



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
August 23, 2017
6:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Greenbrier School Addition - 6/28/17
- B. Portillo's Drive-thru - 6/28/17

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. Brian Properties Residential Development - Northwest Highway at Walnut Ave. - T1580
Planned Unit Development, Rezoning, Comp Plan Amendment, Subdivision, Variations
- B. St. James Parish Church - 820 N. Arlington Heights Rd. - T1604
Special Use Permit Amendment, Variations

VII. OTHER BUSINESS

VIII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: Greenbrier School Addition - 6/28/17

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes - 6/28/17

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:

June 28, 2017

Project Title: Greenbrier School Addition
Address: 2330 N. Verde Dr.
Petitioner: Don Hanson
STR Partners
350 W. Ontario St. – Suite 200
Chicago, IL 60654

Requested Action:

- Special Use Permit to allow an existing Elementary School within the R-3 District

Variations Required:

- Variation from Section 11.4-4 to reduce the required on-site parking spaces from 195 spaces to 75 spaces.
- Variation from Section 5.1-3.6 to allow a front yard setback of approximately 13' along Verde Drive where code requires a 40' setback (this setback applies to the existing building).
- Additional Variations may be identified once formal plans have been submitted.

Attendees: Ryan Schulz – District 25
Mike Henderson, STR Partners
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is approximately 173,000 square feet (3.97 acres) and is bounded by Verde Drive on the east, Roanoke Drive to the west, and Greenbrier Park to the North. The Greenbrier Elementary School occupies the site, which school has a current enrollment of 276 students in grades K through 5th. The building is also home to the district-wide Early Childhood program that provides special education and pre-school education services for children between the ages of 3 and 5 years old. This program adds an additional 180 children to the school population, for a total enrollment of 456 children within the school. There are currently 82 staff members, 66 parking spaces, and 21 classrooms (including a temporary mobile classroom unit located along Roanoke Drive).

Enrollment at Greenbrier Elementary is projected to increase over the next four years to 320 students in grades K through 5th (16% increase of 44 students) and 200 children in the Early Childhood program (11% increase of 20 children). In order to provide space for this increase, District 25 has proposed an addition to the school building, to be located on the southwestern side of the building. The proposed addition would be two floors, each floor containing two classroom and two offices. With the proposed addition, the need for the temporary mobile classroom unit would be eliminated and therefore the unit would be removed. The projected increase in enrollment would be accompanied by an increase of four additional staff members, for a total of 86 employees at the school. In addition, ten new parking spaces would be added as part of this project, which would increase the overall parking capacity to 75 cars.

Meeting Discussion:

Mr. Henderson introduced himself and stated that they were proposing an addition to the existing Greenbrier School. The

addition would be located on the southern end of the school, which was really the only area that wasn't parkland, a parking lot, or a playground. The addition would include several new classrooms and some new office spaces. The architecture of the proposed building would match the existing building. They would not be altering the existing parking lot or drop-off area, but they did want to add around 9 parking spaces on the east side of the parking lot. These spaces would be reserved for teachers and staff so that they would be filled prior to child drop-off in the morning and the cars there would not need to leave until after parent pick-up of children in the afternoon. In this way the new spaces would not interfere with drop-off and pick-up.

Mr. Hubbard stated that a Special Use Permit was required for the school, similar to the other projects that the school district has undertaken over the last several years. Since the existing school never received a Special Use Permit, as part of the proposed building addition they are required to obtain one now. In addition, a Variation to reduce the parking requirements was needed. The current building does not conform to the parking requirements and even though they were adding some parking spaces, they still fell short of the requirement and so a Variation was needed. The existing building did not conform to the required setback along Verde Drive and so the petitioner was asking for a Variation to formalize this existing non-conformity. Staff did not have any objections to the setback Variation. In sum, staff was generally supportive of the application and acknowledged that the site was small and landlocked so there were not many opportunities to make substantial improvements to the site. The most important items to consider in this project would be the parking and traffic, specifically in relation to the drop-off and pick-up operations. A traffic and parking study will be required within the formal Plan Commission application, and this study analyze and propose recommendations for how to improve traffic flow and parking at the school.

Commissioner Cherwin asked who would be doing the construction.

Mr. Schulz responded that Papanicholas would be the construction manager on the project.

Commissioner Cherwin asked what was driving the population increase at Greenbrier.

Mr. Schulz replied that they were projecting an increase in the K-5 population, as well as the Early Childhood program, over the next five years. He said there was currently a waitlist for the Early Childhood program.

Discussion ensued regarding the boundaries and enrollment trends at District 59

Commissioner Cherwin said he liked the project and thought it was great, and he thought that the parking Variation seemed reasonable pending the outcome of the parking and traffic analysis. He asked about a potential impervious surface Variation.

Mr. Hubbard said that staff was researching the code requirements, but he believed that there may actually be an exception for uses within the R-3 district that were not single-family homes.

Commissioner Cherwin stated that impervious surface could be a concern to him as he would not want to see a situation where the expanded school caused runoff and flooding unto neighboring properties.

Mr. Hubbard stated that even if they don't technically need a Variation from impervious surface requirements via the Zoning Code, they will still have to conform to all MWRD requirements relative to stormwater control.

Commissioner Sigalos asked about the construction schedule.

Mr. Schulz replied that they were looking to start in late October or early November so that the project could be finished for the 2018-2019 school year.

Commissioner Sigalos said that if they had the need for the expansion and if the architecture blended in with the existing building, then the only issue he could see would be with the traffic.

Mr. Schulz said that the School District was aware that the intersection of Roanoke and Verde could get a little congested

during drop-offs and pick-ups, so this intersection would be analyzed as part of the traffic and parking study.

Commissioner Jensen said he thought it was a good project and he thought that he would be supportive. He said that other schools that had come before the Plan Commission had acute traffic related problems, and he asked if this school had similar problems.

Mr. Schulz said that due to the location of this school as being tucked more into the neighborhood, he felt that this school did not experience some of the same congestion issues that Windsor School and Miner School had. Additionally, because the Early Childhood program was staggered during with a morning session and a separate afternoon session, there wasn't as many car all coming to the site at the same time.

Commissioner Jensen asked if when the project comes before the Plan Commission, would they be proposing items that could improve traffic flow and congestion.

Mr. Schulz said that they will look at items that could improve traffic and congestion. He mentioned that he just received the traffic and parking study today and had not yet had a chance to review it. They have already met with the various parent groups to get their feedback on drop-off and pick-up operations.

Commissioner Jensen commented that code required parking minimums seem to frequently depart from actual demand at multiple locations, specifically in relation to schools. He thought that there was a pattern of inconsistency and asked if there was any way that they could change the code to have required parking more in line with actual demand.

Mr. Hubbard replied that he would bring this up with the Planning Department.

Commissioner Jensen stated that no school that he was aware of could meet the parking requirements, yet he was not aware of any parking shortages at any of the schools. He said that he thought this was a good project and was supportive.

Commissioner Green said that his granddaughter attends Greenbrier School and so he frequently picks her up. He said he thought that the 10 additional parking spaces that have been proposed are needed because he has never been able to find parking in the parking lot to pick up his granddaughter. He believed that demand for parking within the existing parking lot was either at or just above capacity. Similar to some of the other schools that the Plan Commission had recently considered, he believed that the success of drop-offs and pick-ups were a partly a function of parents and their ability to follow the rules and procedures. He said that the system is very efficient, but when a parent gets out of their car to pick up their child, it causes back-ups in the queuing line. He says that he never waits in the car line, but he parks on the street and walks up to the school. He said he used to park on Verde, but it has been busy recently and so he's parked in other locations. There are a lot of signs for no parking or no standing, but frequently he sees cars parked or stopped in these locations. He is supportive of the project and was happy that the temporary trailer classrooms will be removed.

Commissioner Jensen asked about the mobile units.

Mr. Schulz said that they housed two classrooms so approximately 40-50 students.

Commissioner Jensen recommended that the narrative justifying the addition include some information about deficit of space that currently exists at the school as illustrated by the trailers.

RECOMMENDATION

The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder



Item: Portillo's Drive-thru - 6/28/17
Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Minutes - 6/28/17	Minutes

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

June 28, 2017

Project Title: Portillo's Drive-Thru Modification
Address: 806 W. Dundee Rd.
Petitioner: Jeffery Nance
Development Director
RA Smith National
1245 E Diehl Rd. – Suite 102
Naperville, IL 60654

Requested Action:

- Amendment to Special Use Ordinance #85-135 and #05-073.

Variations Required:

- Chapter 28, Section 6.12-1(2)a, to waive the requirement for a Traffic and Parking Study.

Attendees: Jeff Nance – RA Smith National (Petitioner)
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is part of the Ridge Plaza shopping center PUD, which was originally approved in 1985 and amended several times over the following years. The most recent amendment occurred in 2005, which approved the relocation of Portillo's into a newly constructed building and granted a Special Use Permit to allow Portillo's to occupy that building. Due to heavy customer volumes within the Portillo's drive-thru lane, the restaurant is seeking to amend their Special Use Permit to allow the addition of a second drive-thru lane for increased stacking capacity.

The Ridge Plaza shopping center is situated on 25 acres of land and includes four outlot buildings, one of which houses Portillo's. The Portillo's outlot area includes 59 parking spaces and stacking space within the drive-thru for 28 cars. The proposed action would remove 11 parking spaces to add the second lane within the drive-thru, which would increase total stacking capacity to 39 automobiles. Primary access to the site comes from two full access ingress/egress points along Dundee Road and two full access ingress/egress points along Ridge Avenue. The intersection of Ridge Avenue and Dundee Road is controlled by a stop light and includes dedicated left turn lanes at each leg of the intersection. The Portillo's building is approximately 8,388 square feet in size and contains a small second floor seating area. There are no proposed changes to the remainder of the shopping center.

Meeting Discussion:

Mr. Nance introduced the project and stated that Portillo's has a very successful drive-thru operation at their restaurant on Dundee Road. The existing restaurant is actually one of their older restaurants and it contained a single drive-thru lane. Due to the success of the drive-thru, the existing lane often becomes quite full and operations become difficult as the stacking begins to back-up. Most of the newer facilities have double lane drive-thru's, which helps to get the customers in and out much quicker. Portillo's success is partly based on their excellent customer service, and to provide this customer service they believe the drive-thru needs improvement.

The existing facility has stacking space for up to 28 cars, and they are proposing a second drive-thru lane, which would increase stacking capacity to 39 cars. In order to do this, they would have to eliminate some of the parking spaces in the existing Portillo's parking lot, which would remove 11 parking stalls.

Portillo's currently leases the site from Brixmor, and so they have cross access and parking that allows their customers to park anywhere in the surrounding Ridge Plaza shopping center. Per code requirements, the entire shopping center has a surplus of parking spaces relative to code requirements of approximately 200 stalls.

Mr. Nance presented an aerial photo that illustrated the stacking back-up within the drive-thru lane. He guessed that the aerial picture was taken right around the lunch rush.

Commissioner Cherwin mentioned that he lived by a Portillo's in Rolling Meadows and he has seen stacking issues at the drive-thru there.

Mr. Nance said that they were trying to minimize the impact of the back-ups within the drive-thru lane that effected the rest of the property. He reiterated that in order to do this, they would need to remove some of the parking on the Portillo's site. He cited a staff comment that asked for the preservation of certain landscape islands and he said that he believed they could comply with staff request.

Commissioner Cherwin asked if Brixmor owned both the Portillo's outlot and the overall Ridge Plaza shopping center property.

Mr. Nance confirmed that they did.

Commissioner Jensen asked if Portillo's would still have staff outside taking orders from people in the drive-thru lane.

Mr. Nance affirmed that they would. He said that there were about six or eight employees that worked on within drive-thru area to facilitate the drive-thru process. He said that these employees are specifically trained to work within the drive-thru lane to where they have it down to a science in order to ensure the process runs smoothly. Hours of operation were 10:30am to 10:30pm Monday through Thursday, and 10:30am to 11:00pm on Friday and Saturday, and 10:30am to 9:00pm on Sunday. During an inspection this evening, he counted around 55 people in the restaurant (with capacity for around 100 people), and 17 cars in the drive-thru line.

Commissioner Jensen asked if the employees worked outside in the drive-thru lane during all hours of the evening, or if it was just during the peak meal times.

Mr. Nance replied that the employees worked outside only during peak meal times.

Commissioner Jensen asked if this location included the Barnelli's restaurant that is sometimes partnered and located within the Portillo's facility.

Mr. Nance replied that there were only a few locations where Barnelli's was co-located with Portillo's and this location was not one of them.

Mr. Hubbard stated that the subject property was part of the Ridge Plaza shopping center, which was developed as a PUD. The existing Portillo's site had a Special Use Permit to allow the restaurant and drive-thru, and due to the proposed alterations to the drive-thru and site, this Special Use Permit would need to be amended. Staff was generally supportive of this project. The existing use complied with the Comprehensive Plan. Staff was aware of some of the stacking issues that occurred within the drive-thru and so they believed that this proposal could provide some needed relief to this issue.

He acknowledged that in order to widen the drive-thru, some parking spaces would need to be eliminated. The overall

shopping center contained a surplus of parking and so the reduction would not place the property below the code requirements for on-site parking spaces. With regards to parking, during peak meal times, automobile overflowed outside of the Portillo's outlet site and onto the neighboring spaces within the Ridge Plaza shopping center. Due to the existing cross parking arrangement, this overflow was allowed. He said that a traffic and parking study was a code requirement for any Special Use Permit amendment. Given that parking the overflow of parking did not appear to be a problem, and that staff was not aware of any traffic related issues other than the stacking within the drive-thru lane, he was seeking feedback from the Conceptual Plan Review Committee as to whether they would really want to see a traffic and parking study as part of the Plan Commission process..

Commissioner Jensen commented that he would not have a problem waiving the traffic and parking study given the surplus of parking within the shopping center. He asked about vacancies within the shopping center.

