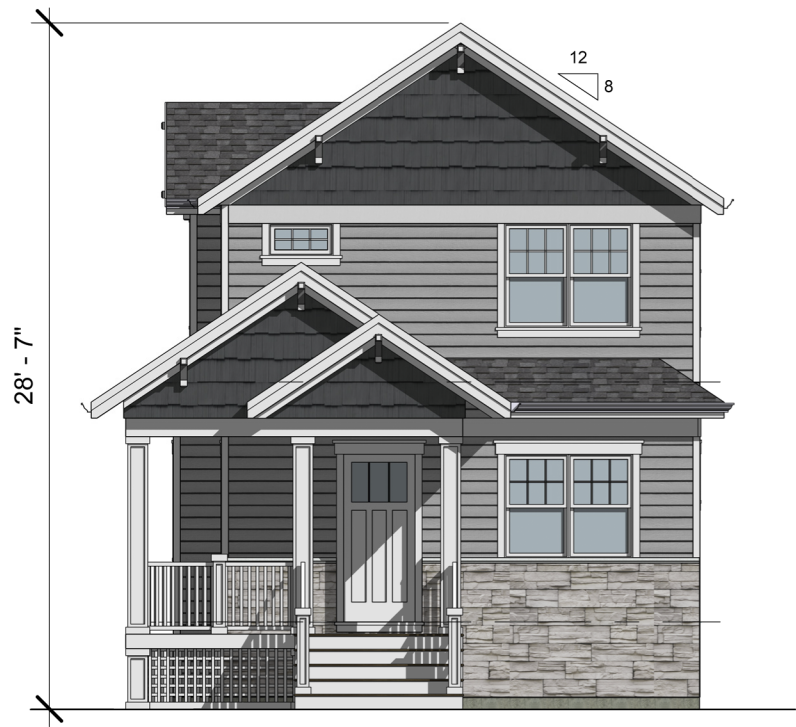
REAR ELEVATION
SCALE 1/8" = 1'-0"



LEFT-SIDE ELEVATION
SCALE 1/8" = 1'-0"

	PROPOSED TWO-STORY SINGLE FAMILY HOUSE WITH BASEMENT	5-8-18 RELEASED FOR DESIGN COMMISSION REVIEW	RESIDENTIAL DEVELOPMENT
	THOMAS BUCKLEY ARCHITECT		WING ST. & BEVERLY LN. ARLINGTON HEIGHTS
	P.O. BOX 15424 HORNMAN ESTATES, IL 60115 TEL. 847-310-4530 e-mail: tom@thomasbuckleyarchitect.com		2018-008DC TB
			OPTION-1E ENHANCED ELEVATIONS

5-4-18



FRONT ELEVATION

SCALE 1/8" = 1'-0"



RIGHT-SIDE ELEVATION

SCALE 1/8" = 1'-0"



REAR ELEVATION

SCALE 1/8" = 1'-0"



LEFT-SIDE ELEVATION

SCALE 1/8" = 1'-0"

PROPOSED TWO-STORY
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WING ST. & BEVERLY LN.
ARLINGTON HEIGHTS

2019-004PC

TB

2-9-18

OPTION-1E
ENHANCED
ELEVATIONS



**Conceptual Plan Review Committee
4/10/2019**

Item: U-Haul - 955 E. Rand Rd. - T1661

Department: Planning & Community Development

Requested Action

Amendment to PUD Ordinance #06-043.

Variations Required

None identified at this time.

Recommendation

The Staff Development Committee has reviewed the Petitioner's request and is not supportive of the petition as the proposed land use variation is not consistent with the purpose of the B-1 District or the spirit and intent of the Zoning Code.

If the petitioner elects to proceed forward, the following items at a minimum shall be addressed:

1. The petitioner shall provide a written justification to the following land use variation criteria:
 - a. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
 - b. 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.
 - c. The proposed variation is in harmony with the spirit and intent of this Chapter.
 - d. The variance requested is the minimum variance necessary to allow reasonable use of the property.
2. A code compliant landscape plan shall be required.
3. The petitioner shall provide details on any existing cross access easement/reciprocal access agreement between the subject property and the two

properties to the northwest. Additionally, the petitioner shall reach out to the owners of the two properties to the northwest to inform them of their proposal for the subject property.

