



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

May 1, 2018

Michael D. Firsel
Firsel Ross
2801 Lakeside Drive - Suite 207
Bannockburn, IL 60015

RE: Proposed Mixed Use Development, Block 425

Dear Mr. Firsel,

Thank you for providing conceptual plans prepared by Tingalia Architects, dated 4/3/18, for redevelopment of Block 425. The Staff Development Committee appreciates your continued efforts towards the redevelopment of this key piece of property in Downton Arlington Heights. While this is a critical site for redevelopment of downtown, there are a number of key issues that have been identified and need to be addressed as more detailed plans are developed and explored including, but not limited to the following:

Zoning:

The following zoning approvals will be required:

- PUD Approval: All development in the B-5 Downtown District is required to obtain Planned Unit Development approval.
- Rezoning: The three southern-most lots along Highland and the one southern-most lot on Chestnut that are part of this project will require rezoning from R-3 to B-5.
- Land Use Variation: From Section 28-5.5-3, Permitted Uses Table, Residential, to allow an Apartment Building or Multiple Family Dwellings in the B-5 District (for the 33 Chestnut Building).
- Variations:
 - From Section 5.1-14.1, Conditions of Use, to allow dwelling units below the 2nd floor (for the 33 Chestnut Building).
 - From Section 5.1-14.6, Minimum Required Yards, to reduce the rear yard setback (south) from 25' to 14'-4" for the 44 S. Highland Building.
 - From Section 11.8, Schedule of Loading Requirements, to reduce the number of required loading spaces.
 - As proposed, there are certain setback variations required along Chestnut Avenue, which staff is asking for compliance on.
 - Additional variations may be identified when detailed plans are submitted.

Right of Way Dedication and Density

1. Please note that 8' of right-of-way must be dedicated along Chestnut Avenue.
2. Staff is evaluating whether 8' of right-of-way will also be required along Highland Avenue.
3. Please revise the density calculations to take into consideration the loss of land that will be required for the 8-foot right-of-way dedication along Chestnut. If only 8' of right-of-way is required on the Chestnut side, then additional

density could be added to max out on code requirements. If right-of-way dedication is required along both streets, the loss of lot area will require the density to be reduced to comply with code requirements.

Subdivision:

1. Please clarify if the site will be subdivided into individual lots for each building in the PUD, or if the site will be consolidated for an overall PUD.
2. The development will need to establish easements or covenants that govern shared access and shared parking if portions of the site are intended to be sold to multiple owners.
3. If subdivision is proposed, details will need to be provided on how each lot conforms to the density and parking requirements.
4. Depending on the design and layout of any future subdivision, additional variations may be required.

Building Height:

1. The Downtown Master Plan that was adopted in 2007 calls for the block to be developed in a cohesive manner with the northern three-quarters of the block designated with a height limit of 6-8 stories and the southern quarter of the block being 4-6 stories in height (see attached plan extract). While the Chestnut and Campbell buildings are consistent with this plan, the proposed building along Highland Avenue is inconsistent with the Downtown Master Plan. This building will need to be carefully analyzed in order to determine if its height is suitable for this block. The complete Downtown Master Plan can be viewed at www.vah.com.
2. Please provide an analysis on outlining which height bonuses were used to obtain the proposed 137'-6" building height for the Highland building in order to determine compliance with the B-5 density bonus requirements.

Setbacks:

1. Given the required 8-foot right-of-way dedication along Chestnut Avenue, the 33 Chestnut building does not comply with the required 20-foot setback along this street. Please revise the building to conform with the required 20' setback along this elevation.
2. Depending upon how the property is subdivided, a setback variation may be needed for the Campbell building along the western elevation as well.
3. Please shift the Campbell building 5' to the east to provide for additional a larger setback on the west side. This building setback will need further review.