Mr. Hubbard replied that he did not know the extent of the vacancies within Ridge Plaza.

Commissioner Jensen guessed that there were likely at least some vacant spaces within the shopping center.

Mr. Nance said that if there were vacancies, it was likely in the smaller tenant spaces as he observed all of the large anchor sites to be occupied when he was there earlier today. He guessed it was at least 80-90 percent occupied.

Commissioner Jensen said that if the occupancy was that high and there were still a significant amount of vacant spaces within the shopping center, then he didn't see any sense in requiring a traffic and parking study.

Commissioner Green commented that a when he's been there on a Saturday when there is a lot of activity in the shopping center, he is still able to find vacant parking stalls. Given this fact, he thought the traffic and parking study would not be of much utility.

Commissioner Sigalos said he did not think a traffic and parking study was necessary. He said he was glad to see that Portillo's would be making improvements to the drive-thru lane because every time he's been there he's seen it very backed up. He asked if Portillo's considered moving the menu board further west as it may help assist people in preparing them to order.

Mr. Nance said that the newer facilities included a second smaller menu board that was located at the beginning of the drive-thru, and that the employee's working the drive-thru lines had individual menu's in their pockets that are given out to customers in the drive-thru lane.

Commissioner Cherwin stated that he agreed with the previous comments on the waiver of the traffic and parking study and that he liked the project.

Commissioner Green stated his only comment was that it was difficult with a large car to exit the drive-thru lane and head west through the shopping center. Otherwise, he thought this was a great project.

RECOMMENDATION

The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder



Item: Brian Properties Residential Development - Northwest Highway at Walnut Ave. - T1580

Department: Planning & Community Development

Requested Action

1. Planned Unit Development to allow a 106-unit residential development.
2. Amendment to the Comprehensive Plan to change the underlying land use designation to High-Density Multi-Family.
3. Rezoning from the B-2 and B-3 Districts into the R-7 District.
4. Plat of Subdivision to Consolidate the Lots.

Variations Identified

1. Section 11.4-1, to reduce the on-site parking requirements from 159 spaces to 154 spaces.
2. Section 5.1-7.6, entailing multiple setback Variations to the Front, Side, Exterior Site, and Rear yard as outlined in Exhibit I.
3. Section 11.7, to eliminate the requirement for a loading space for each multi-family building.
4. Section 11.2-8, to reduce the required drive aisle width from 24' to 22'.
5. Section 11.2-11.2, to allow parking spaces within the front yard setback along Ridge Avenue.

Recommendation

The Staff Development Committee has reviewed the proposed rezoning into the R-7 District, Comprehensive Plan amendment, PUD to allow a 106 unit rental apartment development, Plat of Subdivision, and multiple Variations and is generally supportive of the application, subject to the following conditions:

1. Provide a written justification for each Variations that demonstrates conformance with the approval criteria outlined in the Zoning Ordinance:

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
- The plight of the owner is due to unique circumstances.
- The variation, if granted, will not alter the essential character of the locality.

2. A code-compliant landscape plan shall be submitted that incorporates a robust program of landscape plantings at each building entrance, in front of the buildings along Northwest Highway, and around each parking lot. Specific attention should be paid to the entrance/exit of the garage within the east building to shield headlight glare.

3. The petitioner shall provide the Village with an easement for all public sidewalks located on the subject property.

4. Preliminary engineering plans, details and storm water detention calculations shall be required as part of the formal review process. All MWRD requirements must be met.

5. IDOT review and approval will be required.

6. Design Commission review shall be required prior to the Plan Commission hearing.

7. A detailed traffic and parking study from a Certified Traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets shall be required. The parking study will need to address the adequacy of the provided parking and guest parking in relation to similar developments, and provide representative examples of successful residential developments in comparable suburban areas.

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

9. The developer shall provide a formal response to the Multi-Family Affordable Housing Policy and appear before the Housing Commission prior to appearing before the Plan Commission.

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

11. Overhead utility lines may need to be buried to accommodate for aesthetic and emergency access concerns.

12. Further details are needed on the proposed height of the building and berming at the foundation to ensure that all code restrictions can be met.

13. 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 - Perspective
Aerial
Neighborhood Meeting Summary
Plans

Type

Board or Commission Report
Exhibits
Exhibits
Correspondence
Exhibits



VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

Temp File Number: T1580

Project Title: Brian Properties PUD

Address: 400-424 & 500-550 Northwest Hgwy.

PIN: Multiple Pin's

To: Conceptual Plan Review Committee

Prepared By: Sam Hubbard, Development Planner

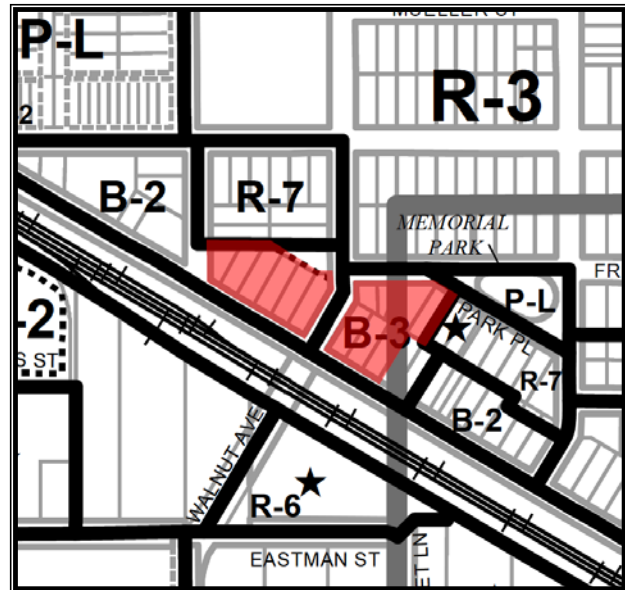
Meeting Date: August 23, 2017

Date Prepared: August 18, 2017

Petitioner: Mark Toljanic

Address: 2215 York Rd. – Suite 550
Oak Brook, IL 60523

Existing Zoning: B-2, General Business District and B-3, General Service, Wholesale, and Motor Vehicle District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-7: Multiple Family Dwelling District, R-3: One Family Dwelling District, P-L: Public Land District	Multi-family apartment complex, Single-Family Homes, Memorial Park	High Density Multi-Family, Single-Family Detached, Parks
South	R-3: One Family Dwelling District	Union Pacific/Metra railroad tracks	Government
East	R-7: Multiple Family Dwelling District, B-3, General Service, Wholesale, and Motor Vehicles District	Multi-Family Residential building, Auto Repair Business	Commercial, High-Density Multi-Family
West	B-2, General Business District	Clementi's Restaurant and Bar	Commercial

Requested Action:

1. Planned Unit Development to allow a 106-unit residential development.
2. Amendment to the Comprehensive Plan to change the underlying land use designation to High-Density Multi-Family.
3. Rezoning from the B-2 and B-3 Districts into the R-7 District.
4. Plat of Subdivision to Consolidate the Lots.

Variations Identified:

1. Section 11.4-1, to reduce the on-site parking requirements from 159 spaces to 154 spaces.
2. Section 5.1-7.6, entailing multiple setback Variations to the Front, Side, Exterior Site, and Rear yard as outlined in Exhibit I.
3. Section 11.7, to eliminate the requirement for a loading space for each multi-family building.
4. Section 11.2-8, to reduce the required drive aisle width from 24' to 22'.
5. Section 11.2-11.2, to allow parking spaces within the front yard setback along Ridge Avenue.

Project Background:

The subject property is comprised of two sites, one located at the northeast corner of Northwest Highway and Walnut Avenue and the other being the northwest corner of Northwest Highway and Walnut Avenue. Each site is approximately one acre in size. The east site is currently occupied by a single story automobile repair business with a rear parking lot for automobile storage and is zoned B-3 (General Service, Wholesale, and Motor Vehicles District). The west site is currently occupied by the multi-tenant Elms shopping center and is zoned B-2 (General Business District).

The applicant is proposing a two-phased development consisting of 106 rental units shared between the two properties. The east side would be developed in Phase I, which would entail 50 units within a four and a half story building that would taper down to three and a half stories at the rear along Freemont Street. Parking for this building would be located on the first floor, which would be partially below grade. Additional parking would be located within a surface parking lot situated behind the building. Phase II would entail the demolition of the Elms Shopping Center building and the redevelopment of the site with a four and a half story building consisting of 56 units. Parking for this building would also be on a partially below grade first floor and within a surface parking lot at the rear of the building.

Staff has been working with the developer over the last eight months to develop a suitable site plan for the two sites. The original version of this project included 108 rental units in two 5-story buildings. Subsequent versions of the conceptual plans showed 102 units dispersed between a 5-story building and a 4.5-story building, and the plans presented at this time now include 106 units within a 4.5-story building and another 4.5-story building with a recessed 3.5-story portion.

Neighborhood Meeting:

On July 12, 2017, the petitioner held a neighborhood meeting with nearby residents to introduce the project and to understand any neighborhood concerns. A summary of this meeting has been provided by the petitioner and is included in the packet for reference.

Zoning and Comprehensive Plan

The subject property is located within the B-2 and B-3 Zoning Districts, which are the appropriate zoning districts for the current shopping center and automobile repair shop. Both the east and west sides of the site will need to be rezoned into the R-7, Multi-Family Dwelling District in order to accommodate the proposed development. It should be noted that all land within the R-7 District must be directly contiguous to the B-5 Downtown Zoning District. Although the subject property is not directly contiguous with the B-5 District, it is adjacent to another portion of R-7 zoned property that is contiguous with the B-5 District, and when considered altogether, the rezoning results in a unified area of R-7 zoning that is directly contiguous to the B-5 District.

The proposed rezoning is generally consistent with the Comprehensive Plan on the western site, which designates that property as suitable for "Moderate Density Multi-Family". From a land use perspective, this classification is consistent with the proposed use, however, the proposed R-7 Zoning is more appropriate as "High Density Multi-Family" and therefore a Comprehensive Plan amendment to reclassify the western site to High Density Multi-Family is required. The eastern site is not consistent with the existing Comprehensive Plan designation as "Commercial" (although a small portion of the east side is classified as "High Density Multi-Family"), and therefore an amendment to the Comprehensive Plan to reclassify the east site as "High Density Multi-Family" is needed as well. In addition, Planned Unit Development (PUD) approval is required

for all developments within the R-7 District. Finally, a Plat of Resubdivision to consolidate both sites, as well as several Variations, are being requested.

For each Variation requested, the petitioner will need to provide written responses to justify the Variation in relation to the required approval criteria as outlined in the Zoning Ordinance and summarized below:

- ***The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.***
- ***The plight of the owner is due to unique circumstances.***
- ***The variation, if granted, will not alter the essential character of the locality.***

The developer will also be required to submit a market assessment that illustrates the market demand for this type of product at this location.

Site Design and Landscaping

Both the east and west buildings appear to conform to all bulk, height, and density restrictions, however, certain variations from setback regulations are required (see Exhibit I at the end of this report). Staff has worked with the petitioner to increase the building setbacks (from those originally presented) to minimums as deemed acceptable for a building of the proposed size, however, there are several areas of the plan that are recommended for further analysis and revisions as indicated below.

Appearance of Building Along Northwest Highway

At the request of staff, the developer has lowered the 1st floor of both buildings to be 50% below grade, which will help to reduce the mass of the structure and screen the blank walls along Northwest Highway. The Petitioner has proposed to raise the grade at the front of the buildings to screen their base so that the foundation would begin approximately 4' below grade along Northwest Highway (see elevations). Further analysis on the feasibility of this grade change is needed as 20' of space may not be adequate to accommodate such a grade change. In addition to this change, staff recommends the inclusion of dense landscape plantings in the greenspace along Northwest Highway to further enhance the appearance of the building along this heavily trafficked corridor. Finally, the developer has recently proposed an enhanced southern entry to the west building, which will help to break up the massing of the structure as viewed from Northwest Highway.

Stormwater Detention

The Petitioner will be required to provide on-site stormwater detention as part of their preliminary Engineering submittal. The subject property is located within a combined sanitary/storm sewer area and all plans must conform to both Village and MWRD requirements for stormwater management.

East Building Entry Area

In response to staff concerns, the petitioner has recently revised the entry area of the east building to provide a more defined front entry. This has caused the garage entry to shift to the north elevation of the building, which improves the flow of automobiles throughout the site. As the garage entrance will now face to the north, a heavy landscape screen should be added along the northern property line to shield the homes to the north from the glare of headlights in the evening. In order to enhance the open space by the front entry, a robust landscape program in this area should be incorporated into the landscape plan.

Fire Department Access

Both the Building Department and Fire Department have provided a preliminary review of the proposed site plan. Based on this preliminary review, access to the both buildings appears adequate; however, the petitioner will need to examine the location of any overhead wires within close proximity to the building. The Village is currently evaluating all overhead utilities to determine if the petitioner will need to bury any infrastructure due to aesthetic or Fire Department access concerns.

Sidewalk and Landscaping

As noted above, dense landscaping should be incorporated along Northwest Highway to provide a buffer for the building and to enhance the appearance along this major arterial street. The petitioner should also provide dense plantings along the rear of each parking area to screen their appearance from the residential areas to the rear. Previous iterations of the plan showed a carriage walk on the western site where the property abuts Northwest Highway. At the request of staff, the petitioner has relocated this sidewalk to provide a parkway in-between the sidewalk and Northwest Highway. An easement to the Village for any portion of the public sidewalk that overlaps onto private property must be granted in conjunction with this development. IDOT approval will be needed for the proposed drop-off area in front of the west building, which will also need further evaluation.

Building Height

In a response to neighborhood concerns, the developer has lowered each building by approximately four feet. Additionally, the east building has been tapered down along the rear where the building extends out towards the primarily single-family residential area to the northeast. Originally, this section of the building was proposed at 5-stories in height and is now proposed at 3.5-stories. The developer should note that overall building height (from a zoning perspective) will be measured from the average grade at the sidewalk (adjacent to the front yard) to the top of the roof, and not from the elevation of grade at the top of the berm to the top of the roof.