4. Additional details on the number of employees and storage of vehicles shall be required.

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

6. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

ATTACHMENTS:

Description

Staff Report

Aerial

Project Narrative

Floor Plan

Type

Report

Exhibits

Correspondence

Exhibits



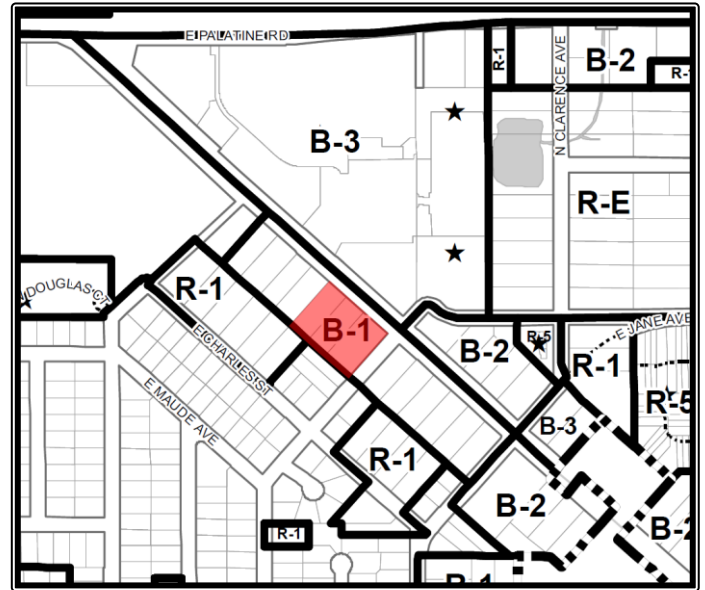
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T1661
Project Title: U-Haul
Address: 955 E. Rand Rd.
PIN: 03-20-209-006 thru 03-20-209-008

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: April 10, 2019
Date Prepared: April 5, 2019

Petitioner: Benjamin Shock
 U-Haul Company of Central Chicago
Address: 1731 S. Mount Prospect Road
 Des Plaines, IL 60018

Existing Zoning: B-1: Limited Retail Business District
Comprehensive Plan: Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-3, General Service, Warehouse, and Motor Vehicle District	Multi-tenant commercial shopping center (Southpoint)	Commercial
South	R-1, One Family Dwelling District R-3, One Family Dwelling District	Multi-tenant commercial shopping center	Commercial
East	B-1, Limited Retail Business District	Single tenant commercial business (Mattress Firm)	Commercial
West	B-1, Limited Retail Business District	Single-family homes	Single-Family Detached

Requested Action:

1. Land Use Variation to allow a storage facility within the B-1 District along a major arterial street.

Variations Required:

1. None identified at this time

Project Background:

The subject property is approximately 84,640 square feet in size (1.94 acres) and located at the northeast corner of Beverly Lane and East Rand Road. The site contains an approximately 37,500 square foot building that is currently vacant and the former home of the Classic Oak furniture store. Access to the site comes from two full access curb cuts along Beverly and one full access curb cut along Rand Road. There are a total of 53 parking spaces on the site, as well as two loading berths located on the eastern elevation of the building.

The U-Haul Company of Central Chicago is interested in purchasing the site and establishing a self-storage facility on the subject property. The site would serve as the storage component to the existing U-Haul facility at 2400 Rand Road in Mount Prospect (southeast corner of Rand Road and Oakton). Contracts for storage locker lease would be signed at the Mount Prospect location, and customers would be given access to the site in Arlington Heights for their self-storage purposes. With exception to occasional maintenance and cleaning staff, the proposed self-storage facility would be unmanned.

Retail sales of various moving and storage items (boxes, tape, locks, etc.) would be sold online and delivered to this location for pickup. Hours of operation would be 7:00am to 7:00pm Monday through Thursday, 7:00am to 8:00pm on Friday, 7:00am to 7:00pm on Saturday, and 9:00am to 5:00pm on Sunday. Customers can be granted 24-hour access to storage lockers, however, U-Haul estimates that only around 5% of their customers opt for this type of access. The petitioner has indicated that there would be no truck or trailer rental or sharing at this location, however, they have indicated that this may be an option in the future.

Zoning and Comprehensive Plan

Storage facility uses are allowed only within the M-1 and M-2 zoning districts on property in those districts that is not located on a major or secondary arterial. The subject property is zoned B-1, Limited Retail Business District, and is located along a major arterial street (Rand Road). Therefore, the proposed use must obtain land use variation approval. Staff notes that one of the purposes of the B-1 District is to provide for the convenience shopping of persons residing in adjacent residential areas. The subject property will not offer any direct retail sales and will only serve as a pick-up location for items purchased online. Furthermore, according to U-Haul, their business caters to individuals that reside within a four-mile radius of the brick-and-mortar location, which staff believes is a market group that extends outside of the adjacent residential areas. Although the B-1 district is also meant to provide opportunities for limited service establishments, self-storage is not one of the services uses allowed within the B-1 district.