Parking/Loading/Traffic:

1. A traffic and parking study will be required to assess the traffic impact of the proposed development and adequacy of proposed parking supply. As proposed, parking meets the B-5 requirement, however, based upon Arlington Heights data, 1.5 parking spaces per unit will be required, plus parking to meet all requirements for the commercial portion of the development. Staff will further evaluate based upon complete submittal and an analysis of prior parking ratio's used throughout Downtown.
2. Please reevaluate the ingress/egress of the Chestnut building onto Chestnut Avenue to determine if alternatives exist that could distribute traffic to be less of a disturbance to the nearby residential areas.
3. Additional details are needed on how trash collection, deliveries, and move-ins/move-outs will function, for both the commercial and residential uses proposed.
4. Staff will also need additional details on the garage ramp to the Chestnut building in order to ensure that the knee walls on the garage do not obstruct visibility triangles.

5. Currently, no handicap-accessible parking stalls are shown in the proposed garage, and at least 11 spaces will be required.
6. The traffic study should analyze if a loading/delivery space may be needed on Campbell street at the front entrance to the Campbell Street building.
7. The traffic study must analyze roadway system impacts & ingress/egress at the Highland Avenue garage entrance.

Market Demand:

1. A market study will be required to assess the need for the proposed quantity of dwelling units in this location.

Site Related:

1. Please accommodate for a Downtown "gateway" sign at the northwest corner of the site. Maintenance of this sign should be the responsibility of the developer.
2. The front entry of the Campbell Street building appears to have a canopy that encroaches into the Village right-of-way, which will require review and approval of an indemnification agreement with the Village.

Landscape/Streetscape:

1. The developer will need to work with the Village to develop appropriate streetscape improvements along Highland, Campbell, and Chestnut in conformance with the Village's Downtown streetscape program.
2. Along Chestnut abutting the Campbell building, a reduced version of the Downtown streetscape may be appropriate, and further down Chestnut the streetscape may be the standard sidewalk/parkway abutting the Chestnut building (this will be further evaluated by staff).
3. Details will be required on the plantings above the basement garage to determine how landscaping will be suitable in this courtyard area.

Parking Garage Structure

1. Please provide additional details of the proposed garage structure:
 - a. Methods of design and construction of sufficient design detail so as to not compromise the Village parking garage.
 - b. How will the Vail Avenue garage be protected?
 - c. How will maintenance of the garage occur in the future?
 - d. A structural review of the existing Vail Avenue garage and proposed garage will be necessary.

Site Engineering/Utilities/Fire Access:

1. All stormwater detention must comply with all MWRD and Village standards and must be accommodated on-site. Please review and evaluate this early on in the design process as there is limited space onsite to accommodate stormwater.
2. Preliminary utility information should be provided for further review.
3. Fire access is a major concern for the 12-story building. As proposed, the fire access is minimal and insufficient. A meeting with the Building, Planning, and Fire Department is recommended to discuss fire department access to the site.
4. The Fire Dept. will review this project when additional details are provided, including a Fire Truck turning radius exhibit, FDC locations, fire access lanes shown on the site plans, and details on construction types and overhead utility lines.
5. All utility equipment and transformers will need to be appropriately located.

6. A plan outlining the burial of overhead utility lines shall be required as part of this development for further evaluation by the Village.

General Details:

1. Please provide FAR calculations, building lot coverage data, and impervious surface coverage data. If lot is to be subdivided, please provide this calculations based on both the overall PUD and each lot within the PUD.
2. Please provide additional details on project phasing.
3. Affordable housing per the Village's Multi-Family Affordable Housing Policy will be required. A fee in lieu of providing the affordable units is also acceptable. Please provide a response to the policy within any Plan Commission application.
4. Impact Fee's will be required for the residential units.
5. Details shall be required for any proposed restaurant spaces and outdoor dining areas. Please design the building to anticipate the future location of restaurant mechanical and exhaust equipment.

Building Design/Architecture:

General Comment:

1. An overall massing model showing the proposed buildings with the surrounding context on all sides should be provided. Multiple birds eye views and street level perspectives should be provided to illustrate how the massing of the proposed buildings will fit in with the context of both Downtown buildings and the adjacent residential neighborhood.