Traffic & Parking

A traffic and parking study will be required for this project. Currently, the provided parking falls just short of the number of required off-street parking as outlined within the R-7 District regulations, which requires 1.5 parking spaces per unit (1.44 spaces per unit are proposed). Additionally, staff notes that no guest parking has been provided. The parking study will need to address the adequacy of the provided parking and guest parking in relation to similar developments. Finally, the proposed drive aisle width on the western site is 22' where code requires a 24' wide drive aisle.

The developer has proposed the landbanking of nine parking stalls on the Arlington Garden apartment site located immediately north of the west building, which apartment complex is also owned by the developer. When factoring in these landbanked spaces, the site conforms to all parking requirements. In order to provide the landbanked parking, additional landscape islands may be needed within the proposed parking lot to comply with code requirements, which may cause the elimination of an additional one or two parking spaces.

While staff supports the provision of a contingency plan outlining additional opportunities for on-site parking in the event of a parking shortage, the location of the landbanked parking is not optimal and would diminish the open space and landscaped area within the Arlington Garden site. Squeezing the code-required parking onto the Arlington Garden property is not a suitable solution, and the petitioner should further analyze the ability of both the east and west sites to accommodate the code required parking on their site. The developer may wish to explore alternative locations for additional parking spaces, and/or a revised site layout that

would allow for more parking. Based on the detailed parking study, staff will ultimately evaluate the adequacy of the proposed 1.44 spaces per unit.

Along with the landbanked parking, the developer has indicated that two surface spaces, as well as two dumpster enclosures, will be located on the Arlington Garden site. These elements will require a permanent easement should the Arlington Garden site come under separate ownership at any point in the future.

In an effort to reduce travel on Freemont Street/Park Avenue, which is classified as a local residential street, the east building includes a driveway entrance that is restricted to emergency vehicle traffic only. The parking study will need to evaluate if this restriction will be effective, or if it is likely that cars will simply turn out onto Walnut Ave. and then proceed to Freemont Street. The study should also address the viability of the development as having no loading spaces. The provision of loading spaces is required by code.

Affordable Housing:

The Villages' Multi-Family Affordable Housing Policy requires that all new developments maintain a certain percentage of their units as affordable or provide a fee-in-lieu of providing these units. The developer, who also owns the Arlington Garden apartment complex that abuts the west site on the northern side, has indicated that 76% of the units within that apartment complex are leased at rates that conform to the Village's affordable housing policy. Therefore, they believe that the existence of those units should be acceptable in lieu of providing any affordable units or payment in lieu of affordable units within the proposed development.

The purpose of the Multi-Family Affordable Housing Policy is, in part, to insure that at a minimum the Village continues to meet State of Illinois affordable housing goals by including affordable units in new and substantially amended multi-family Planned Unit Developments. Therefore, the existence of affordable units within the Arlington Garden Apartments, although owned by the petitioner, does not conform to the purpose of the Multi-Family Affordable Housing Policy as it is meant for all new development to provide these units since new developments increase the overall amount of housing stock within the community. Staff believes that the petitioner should provide the affordable units as per the policy, or pay a fee in lieu of providing these units at a level comparable to similar developments. Developers of a recent comparable development have proposed \$25,000 per required affordable unit not provided. In relation to this project, 16 affordable units are required, which equates to \$400,000 as a payment in lieu of providing the required affordable units. A response to the Village's Affordable Housing Policy should be submitted for staff and the Housing Commission review.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed rezoning into the R-7 District, Comprehensive Plan amendment, PUD to allow a 106 unit rental apartment development, Plat of Subdivision, and multiple Variations and is generally supportive of the application, subject to the following conditions:

1. Provide a written justification for each Variations that demonstrates conformance with the approval criteria outlined in the Zoning Ordinance:
 - ***The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.***
 - ***The plight of the owner is due to unique circumstances.***
 - ***The variation, if granted, will not alter the essential character of the locality.***

2. A code-compliant landscape plan shall be submitted that incorporates a robust program of landscape plantings at each building entrance, in front of the buildings along Northwest Highway, and around each parking lot. Specific attention should be paid to the entrance/exit of the garage within the east building to shield headlight glare.
3. The petitioner shall provide the Village with an easement for all public sidewalks located on the subject property.
4. Preliminary engineering plans, details and storm water detention calculations shall be required as part of the formal review process. All MWRD requirements must be met.
5. IDOT review and approval will be required.
6. Design Commission review shall be required prior to the Plan Commission hearing.
7. A detailed traffic and parking study from a Certified Traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets shall be required. The parking study will need to address the adequacy of the provided parking and guest parking in relation to similar developments, and provide representative examples of successful residential developments in comparable suburban areas.
8. A market assessment shall be required to demonstrate a need for this type and size development at this location.
9. The developer shall provide a formal response to the Multi-Family Affordable Housing Policy and appear before the Housing Commission prior to appearing before the Plan Commission.
10. School, Park, and Library contributions shall be required per Code prior to the issuance of a building permit.
11. Overhead utility lines may need to be buried to accommodate for aesthetic and emergency access concerns.
12. Further details are needed on the proposed height of the building and berming at the foundation to ensure that all code restrictions can be met.
13. 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.

August 18, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1580

Exhibit I – Zoning Analysis

East Building			
	Proposed	Required	Variation Required
Height	58'-4"*	60' Maximum	
Setback			
East (Side)	10'-10"	Approx. 34'	X
West (Exterior Side - Walnut Ave.)	15'	20'	X
North (Rear - Freemont St.)	52'-6"	30'	
South (Front - Northwest Hwy)	20'	44'	X
Density (Minimum Lot Size)	44,213 sq. ft.	34,800 sq. ft.	
Longest Building Length	165' (along east side)	N/A	
Bedroom Mix	34 1-BR Units, 16 2-BR Units	N/A	
Total Number of Units	50 units	N/A	
Minimum Unit Size (1 BR)	748 sq. ft.	600 sq. ft.	
Minimum Unit Size (2 BR)	882 sq. ft.	750 sq. ft.	
Maximum Building Lot Coverage	35.36%	45%	
Impervious Surface Coverage	Unknown	No limit	
Maximum F.A.R.	127%**	200%	
Parking	77 (1.54 spaces per unit)	75 (1.50 spaces per unit)	
West Building			
	Proposed	Required	Variation Required
Height	58'-4"*	60' Maximum	
Setback			
East (Rear - Walnut Ave.)	15'	30'	X
West (Front - Ridge Ave.)	47'-11"	Approx. 46'-4"	
North (Side)	37'-1"	Approx. 31'	
South (Exterior Side - Northwest Hwy)	19'	20'	X
Density (Minimum Lot Size)	42,647 sq. ft.	39,000 sq. ft.	
Longest Building Length	224' (along Northwest Hwy)	N/A	
Bedroom Mix	38 1-BR Units, 18 2-BR Units	N/A	
Total Number of Units	56 units	units	
Minimum Unit Size (1 BR)	616 sq. ft.	600 sq. ft.	
Minimum Unit Size (2 BR)	896 sq. ft.	750 sq. ft.	
Maximum Building Lot Coverage	35.4%	45%	
Impervious Surface Coverage	Unknown	No limit	
Maximum F.A.R.	129%**	200%	
Parking	77 (1.38 spaces per unit)	84 (1.5 spaces per unit)	

* Building Height must be confirmed.

** Needs to factor in non-garage related space on 1st floor.

This is a preliminary analysis and is subject to change upon review of a detailed submission. Required setbacks may change depending on final height of building.

Date: 8/15/201



[illegible]

1:2,257

0 0.0175 0.035 0.07 mi

0 0.03 0.06 0.12 km

Hubbard, Sam

From: Mark D Toljanic
Sent: Friday, July 21, 2017 11:23 AM
To: Perkins, Charles
Cc: Hubbard, Sam ; Enright, Bill; Meskauskas, Mark
Subject: RE: Early Review 8/7

Charles

Following up on the e-mail below, we remain ready for early review. We do have some changes to the East building based on our neighborhood meeting at which 3 major concerns were voiced; exits on Park and Fremont and resulting traffic; parking; building height. There were no concerns raised regarding the West building so there are no changes to the West building plans previously submitted. Attached is a revised site plan with a revised floor plan for the East building.

Exits on Park and Fremont and resulting traffic appeared to be the biggest concern. In response we have flipped the building to the orientation of the original proposal and moved the exit to Walnut to align with the West Building.

Parking appeared to be the next biggest concern. In response we have removed the 6 northernmost units on the top floor from the East building. This will eliminate the need for a parking variance as both buildings will now be at 1.5 stalls per unit which is within code and well within the KLOA recommendation of 1.1 stalls per unit.

Building height and density was a close third. The removal of the above referenced units is also responsive to this concern. Further the lower portion will be closest to the neighbors. This approach will allow for symmetry along Northwest Highway.

If you have questions please call or e-mail.

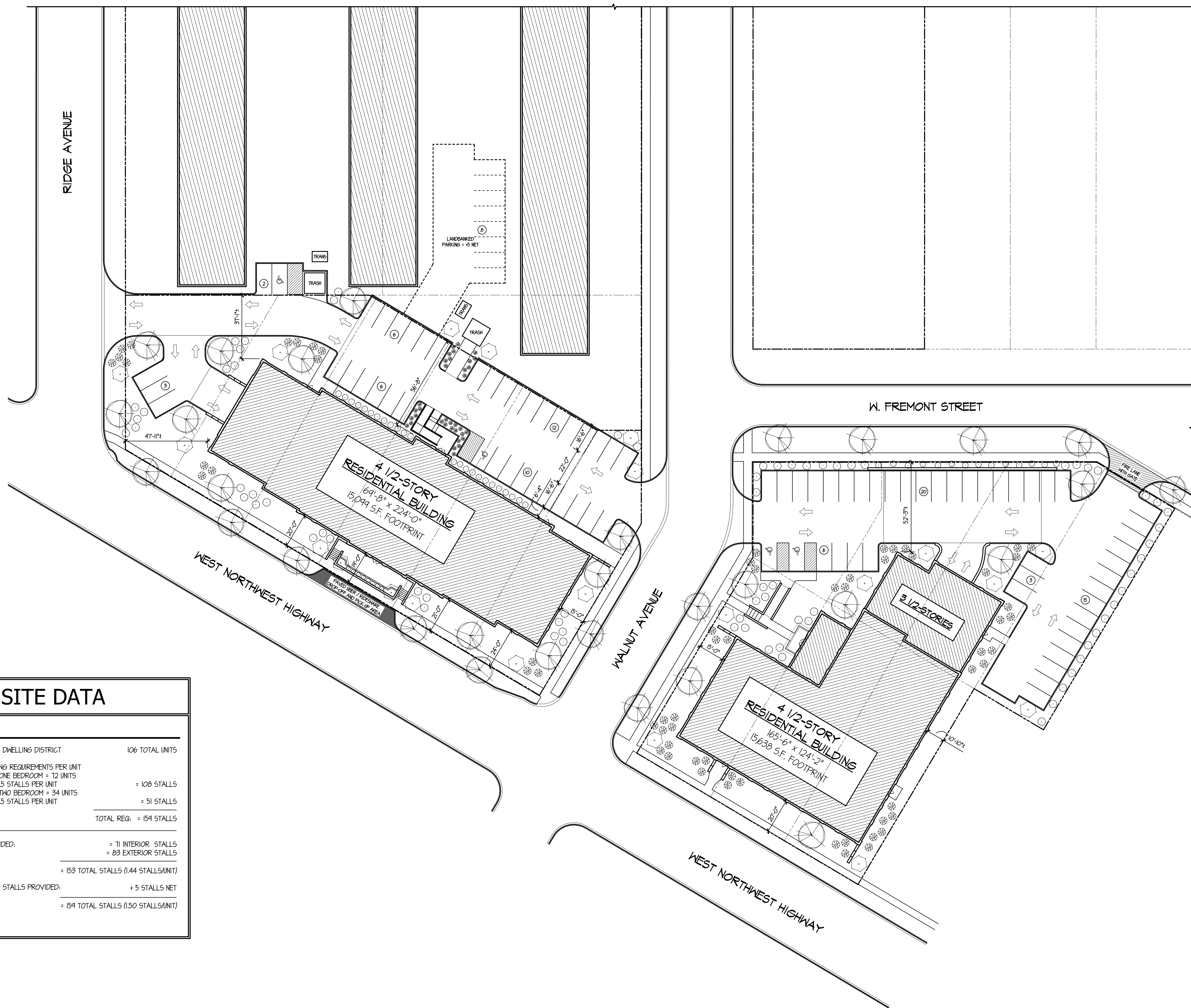
Regards

Mark

Mark D. Toljanic
Martin, Craig, Chester & Sonnenschein LLP
2215 York Road Suite 550
Oak Brook, IL 60523

The information contained in this communication and attachments, if any, may be confidential, is intended only for the use of the recipient named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and delete the original message and any copy of it from your computer system. Thank you.