The petitioner will be required to provide a written response to each of the four hardship criteria necessary for land use variation approval, which have been included 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.**

Staff notes that one of the purposes of the zoning code is to “prohibit uses, buildings or structures incompatible with the character of development or intended uses within specified districts.” As noted above, the proposed use is not compatible with the purpose of the B-1 district. Furthermore, one of the conditions of use within the B-1 district states that “all deliveries and loading activities, as well as parking lot sweeping

in the service area, abutting a residential area shall not be permitted between the hours of 10:00pm and 7:00am". The subject property abuts single-family residential homes to the south and therefore the above restriction would apply. The proposed 24-hour use of the subject property is in conflict with this condition of use.

The Comprehensive Plan designates this property as "Commercial". The proposed use is compliant with this designation.

Building, Site, Landscaping:

Certain areas of the parking lot landscaping has either died or been removed, and this landscaping would need to be reinstalled in conjunction with any land use variation to allow for the proposed use. As part of the Plan Commission process, a code compliant landscape plan shall be required. The petitioner will also need to clarify what changes to the site are proposed. Currently, the conceptual plans show the removal of four parking spaces at the front of the building and their replacement with three loading spaces. Additionally, the plans show the removal of 11 parking spaces along the northeast side of the site, although the petitioner has indicated that these spaces will remain. With exception to the introduction of three loading spaces at the front of the building, the petitioner has not indicated that any site changes will be proposed. Staff has concern that the proposed loading berths do not have sufficient space to allow for large truck access and they may cause the drive aisle to fall below minimum width requirements. Further analysis on this will be required.

Relative to the building, the project narrative states that "the building will be used structurally as is with the exception of imaging and signage". Additional details shall be required on what "imaging" changes are proposed. Depending on the scope of the exterior changes, a Design Commission application may be required. Any changes to the existing site signage must comply with code requirements or a sign variation shall be required.

Parking and Traffic:

The subject property contains 53 parking spaces and two loading spaces. Based on the conceptual plans submitted by the petitioner, a total of 38 parking spaces and five loading spaces are proposed. Parking for storage uses is based on the number of employees and vehicles uses in the conduct of the premises. The petitioner has indicated that the proposed use will create three to four additional employees, although they would primarily be at the Mount Prospect location for general business operations day to day. The petitioner must clarify how many staff will work out of the 955 Rand Road location at peak times through-out the day in order to calculate parking requirements for this site. As aforementioned, the site will not have truck/trailer/hitch rental or sharing. However, while truck and trailer rental will occur at the Mount Prospect location, the petitioner should clarify if the subject property will be used as auxiliary truck/trailer/hitch storage for the Mount Prospect site. Once this information has been provided, staff can calculate parking requirement for the site.

The site provides reciprocal access to the two properties to the northwest. As part of any Plan Commission application, the petitioner must provide details on this reciprocal access and should communicate with the property owners of the two properties to the north to inform them of their proposal.

A traffic and parking study is required per section 6.12-1 of the Zoning Code. The petitioner should clarify if a variation is requested from this requirement. Due to the relatively low parking and traffic impact of a self storage facility, staff is supportive of a variation to waive this requirement.

RECOMMENDATION

The Staff Development Committee has reviewed the Petitioner's request and is not supportive of the petition as the proposed land use variation is not consistent with the purpose of the B-1 District or the spirit and intent of the Zoning Code.

If the petitioner elects to proceed forward, the following items at a minimum shall be addressed:

1. The petitioner shall provide a written justification to the following land use variation criteria:
 - **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. A code compliant landscape plan shall be required.
3. The petitioner shall provide details on any existing cross access easement/reciprocal access agreement between the subject property and the two properties to the northwest. Additionally, the petitioner shall reach out to the owners of the two properties to the northwest to inform them of their proposal for the subject property.
4. Additional details on the number of employees and storage of vehicles shall be required.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
6. 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, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1661



Map created on April 4, 2019.