North Building (Campbell Street):

1. Overall, the design is very nicely done. It has a rich appearance that will add to the quality of the Downtown. The colors and materials are nicely coordinated, and the overall composition is well balanced. The design will fit very well with the context of the adjacent 8-story buildings.
2. Stepping down the massing of the building on the west end is encouraged to ease the transition to the adjacent residential neighborhood.

West Building (Chestnut Avenue):

1. Overall, the proposed design has a traditional style and character that is appropriate with the context of the adjacent residential neighborhood. The sloped roof and gable features work well to relate to the adjacent houses.
2. The arched entry feature is large and out of scale with the adjacent residential neighborhood.
 - i. Consider replacing the arched feature with a gabled portico to help relate to the adjacent residential context and scale, and tie in with the gables at the top of the building.
3. The west wall is tall and flat. Consider the following suggestions to break down the scale of the wall and help relate to the adjacent residential neighborhood:
 - i. Widen/expand the covered porches across the first floor to create a one-story massing that relates to the scale of the residential neighborhood.
 - ii. Add the vertical box bay detail from the east elevation onto the west elevation. Consider limiting the height of the bays to two or three stories.
 - iii. Consider partially recessing all of the balconies to break up the flat wall.
4. It is recommended that the cornice detail be continued on the north elevation.
5. The entrance ramp to the parking garage could be enhanced with decorative piers and carriage lights to complement the architecture of the building.

East Building (Highland Avenue):

1. The design of the new parking garage levels works well with the existing parking garage architecture.
2. Overall, the residential tower portion of the building works well with the garage and surrounding context, but the glass curtain walls on the north and south ends should be better coordinated with the garage below.
 - i. Consider extending the primary vertical brick piers from the garage below up through the glass curtain walls to break up the large glass curtain walls and better integrate the garage with the tower above.
 - ii. Also, consider extending some of the horizontal brick bands through the curtain wall area to help tie the glass curtain walls in with the main body of the building.
3. Clarify the types of glazing proposed for the curtain walls. Highly reflective glazing should be avoided to prevent glare on adjacent properties.

Next Steps/Neighborhood Meeting/Early Review:

The Village will consult separately with you regarding process and next steps. It is recommended that at the appropriate time a neighborhood meeting be held and Early Review with the Village Board should be considered.

Please note that these are preliminary comments and should not be relied upon as the identification of the only major concerns of the proposed development. The Staff Development Committee reserves the right to generate additional comments upon submittal of a formal application and more detailed plans. The appropriate Village staff would be happy to discuss this project in more detail to align this project with the vision set forth in the Downtown Master Plan.

In the meantime, if you have any questions please do not hesitate to contact me.

Sincerely,



Sam Hubbard
Development Planner
Department of Planning and Community Development

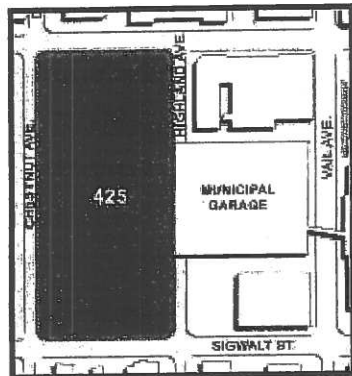
Cc: Randy Recklaus, Village Manager
Charles Witherington-Perkins, Director of Planning & Community Development
Bill Enright, Deputy Director of Planning & Community Development
Steve Hautzinger, Design Planner
Temp File #1599