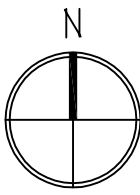
For more information about Martin, Craig, Chester & Sonnenschein LLP, please visit us at <http://www.mccslaw.com/>



SITE DATA

PARKING INFO	
- R-1 MULTIPLE-FAMILY DWELLING DISTRICT	106 TOTAL UNITS
- ZONING PARKING REQUIREMENTS PER UNIT	
- TOTAL ONE BEDROOM = 12 UNITS	
- 15 STALLS PER UNIT	= 108 STALLS
- TOTAL TWO BEDROOM = 34 UNITS	
- 15 STALLS PER UNIT	= 51 STALLS
TOTAL REQ. = 159 STALLS	
- TOTAL STALLS PROVIDED:	
= 71 INTERIOR STALLS	
= 83 EXTERIOR STALLS	
= 153 TOTAL STALLS (1.44 STALLS/UNIT)	
- TOTAL LAND BANKED STALLS PROVIDED:	+ 5 STALLS NET
= 158 TOTAL STALLS (1.50 STALLS/UNIT)	

CONCEPTUAL SITE PLAN
SCALE: 1" = 30'-0"



TINAGLIA ARCHITECTS • INC
814 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS • IL 60004
VOICE • 847 253 0002
DATA • 847 253 3063
www.tinaglia.com

TINAGLIA
ARCHITECTS

CLIENT

BRIAN
PROPERTIES, INC.
2045 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

PROJECT

W. NORTHWEST HWY.
& WALNUT AVENUE
ARLINGTON HEIGHTS, ILLINOIS
MULTI-FAMILY DEVELOPMENT

DRAWING TITLE

CONCEPTUAL
SITE PLAN

FILE NAME	3930-11P	
DRAWN BY	RDL	DATE 9.28.16
NO.	REVISED PER	DATE
1	DESIGN DEVELOPMENT	11.15.16
2	DESIGN DEVELOPMENT	1.6.17
3	DESIGN DEVELOPMENT	1.11.17
4	ADDED SETBACK DIM'S	1.18.17
5	WEST PARKING LOT REV	2.28.17
6	EAST BUILDING REDESIGN	3.16.17
7	EAST BUILDING REDESIGN	7.17.17
8	DESIGN DEVELOPMENT	8.1.17
9	VILLAGE SUBMITTAL	8.10.17

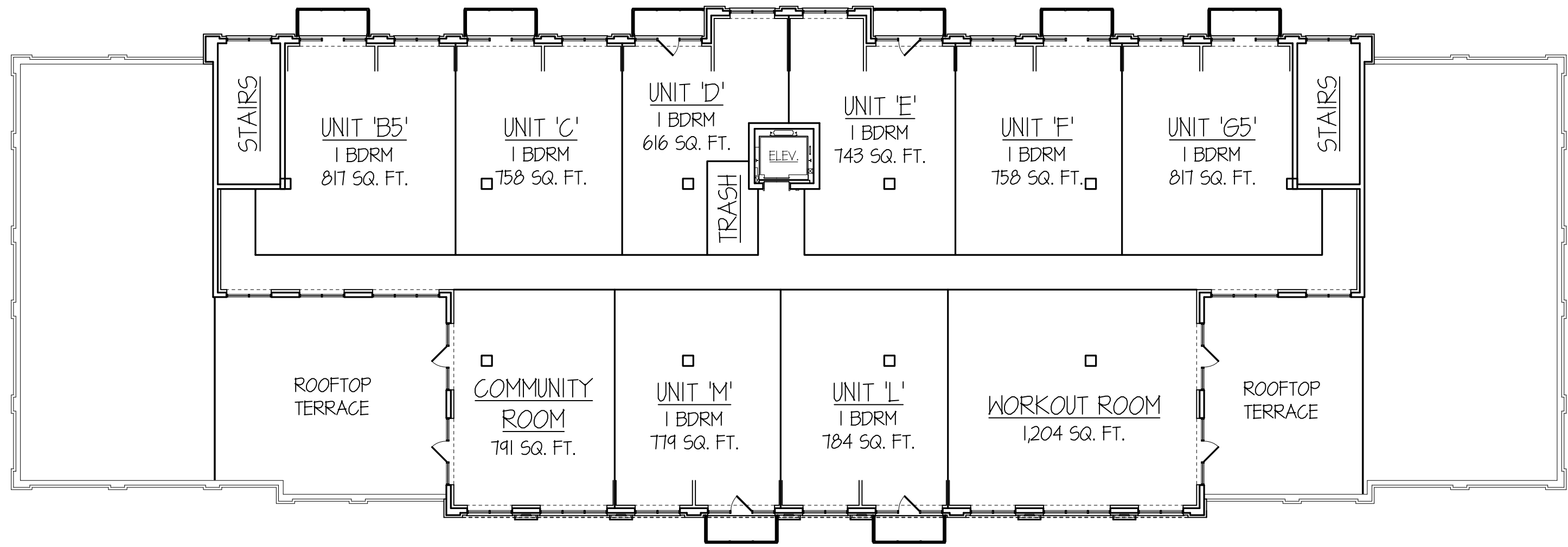
JOB NO. 393016

SHEET NO.
OF 7

CP.1

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

© COPYRIGHT 2017 TINAGLIA ARCHITECTS, INC.



WEST BUILDING - FIFTH FLOOR PLAN

SCALE: 1" = 15'-0"

- 8 UNITS -

WEST BUILDING DATA INFO

UNIT AND SQUARE FOOTAGE INFO

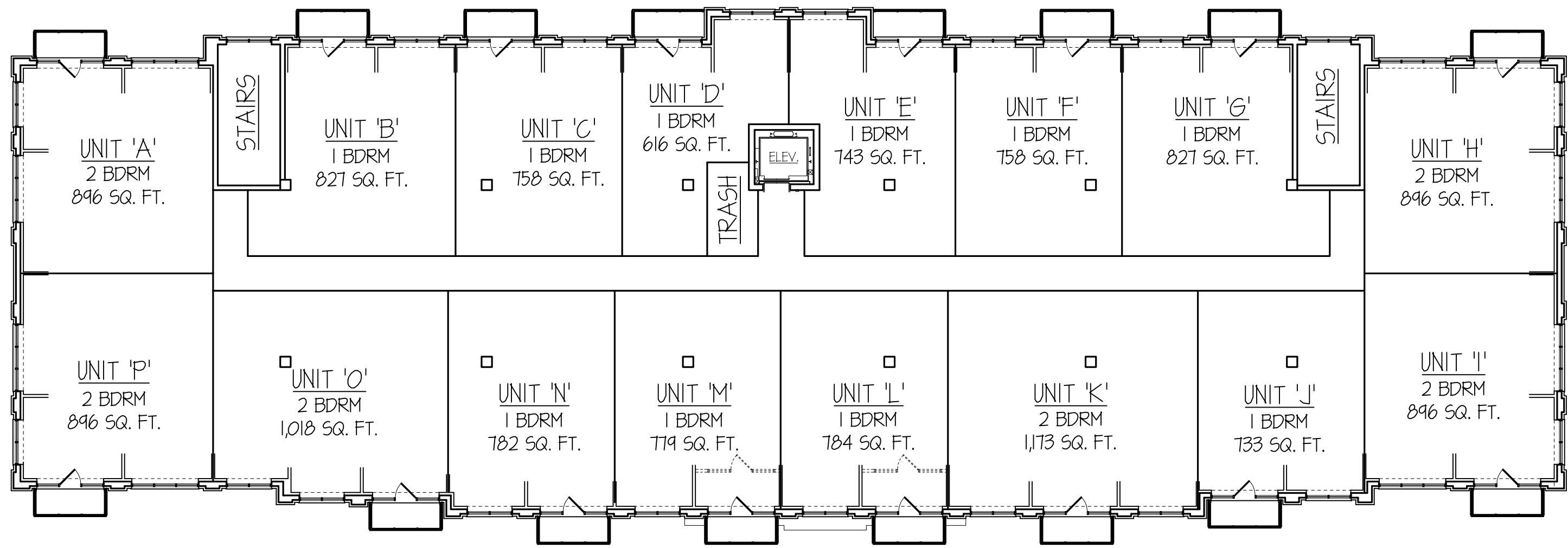
- DATA PER FLOOR / LEVEL:	
- GRADE LEVEL / FIRST FLOOR	15,094 SQ. FT.
- PARKING STALLS	38 STALLS
- SECOND FLOOR	15,095 SQ. FT.
- RENTABLE AREA	14,006 SQ. FT.
- # OF UNITS	16 UNITS
- THIRD FLOOR	15,041 SQ. FT.
- RENTABLE AREA	14,006 SQ. FT.
- # OF UNITS	16 UNITS
- FOURTH FLOOR	15,041 SQ. FT.
- RENTABLE AREA	14,004 SQ. FT.
- # OF UNITS	16 UNITS
- FIFTH FLOOR	1,145 SQ. FT.
- RENTABLE AREA	6,072 SQ. FT.
- # OF UNITS	8 UNITS
- TOTAL ABOVE GROUND AREA (EXCLUDING PARKING GARAGE)	54,912 SQ. FT.
- RENTABLE RESIDENTIAL AREA	48,493 SQ. FT.
- RESIDENTIAL UNITS	56 UNITS

MINIMUM LOT SIZE (DENSITY) INFO

- LOT SIZE: 42,641 SQ. FT.
<u>ZONING CODE REQUIREMENTS</u>
- R-7 MULTIPLE-FAMILY DWELLING DISTRICT REQUIREMENTS
- 600 SQ. FT. OF LOT PER 1-BEDROOM OR LESS DWELLING UNIT
- 900 SQ. FT. OF LOT PER 2-BEDROOM OR MORE DWELLING UNIT
- (38) 1-BEDROOM OR LESS UNITS PROPOSED = 22,800 SQ. FT.
- (18) 2-BEDROOM OR MORE UNITS PROPOSED = 16,200 SQ. FT.
TOTAL LOT SIZE REQ. = 39,000 SQ. FT.

PARKING INFO

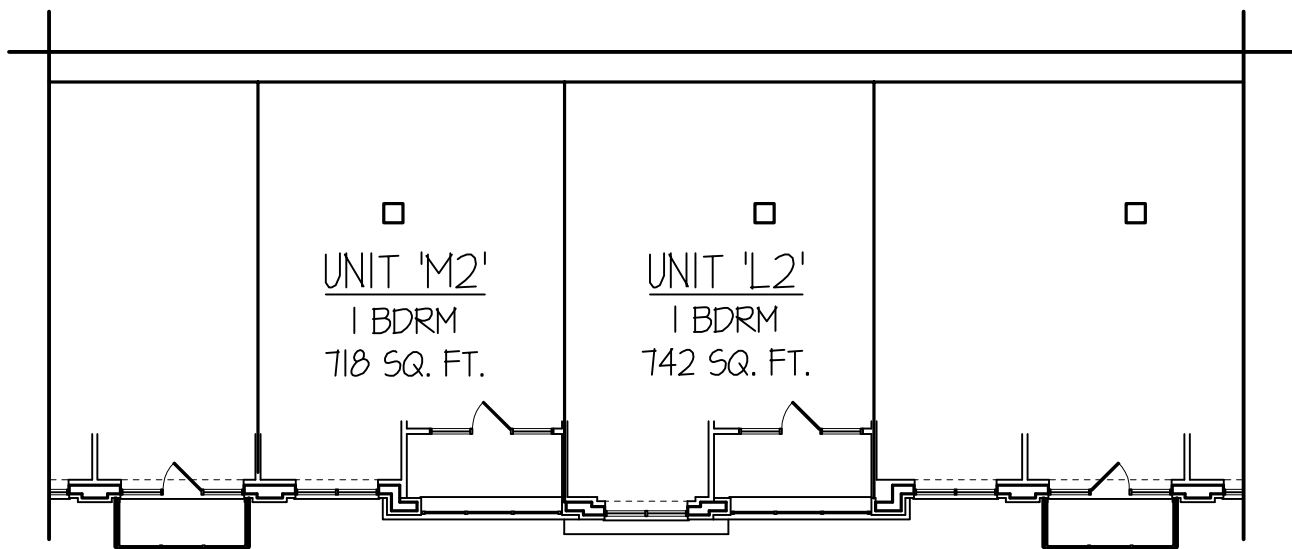
- R-7 MULTIPLE-FAMILY DWELLING DISTRICT	
- ZONING PARKING REQUIREMENTS PER UNIT	
- TOTAL ONE BEDROOM = 38 UNITS	= 57 STALLS
- 15 STALLS PER UNIT	
- TOTAL TWO BEDROOM = 18 UNITS	= 27 STALLS
- 15 STALLS PER UNIT	
TOTAL REQ. = 84 STALLS	
- TOTAL STALLS PROVIDED:	= 38 INTERIOR STALLS = 34 EXTERIOR STALLS
	= 72 TOTAL STALLS
- SURPLUS FROM EAST SITE:	+ 2 STALLS
	= 74 STALLS (1.41 STALLS/UNIT)
- TOTAL LAND BANKED STALLS PROVIDED:	+ 5 STALLS NET
	= 84 STALLS (1.50 STALLS/UNIT)



WEST BUILDING - SECOND, THIRD AND FOURTH FLOOR PLANS

SCALE: 1" = 15'-0"