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Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

AMERCO[®]

REAL ESTATE COMPANY

2727 North Central Avenue, 5-N • Phoenix, Arizona 85004
Phone: 602.263.6555 • Fax: 602.277.5824 • Email: Bryan_Lopez@uhaul.com

Narrative Project Summary

AMERCO Real Estate Company (AREC) has prepared this application package for the opportunity to receive the Village of Arlington Heights' participation and counseling in regards to a Conceptual Plan Review for the property located at 955 E Rand Rd Arlington Heights, IL 60004. AREC is the wholly owned real estate subsidiary of the U-Haul System.

The proposed 1.94 acres acre property is located at 955 E Rand Rd Arlington Heights, IL 60004. U-Haul is proposing an adaptive reuse of the existing 37,500 SF building by converting it into a U-Haul Moving and Storage Store. Our uses consist of self-storage, U-Haul truck and trailer sharing, and related retail sales. The interior of the building will be retrofitted to house self-storage units. This infill development will allow U-Haul to better serve the storage needs of the community and activate a property that is currently underutilized.

The property is currently zoned B-1 (Business District Limited Retail). The use of self-storage requires a Land Use Variance. U-Haul is proposing to apply for the permit to allow this use. The building will be used structurally as is with the exception of imaging and signage.

The proposed self-storage center will be an expansion of our location at McDonald and Rand Rd. An expansion of self-storage into the proposed location it would allow us to add an additional three or four employees to our staff. In addition to self-storage this location will be selling moving supplies as a convenience to our customers.

Custom site design for every U-Haul store assures that the facility compliments the community it serves. Adherence to community objectives is key in order to ensure each U-Haul store is both a neighborhood asset and an economic success.

U-Haul is more of a commercial type use that serves the residential communities within a 3-5-mile radius. We feel the U-Haul would be an appropriate use for the property and there are proven benefits for allowing self-storage facilities in communities:

- Self-storage facilities are quiet
- They provide an excellent buffer between zones
- They create very little traffic

- They have little impact on utilities
- They have no impact on schools
- They provide a good tax revenue
- They provide a community service

U-Haul Moving and Storage is a convenience business. Our philosophy is to place U-Haul stores in high growth residential areas, where we fill a need for our products and services. Customers are made aware of the U-Haul store, primarily via drive-by awareness, much like that of a convenience store, restaurant or hardware store. Attractive imaging and brand name recognition bring in area residents — by our measures, those who live within a four-mile radius of the center.

The U-Haul Store:

U-Haul stores characteristically serve the do-it-yourself household customer.

- Families typically use U-Haul Self-Storage rooms to store furniture, household goods, sporting equipment, or holiday decorations. During transition periods between moves, moving to a smaller home, combining households, or clearing away clutter to prepare a home for sale, storage customers will typically rent a room for a period of two months to one year.
- Moving and storage are synergistic businesses. Over half of our storage customers tell us they used U-Haul storage because of a household move. Customers will typically use U-Haul equipment or their personal vehicle to approach the loading area and enter the building through the singular customer access. All new U-Haul stores are designed with interior storage room access, giving the customer the added value of increased security, and the community the benefit of a more aesthetically pleasing exterior.

Significant Policies:

- Hours of Operation:

Mon. - Thurs.	7:00 a.m. to 7:00 p.m.
Fri.	7:00 a.m. to 8:00 p.m.
Sat.	7:00 a.m. to 7:00 p.m.
Sun.	9:00 a.m. to 5:00 p.m.
- All U-Haul storage customers are issued a card-swipe style identification card that must be used to gain access to their room. This is but one of many security policies which protect the customer's belongings and decrease the ability of unauthorized access to the facility.
- 24hr access –To a very limited number of customers (less than 5%), U-Haul offers 24/7 access. These customers must go through an extensive background