BLOCK 425

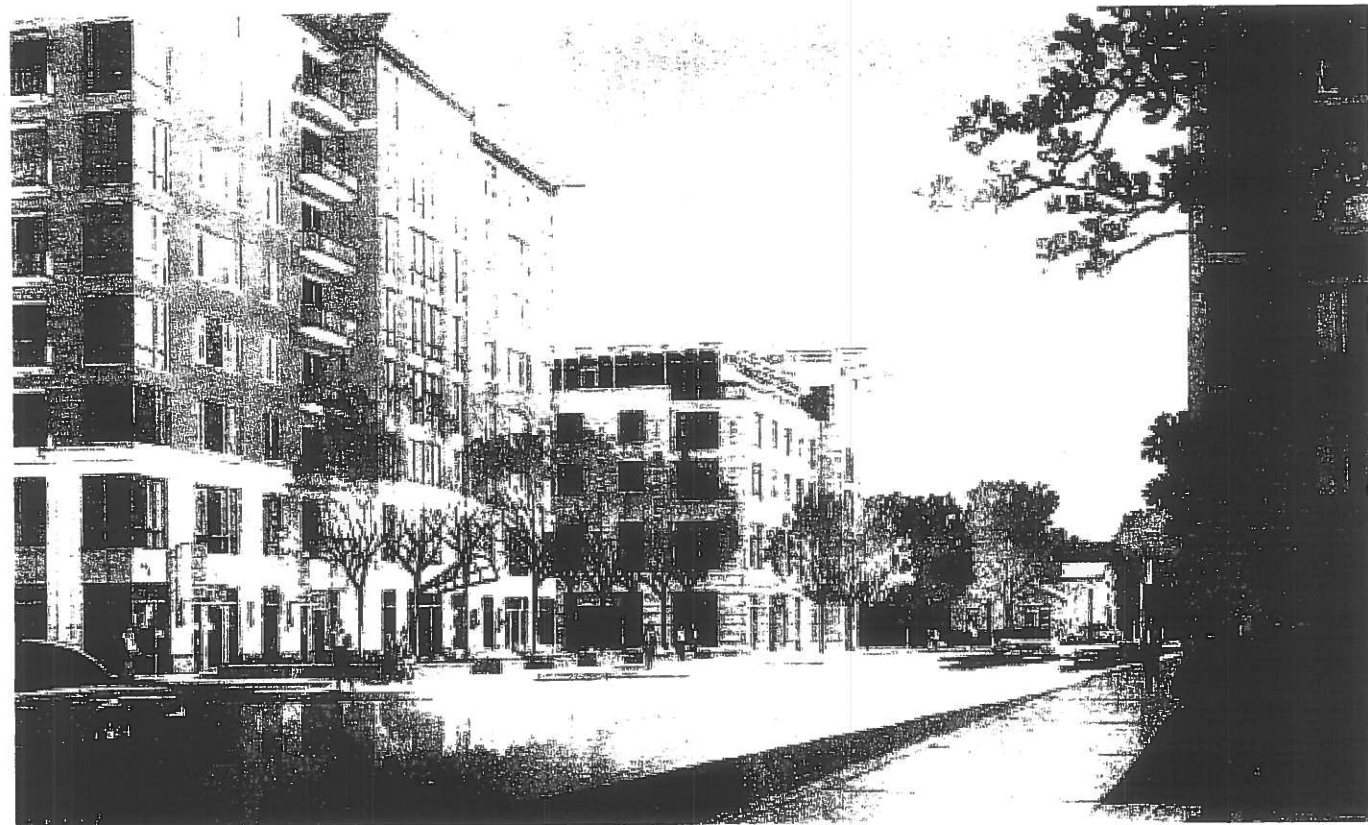
Recommendation 1: Relate piecemeal development of block in a cohesive manner with 6 to 8 stories, mixed use on northern three-quarters of block transitioning to 4 to 6 stories on the southern quarter of block.

Recommendation 2: Provide access to eastern portion of block through Vail Avenue municipal garage.

Recommendation 3: Provide commercial retail space at the corner of Campbell Street and Highland Avenue.



BLOCK 425 - MAP 6.7



BLOCK 425 : CONCEPTUAL DEVELOPMENT SKETCH ON CAMPBELL STREET LOOKING WEST FROM HIGHLAND AVENUE.