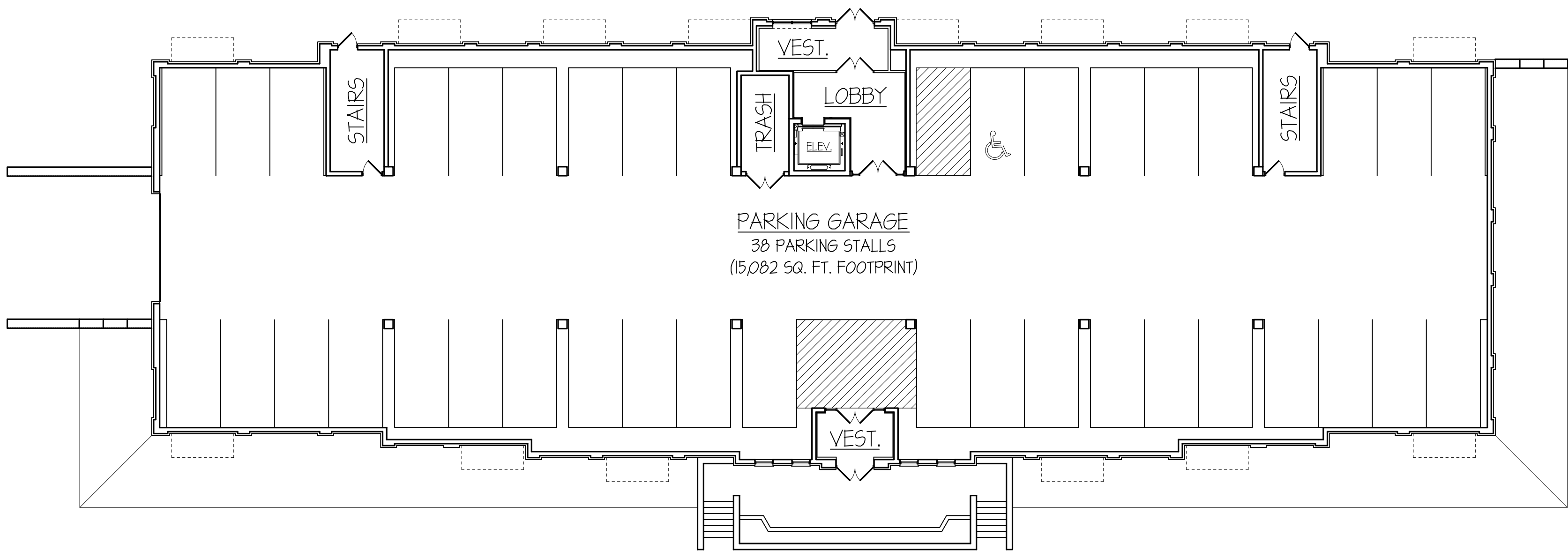
- 16 UNITS PER FLOOR -



WEST BUILDING - PARTIAL
SECOND & THIRD FLOOR PLAN

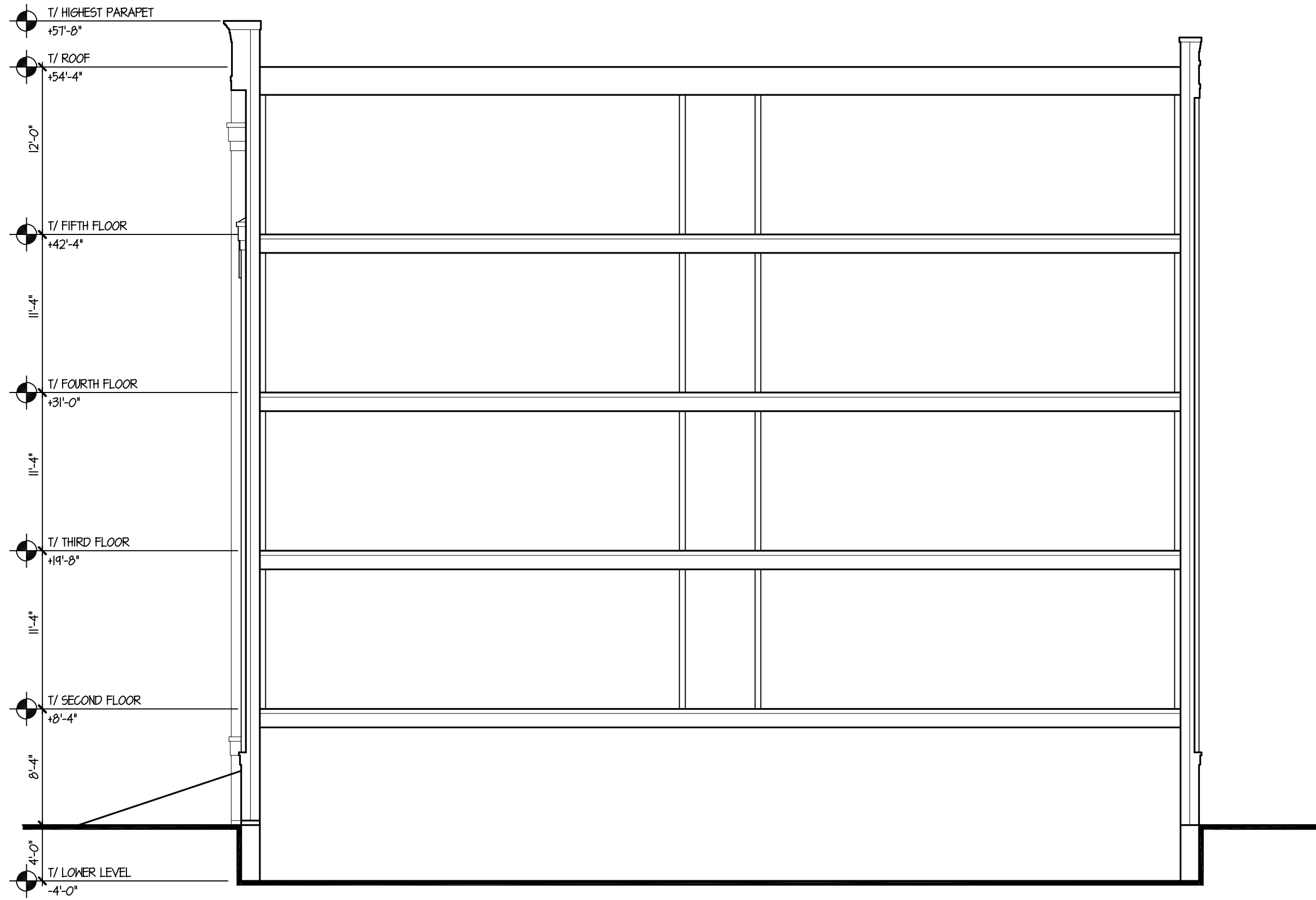
SCALE: 1" = 15'-0"

- 16 UNITS PER FLOOR -



WEST BUILDING - LOWER LEVEL PARKING GARAGE PLAN

SCALE: 1" = 15'-0"