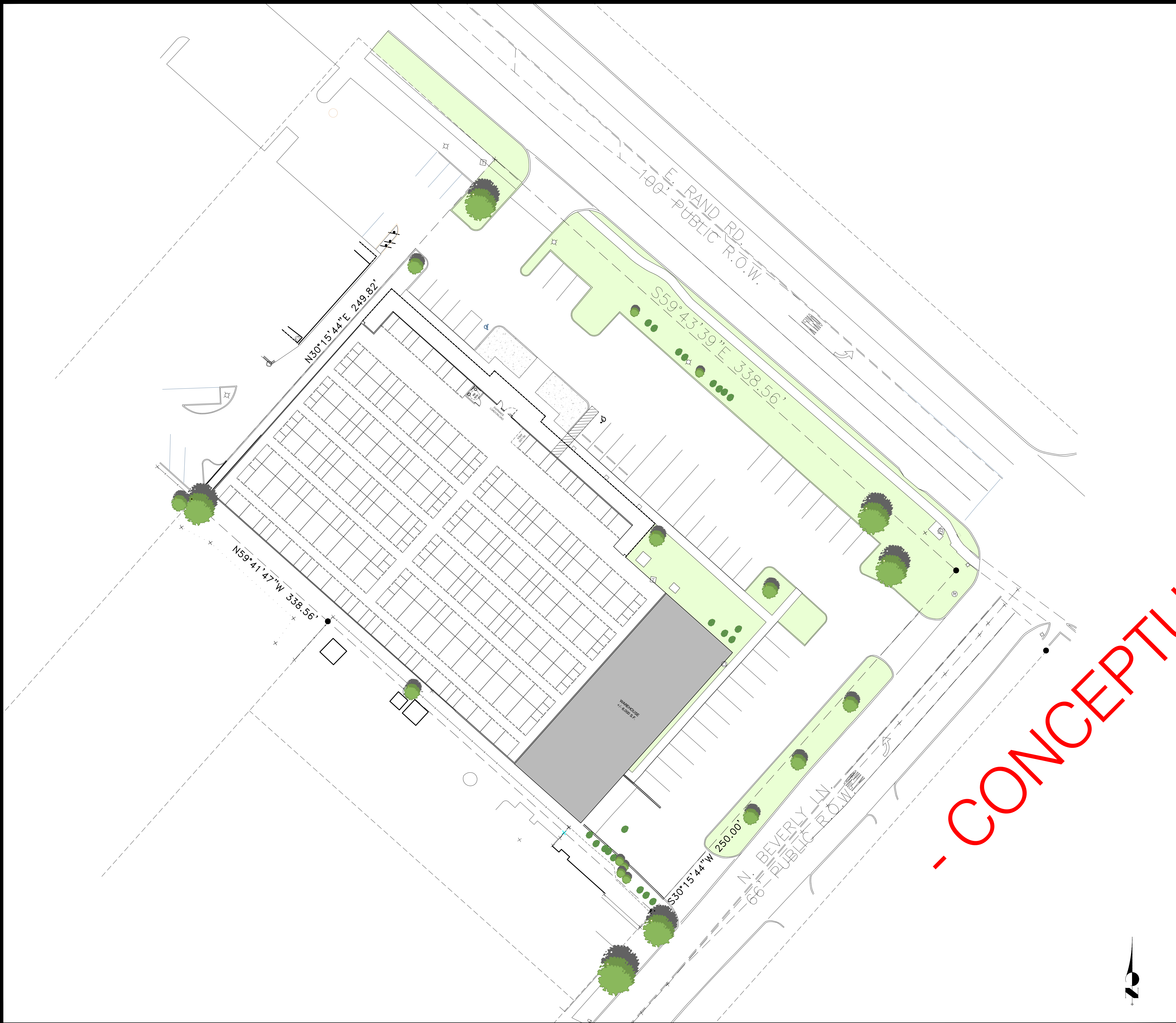
check demonstrate a need to access units after hours. They also need to be a long-time customer with their account in good standing. We offer this as an added benefit to our preferred customers if they need it. Most of our customers are household consumers and because of this we find in our experience that less than 5% use this option and the 5% use it infrequently.

- It is against policy for a business to be operated from a U-Haul storage room.
- Customers and community residents who wish to use the on-site dumpsters for disposing of refuse must gain permission to do so, and are assessed an additional fee.
- Items that may not be stored include: chemicals, flammables, and paints.
- U-Haul stores are protected by video surveillance.
- U-Haul stores are non-smoking facilities.
- U-Haul will provide added services and assistance to our customers with disabilities.

U-Haul looks forward to working with the Village of Arlington Heights as you consider the Conceptual Plan we are currently submitting.