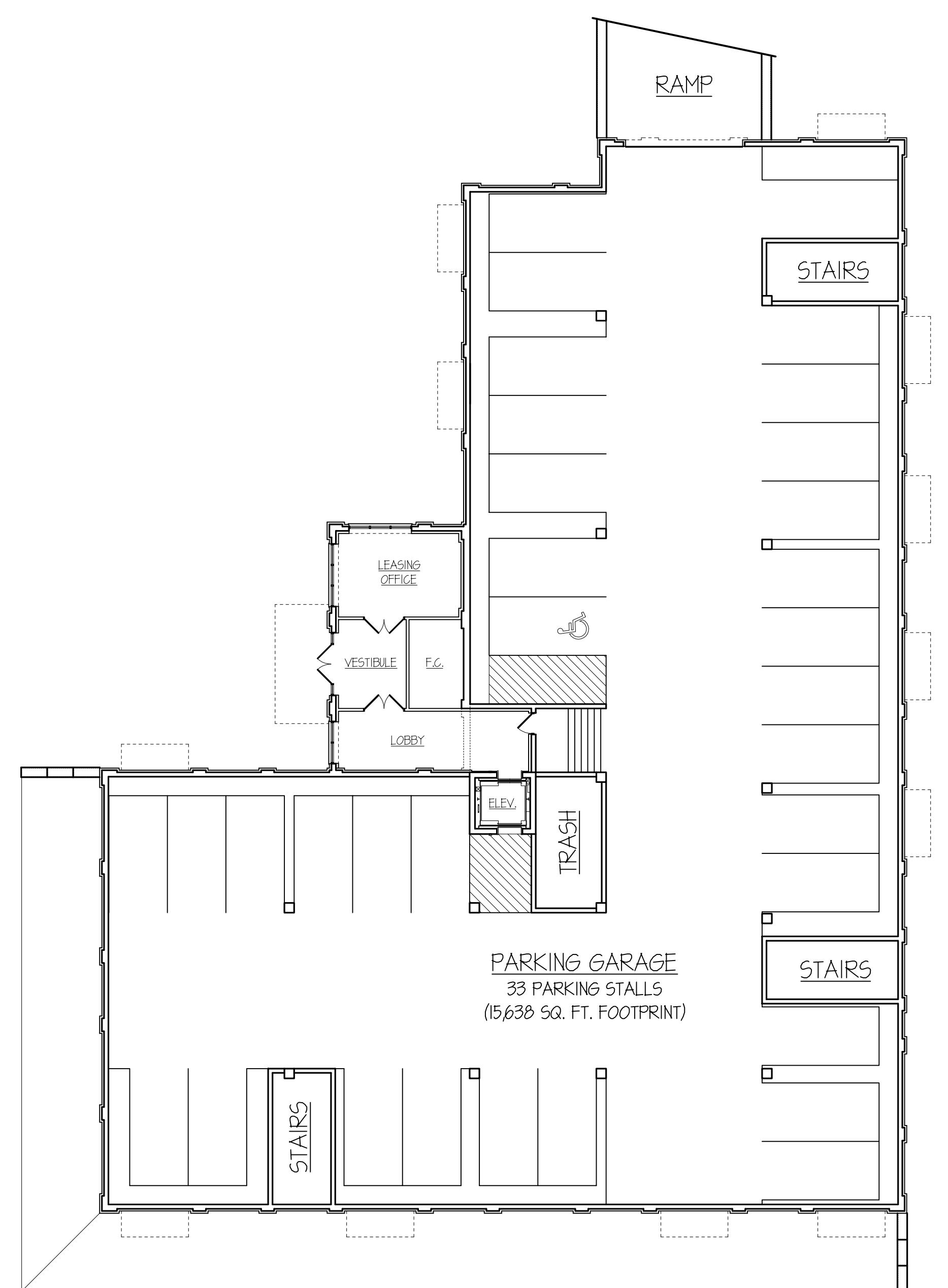


WEST BUILDING SECTION

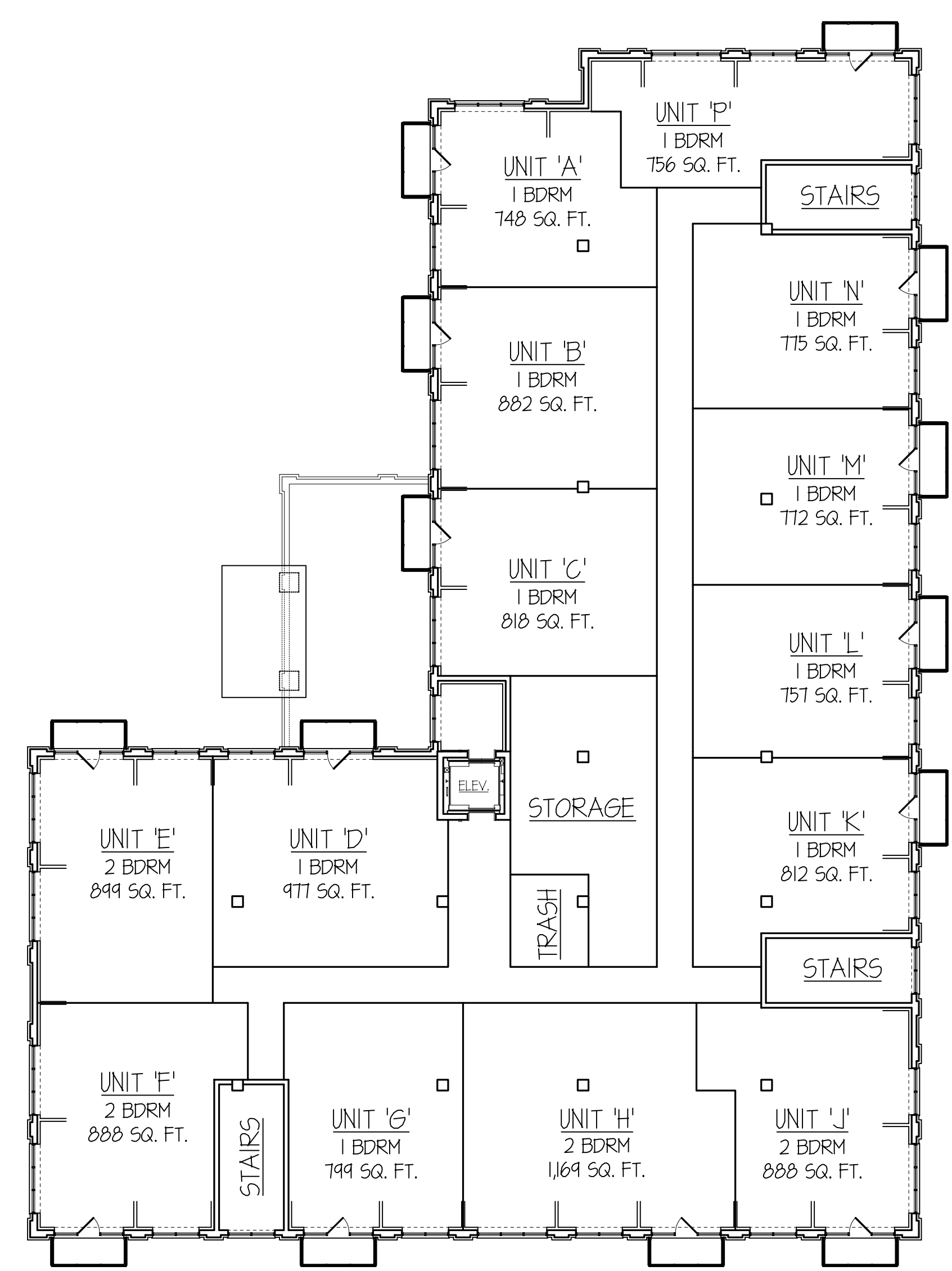
NOT TO SCALE

EAST BUILDING DATA INFO

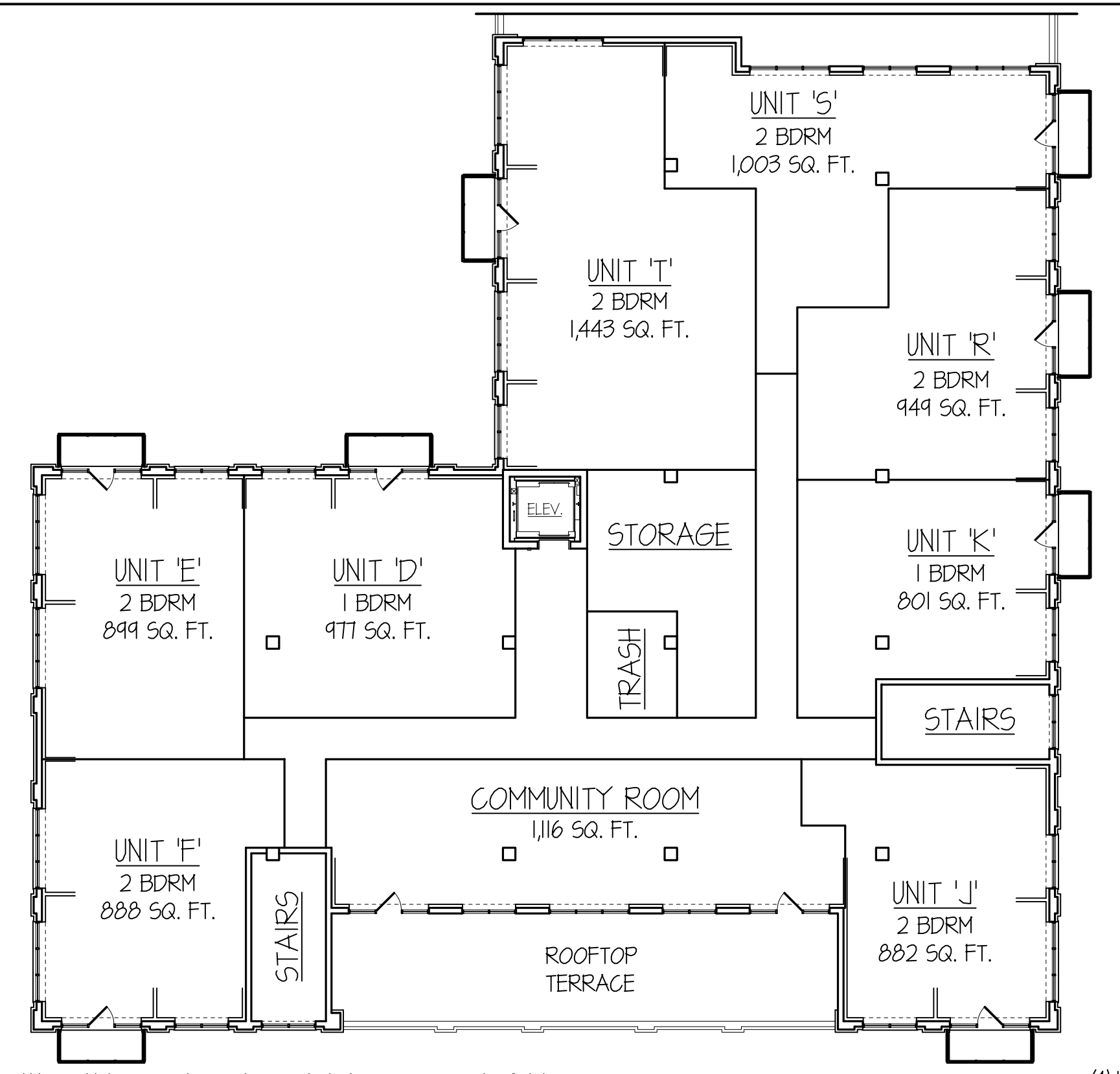
UNIT AND SQUARE FOOTAGE INFO		PARKING INFO	MINIMUM LOT SIZE (DENSITY) INFO
- DATA PER FLOOR / LEVEL:		- R-1 MULTIPLE-FAMILY DWELLING DISTRICT	- LOT SIZE: 44,213 SQ. FT.
- LOWER LEVEL / PARKING GARAGE		- ZONING PARKING REQUIREMENTS PER UNIT	ZONING CODE REQUIREMENTS
- PARKING STALLS	15,630 SQ. FT.	- TOTAL ONE BEDROOM = 34 UNITS	- R-1 MULTIPLE-FAMILY DWELLING DISTRICT REQUIREMENTS
- FIRST FLOOR	14,896 SQ. FT.	- 15 STALLS PER UNIT	- 600 SQ. FT. OF LOT PER 1-BEDROOM OR LESS DWELLING UNIT
- RENTABLE AREA	11,940 SQ. FT.	- TOTAL TWO BEDROOM = 16 UNITS	- 900 SQ. FT. OF LOT PER 2-BEDROOM OR MORE DWELLING UNIT
- # OF UNITS	14 UNITS	- 15 STALLS PER UNIT	- (34) 1-BEDROOM OR LESS UNITS PROPOSED = 20,400 SQ. FT.
- SECOND FLOOR	14,896 SQ. FT.	TOTAL REQ. = 75 STALLS	- (16) 2-BEDROOM OR MORE UNITS PROPOSED = 14,400 SQ. FT.
- RENTABLE AREA	12,271 SQ. FT.		TOTAL LOT SIZE REQ. = 34,800 SQ. FT.
- # OF UNITS	14 UNITS		
- THIRD FLOOR	14,896 SQ. FT.	- TOTAL STALLS PROVIDED:	
- RENTABLE AREA	12,271 SQ. FT.	= 33 INTERIOR STALLS	
- # OF UNITS	14 UNITS	= 44 EXTERIOR STALLS	
- FOURTH FLOOR	11,745 SQ. FT.	= 71 TOTAL STALLS	
- RENTABLE AREA	7,842 SQ. FT.		
- # OF UNITS	8 UNITS		
- TOTAL ABOVE GROUND AREA (EXCLUDING PARKING GARAGE)	56,363 SQ. FT.		
- RENTABLE RESIDENTIAL AREA	44,324 SQ. FT.		
- RESIDENTIAL UNITS	50 UNITS		



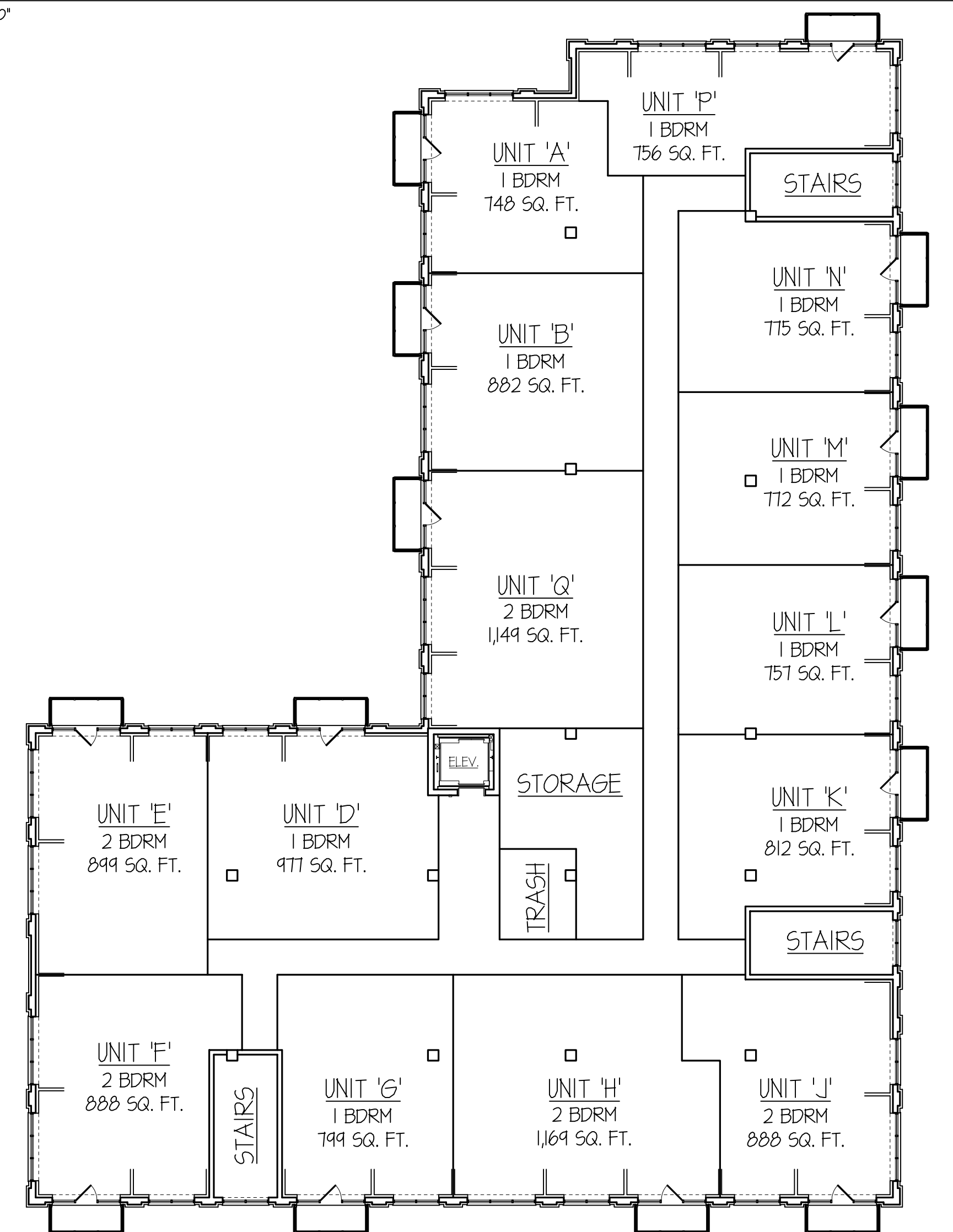
EAST BUILDING - LOWER LEVEL PARKING GARAGE PLAN
SCALE: 1" = 15'-0"



EAST BUILDING - FIRST FLOOR PLAN
SCALE: 1" = 15'-0"



EAST BUILDING - FOURTH FLOOR PLAN
SCALE: 1" = 15'-0"

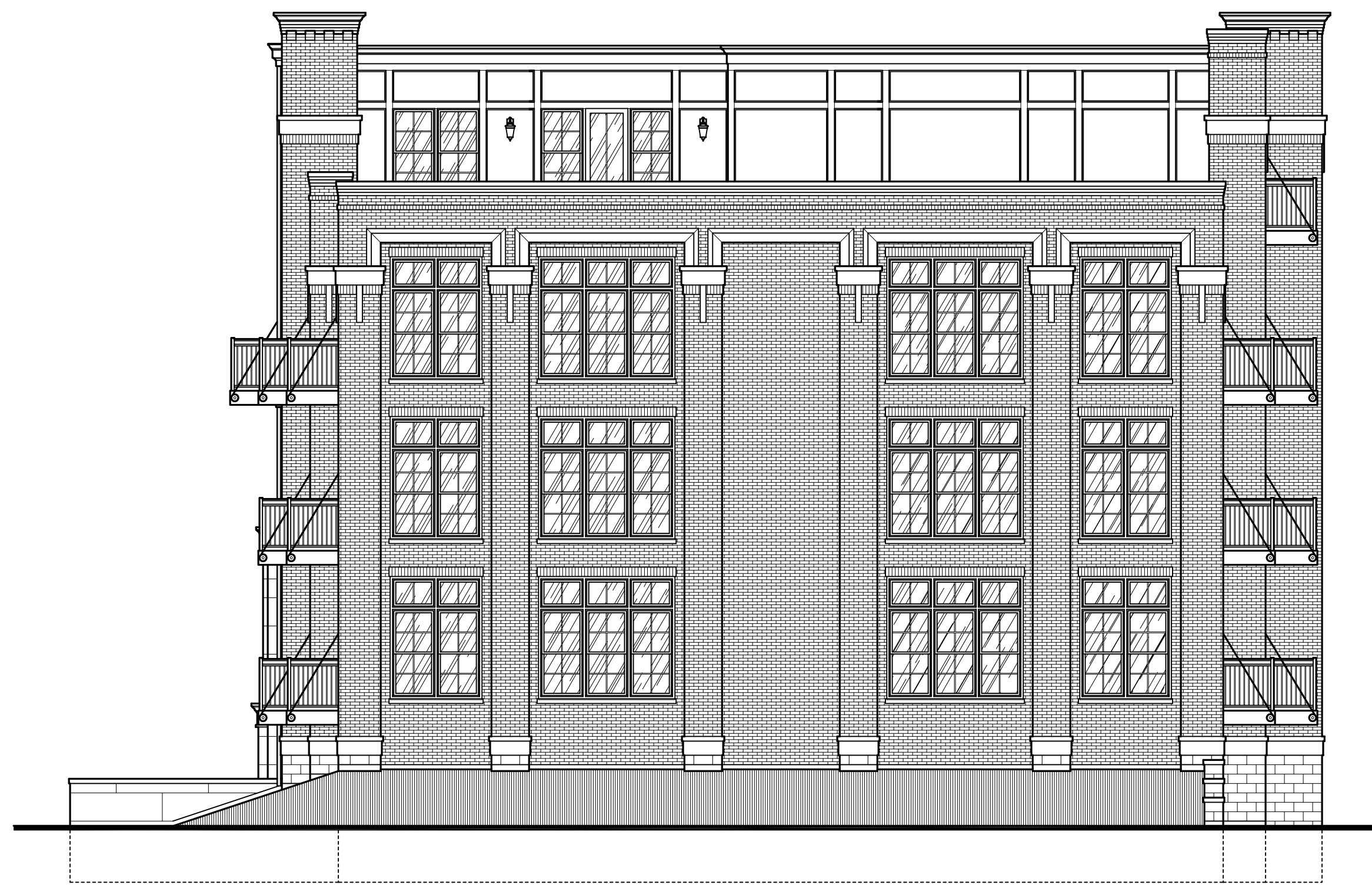


EAST BUILDING - SECOND AND THIRD FLOOR PLANS
SCALE: 1" = 15'-0"



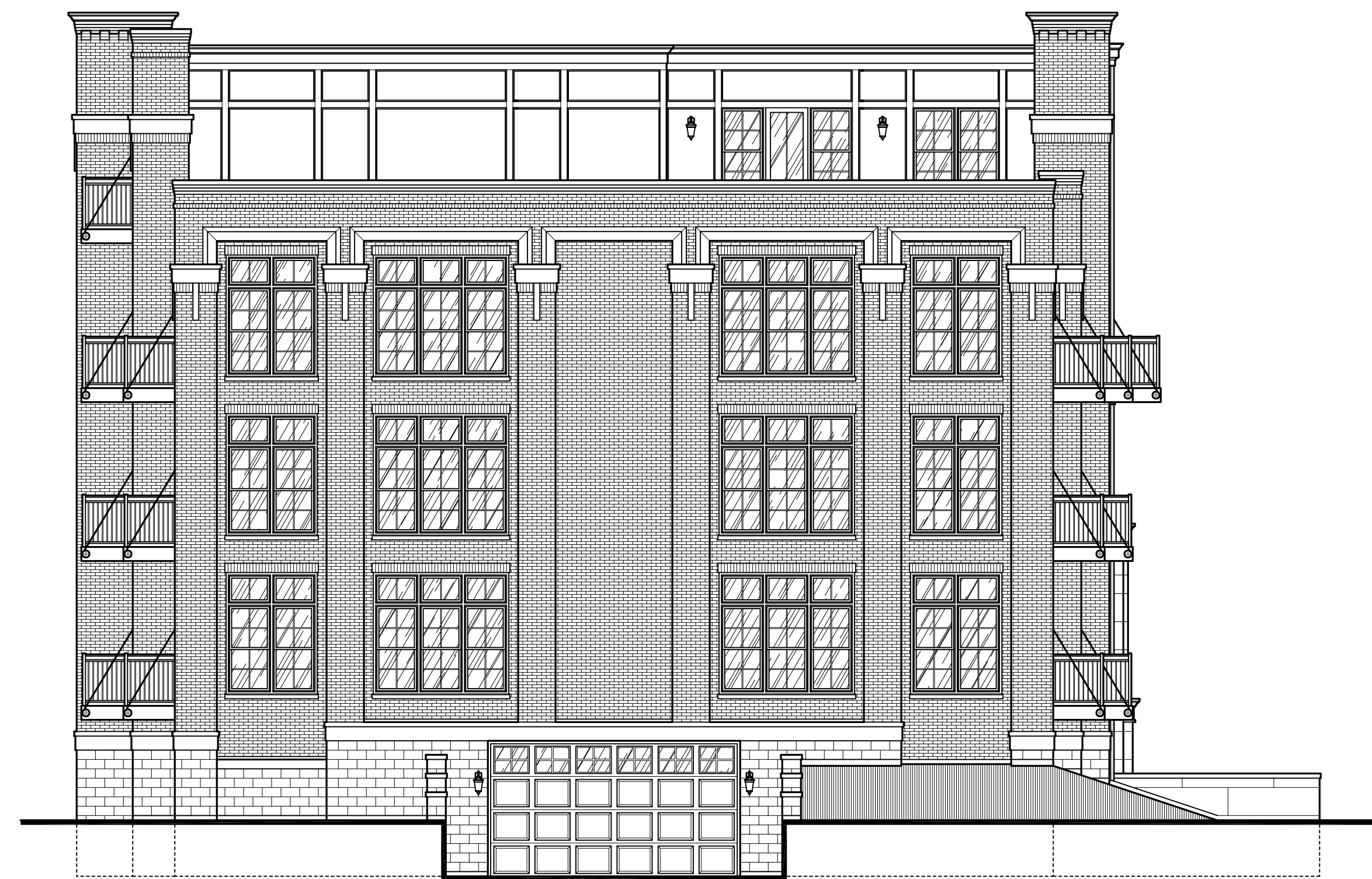
WEST BUILDING: NORTHWEST HIGHWAY (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"



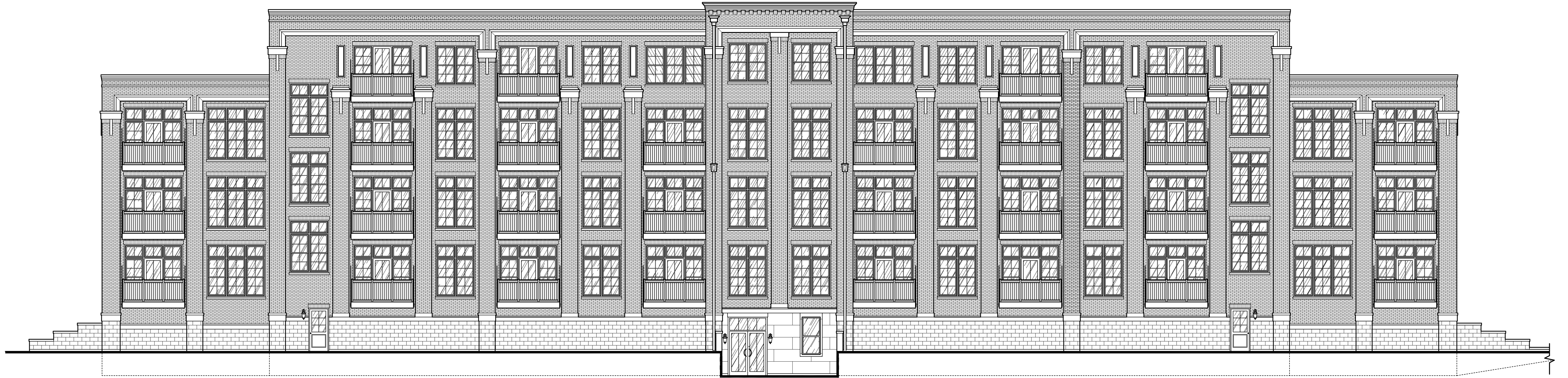
WEST BUILDING: WALNUT AVENUE (EAST) ELEVATION

SCALE: 1/8" = 1'-0"



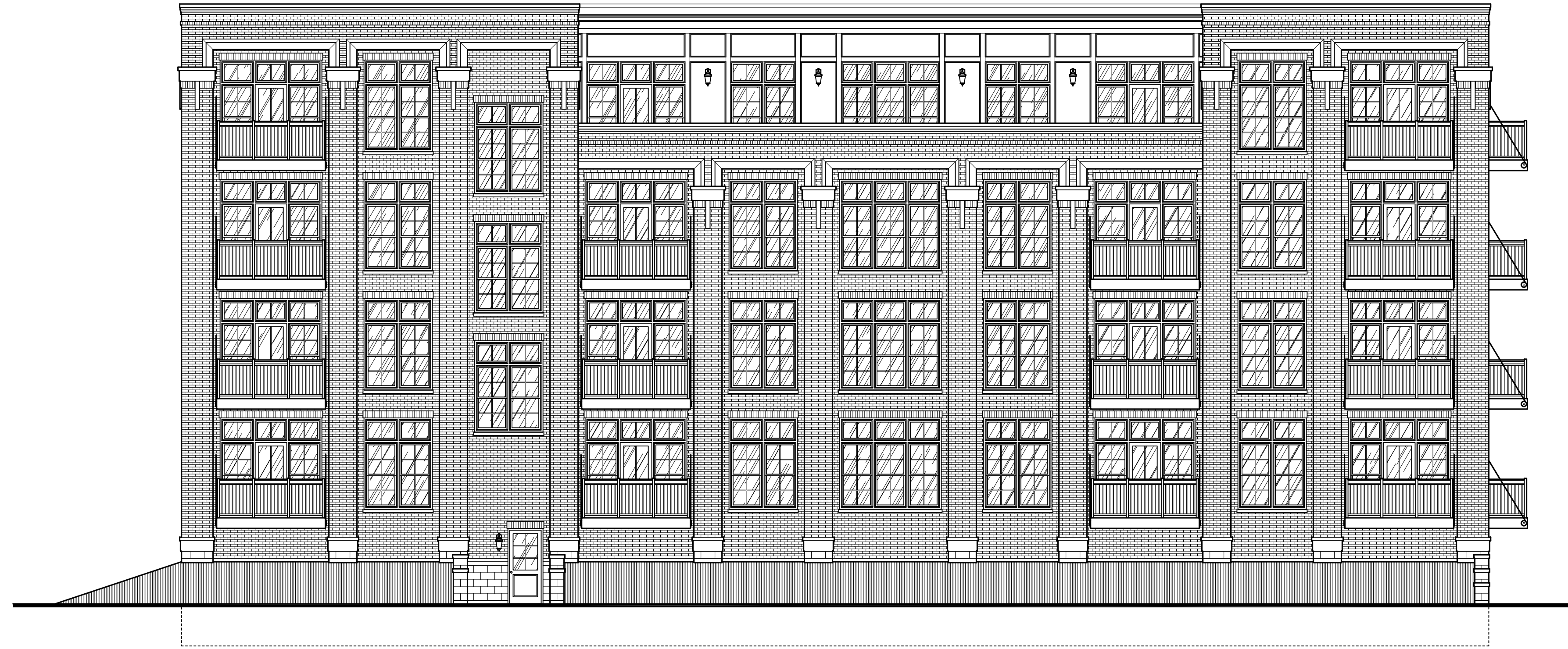
WEST BUILDING: RIDGE AVENUE (WEST) ELEVATION

SCALE: 1/8" = 1'-0"



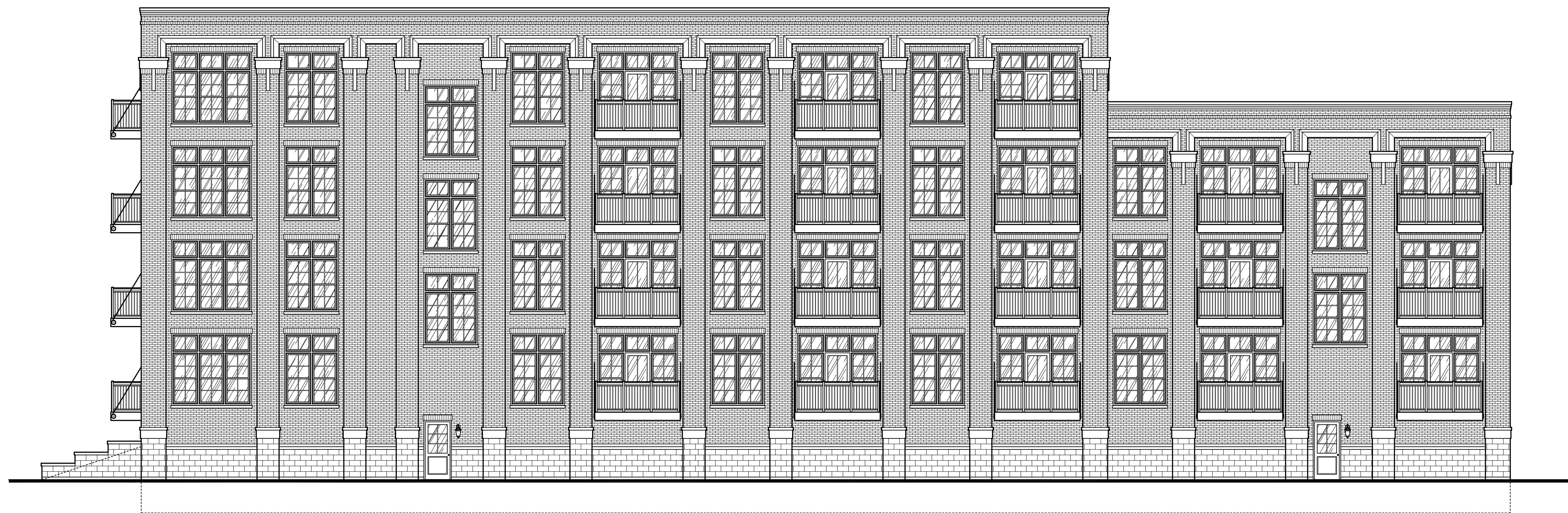
WEST BUILDING: NORTH ELEVATION

SCALE: 1/8" = 1'-0"



EAST BUILDING: NORTHWEST HIGHWAY (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"



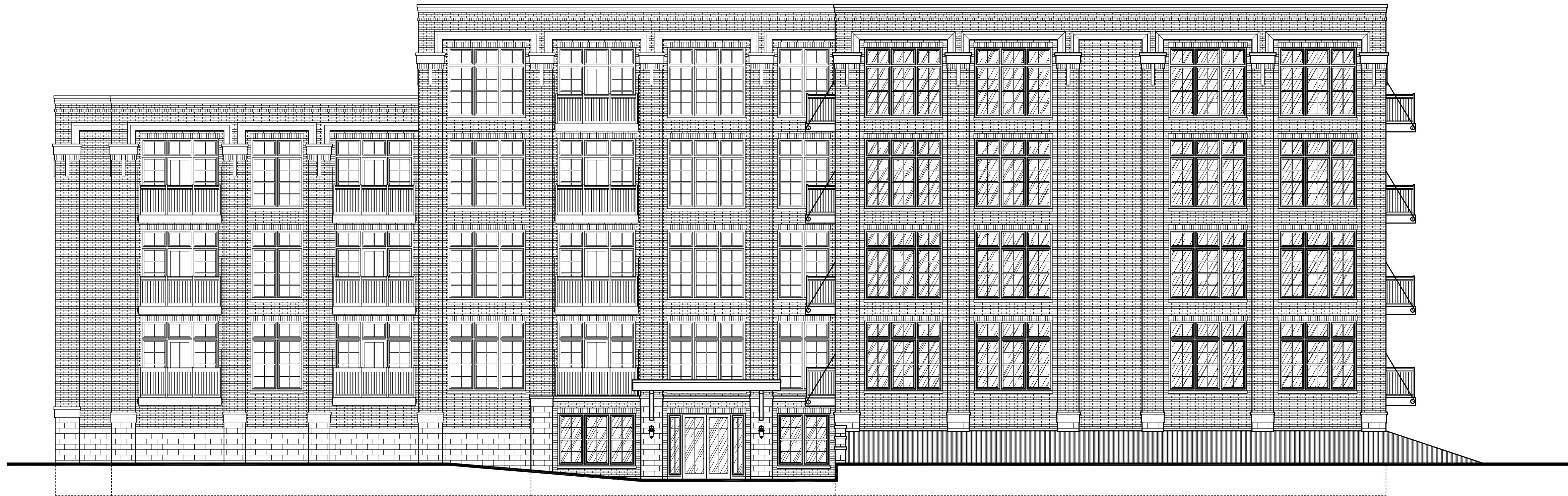
EAST BUILDING: EAST ELEVATION

SCALE: 1/8" = 1'-0"



EAST BUILDING: FREMONT STREET (NORTH) ELEVATION

SCALE: 1/8" = 1'-0"



EAST BUILDING: WALNUT AVENUE (WEST) ELEVATION

SCALE: 1/8" = 1'-0"



Item: St. James Parish Church - 820 N. Arlington Heights Rd. - T1604

Department: Planning & Community Development

Requested Action

1. Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building on the east campus.
2. Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 S. Arlington Heights Road and 810 S. Pine Avenue.
3. Planned Unit Development to allow multiple buildings on one zoning lot.
4. Plat of Subdivision to consolidate all of the east campus into one lot.