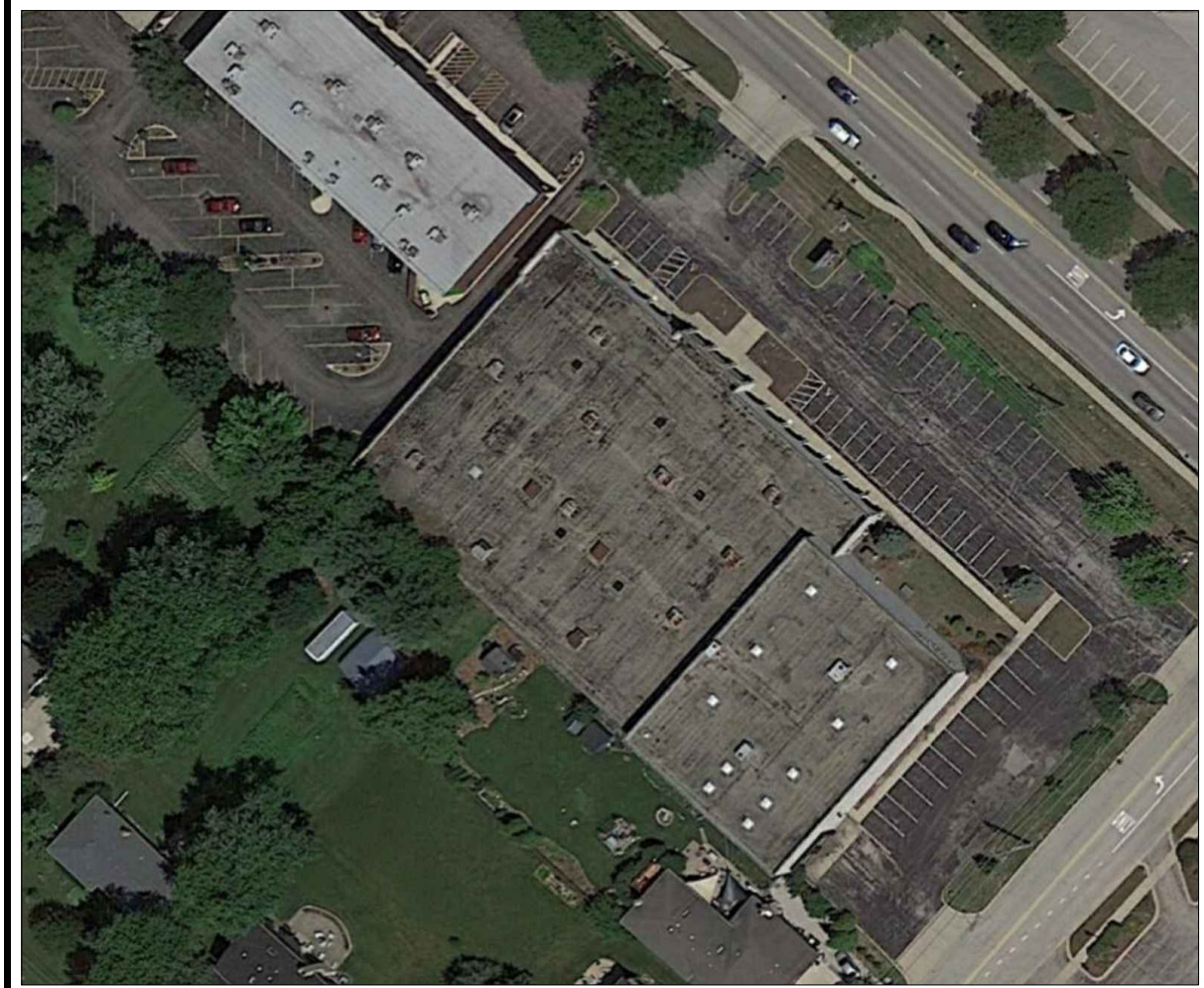
Sincerely,

Bryan Lopez
AMERCO Real Estate - Planner



CONCEPTUAL FLOOR PLAN

SCALE: 1" = 30'-0"



AERIAL

SCALE: NTS

- CONCEPTUAL -

SHEET NOTES:

REVISIONS:

NO.	DATE	INITIALS	NOTES
1			
2			
3			
4			
5			
6			
7			
8			

PROFESSIONAL SEAL:

PRELIMINARY DOCUMENTS;
NOT FOR CONSTRUCTION;
FOR INFORMATION ONLY

ARCHITECT LOGO:

AMERCO
REAL ESTATE COMPANY

CONSTRUCTION DEPARTMENT
2727 NORTH CENTRAL AVENUE
PHOENIX, ARIZONA 85004
P: (602) 263-6502

SITE ADDRESS:

U-HAUL
955 EAST RAND RD
ARLINGTON HEIGHTS, IL

SHEET CONTENTS:

CONCEPTUAL
FLOOR PLAN

999000

DRAWN: ME

CHECKED: XXX

DATE: 03/18/19

SP1

955 E RAND RD_FP.DWG

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