Variations Identified

1. Section 5.1-3.9, Maximum Building Height, to increase the maximum allowable building height from 25' to approximately 40'.
2. Section 11.4, to reduce the required off-street parking for the East Campus.

Recommendation

The Staff Development Committee has reviewed the proposed Special Use Permit amendment to allow the proposed changes to the east campus, amendment to the Comprehensive Plan, Plat of Consolidation, as well as the proposed Variations, and is generally supportive of the application subject to the following conditions:

1. Provide a written justification for the proposed Special Use Permit amendment as per the required standards of approval:
 - That said special use is deemed necessary for the public convenience at this location.
 - That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.
 - That the proposed use will comply with the regulations and conditions

specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

2. Provide a written justification for each Variation that demonstrates conformance with the approval criteria outlined in the Zoning Ordinance:

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
- The plight of the owner is due to unique circumstances.
- The variation, if granted, will not alter the essential character of the locality.

3. A code-compliant landscape plan shall be required as part of the formal Plan Commission application. The entire east campus parking area should be compliant with all landscape regulations.

4. The petitioner shall hold a neighborhood meeting prior to appearing before the Plan Commission.

5. Preliminary engineering plans, details and storm water detention calculations shall be required as part of the formal review process. If final Plat of Subdivision is sought, final engineering plans will be required.

6. IDOT review and approval will be required.

7. Design Commission review shall be required prior to the Plan Commission hearing.

8. A detailed traffic and parking study from a Certified Traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets shall be required. This study should include an analysis of the existing and proposed parking and traffic for each campus versus the entire parking and traffic that will occur on the entire campus.

9. St. James Parish shall analyze the need for Sunday street parking along Arlington Heights Road.

10. Further details are needed on the proposed consolidation of services and overall uses that will take place on the subject property.

11. A current Plat of Survey showing all properties within the east campus (including the residential homes) is required.

12. 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
Site Plan
Project Narrative
Architectural Plans
Parking Calculations
Parking Analysis - East Site
Parking Analysis - West Site

Type

Board or Commission Report
Exhibits
Exhibits
Correspondence
Exhibits
Exhibits
Exhibits
Exhibits



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

Temp File Number: T1604

Project Title: St. James Parish Church Addition

Address: 831 N. Arlington Heights Rd.

PIN: Multiple PIN's

To: Conceptual Plan Review Committee

Prepared By: Sam Hubbard, Development Planner

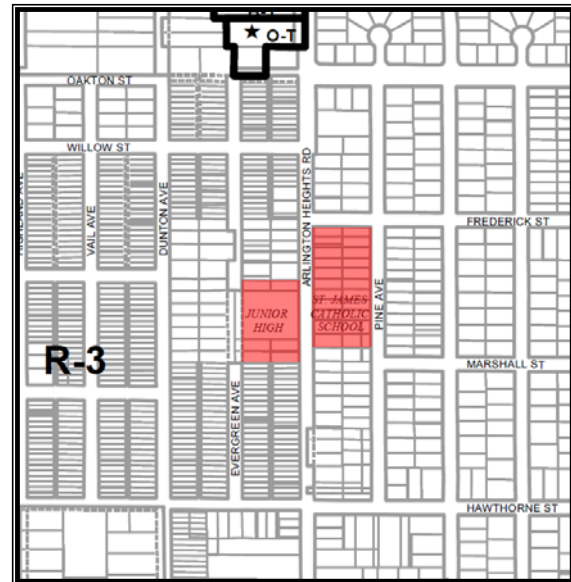
Meeting Date: August 23, 2017

Date Prepared: August 18, 2017

Petitioner: Matt Hichens

Address: Principle, Newman Architecture
 1730 Park Street – Suite 115
 Naperville, IL 60563

Existing Zoning: B-2, General Business District and B-3, General Service, Wholesale, and Motor Vehicle District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
South	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
East	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
West	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached

Requested Action:

1. Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building on the east campus.
2. Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 S. Arlington Heights Road and 810 S. Pine Avenue.
3. Planned Unit Development to allow multiple buildings on one zoning lot.
4. Plat of Subdivision to consolidate all of the east campus into one lot.

Variations Identified:

1. Section 5.1-3.9, Maximum Building Height, to increase the maximum allowable building height from 25' to approximately 40'.
2. Section 11.4, to reduce the required off-street parking for the East Campus.

Project Background:

The St. James Parish property (subject property), which is currently zoned R-3, One Family Dwelling District, is approximately 7.47 acres and is bisected by Arlington Heights Road. The east side of the campus, which is approximately 3.39 acres, includes the existing church building, a three-story former Elementary School building (currently vacant), and a single-family home that is used as a rectory and located at the southeast corner of Arlington Heights Road and Frederick Street. The east campus also contains a parking lot with approximately 138 off-street parking spaces that are accessible via one entrance on Frederick Street, two entrances along Pine Avenue, and a one-way drive aisle off of Arlington Heights Road.

The west side of the campus, which is approximately 4.09 acres, includes the St. James Parish Bowman Center, chapel, gymnasium, and the St. James Elementary and Junior High School. There are approximately 151 parking spaces on the west campus, which are accessed by a one-way circular drive system that has a separate entrance and exit off of Arlington Heights Road. The exit is located at a lighted intersection, which contains a pedestrian crosswalk with push-button access to the crossing lights.

St. James Parish has purchased the two single-family homes at 811 S. Arlington Heights Road and 810 S. Pine Avenue, which both abut the eastern campus along the southern side. The petitioner has proposed the demolition of the former school building located on the east campus, as well as the two recently purchased single-family homes, in order to make several improvements to the site. The demolition of the existing 3-story former school building will allow for an addition to the church and an expansion of the existing parking area; the demolition of the two single-family homes will be to accommodate the proposed dry bottom dentition area that will serve the east campus. The expanded parking lot would add around 51 parking spaces for a total of 189 parking spaces on the east campus.

The proposed actions, if approved, would allow the church to consolidate all of its Sunday services into the modified east campus church building. Currently, Sunday Mass is held at two times at the existing church building, and Sunday Services are also held at two times at the Bowman Center (located on the western campus). Sunday Mass occurs at 7:30am and 9:30am, and Sunday Services occur at 9:00am and 11:00am. The current church building contains a basement floor with two large meetings rooms, a small kitchen, bathrooms, and mechanical/storage rooms. The first floor of the building contains a small lobby and the main worship area. The expansion of this building would add additional areas to the basement, including more multi-purpose/meeting spaces, a larger kitchen, an adoration chapel, a youth room, and additional storage/mechanical spaces. The first floor would have a larger lobby area and an expanded worship area. Finally, an elevator would be added to make the entire building ADA compliant.

Zoning and Comprehensive Plan

In 2007, the Village Board approved Special Use Ordinance 07-012, which allowed St. James to consolidate all school operations into the west campus and to make substantial improvements to that campus. The approvals granted in 2007 also allowed parking to be shared amongst both the east and west campuses. As redevelopment was only proposed for the west campus at that time, only the west campus was brought into compliance with current code standards. It was understood that the east campus would remain as legally non-conforming until redevelopment of the east campus was proposed. Since changes to the east campus are now proposed, an amendment to the Special Use Permit is necessary. Additionally, Planned Unit Development is required in order to bring the east campus into compliance with current standards, which require PUD approval for any development that contains more than one building on a zoning lot (the east campus contains both the rectory and the church building).

As part of the formal review process, St. James will need to provide a written explanation that demonstrates the proposed action is consistent with the Special Use criteria as outlined in the Village's Zoning Ordinance, more specifically:

- 1. That said special use is deemed necessary for the public convenience at this location.***
- 2. That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.***
- 3. That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.***

The majority of the east campus is already designated as "Institutional" within the Comprehensive Plan, however, the two recently acquired single-family homes just south of the church property are still designated as "Single-Family Detached". Because these properties are going to become part of the St. James Parish east campus, the Comprehensive Plan must be amended to change the designation of these properties to "Institutional". Additionally, a Plat of Consolidation is needed to incorporate the east campus properties into one large lot of record. Finally, a current Plat of Survey that includes all properties on the east campus (including the newly acquired residential lots) will be required as part of the Plan Commission application.

Further details are needed on the proposed uses of both campuses, including information on anticipated Sunday worship times, a list of all regularly scheduled activities that take place at the church, a list of special events that typically take place, and information on how the spaces in the west campus will be used once activities are consolidated to the east campus.

The Village strongly encourages a neighborhood meeting be scheduled with nearby residents to inform them of the project and receive their feedback on potential issues with the proposal. This meeting should be held well in advance of the Plan Commission hearing in order to accommodate for neighborhood input prior to finalizing plans for the Plan Commission.

Site Design and Landscaping

Based on a preliminary review of the conceptual plans, certain Variations from code requirements will be required. For each variation, the petitioner shall provide a written justification that demonstrates conformance with the approval criteria outlined in the Zoning Ordinance:

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.***
- The plight of the owner is due to unique circumstances.***
- The variation, if granted, will not alter the essential character of the locality.***

Staff has identified several areas of concern relative to the proposed development and recommends further analysis and revisions to the plans as summarized below:

Detention Basin

Original conceptual plans showed the addition of an underground stormwater detention vault beneath the parking lot to accommodate for the expected stormwater runoff. However, the current version of the plans no longer proposes the underground detention vault and instead show a dry bottom detention basin at the southern end of the site immediately abutting the residential homes to the south. Staff notes that both

underground detention and above ground detention are allowed by Village Code. If the underground detention vault is re-integrated back into the site design, the above ground detention area could be removed and additional parking could possibly be included in this area (if needed), in combination with a dense program of landscape plantings to screen the use from the residential homes to the south. If the petitioner elects to move forward with the above ground detention area, a heavy landscape screen around the perimeter of the basin will be required.

Parking Lot Landscaping

The existing parking lot is non-compliant relative to perimeter landscaping and landscape islands. When the school building on the west campus underwent an expansion in 2007, the need for landscape improvements to comply with code requirements on the east campus were discussed, including the installation of landscape screening along the eastern property line at Pine Ave., and the installation of curbed landscape islands within the east campus parking lot. At that time, these improvements were deferred until such time in the future as redevelopment of the east campus was proposed. As redevelopment is now proposed, the landscaping on the east campus should be updated to current requirements. The Village is open to discussing a phased approach towards the installation of this landscaping over a short period of time. Staff notes that the newly proposed parking areas south of the church building appear to comply with code requirements, but additional upgrades are needed for the existing parking lot on the northern side of the site, which does not include the necessary perimeter landscaping, landscape islands, and curbs.

As part of the formal review process, the petitioner will need to provide a code compliant landscape plan, as well as a tree preservation plans that identifies all of the existing trees that have a trunk caliper size of three inches or greater. In addition, each tree must be identified by common/botanical name, condition, size, and whether the tree will be removed or preserved.

Dumpster Enclosure

The proposed site plan does not show an area for refuse collection. Careful consideration of the siting for this dumpster enclosure is needed in order to provide the necessary screening and distance from residential areas, as well as to provide for adequate room for the turning requirements of a scavenger truck. Revised plans showing the proposed location of the dumpster enclosure will be required as part of the formal Plan Commission application.

Building

The proposed addition will require Design Commission review and approval prior to a formal hearing before the Plan Commission. Based on a preliminary review of the elevations, the proposed addition will require a variation to the maximum allowable height. As the proposed addition will just be continuing the roofline of the existing church building, staff is generally supportive of this variation. However, additional details on the final height will be needed as height will be measured from the average elevation of the finished lot grade at the front of the building to the mean height level between the eaves and the ridge of the roof.

The proposed addition will match the current building in both architectural style and materials. As part of the formal review process, the petitioner will be required to provide a photometric plan and details/catalog cuts of the wall and pole mounted light fixtures. Sensitivity should be paid to the surrounding residential areas when designing site lighting in order to minimize glare on surrounding properties, and automatic timers on the lights should be installed.

Traffic & Parking

A traffic and parking study will be required for this project, which study shall be from a Certified Traffic Engineer and needs to assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. This study should evaluate both existing and proposed traffic and parking based upon the consolidation of services into the expanded church building. The study shall include parking survey's at each campus during two Sunday's to estimate typical parking demand during peak times. Finally, the study should clearly analyze the existing parking distribution versus the proposed parking distribution that will take place on the entire campus.

Preliminary analysis of the proposed parking indicates that a parking Variation will be needed, which is typical of many of the older churches within Arlington Heights. The extent of this particular Variation is still being evaluated, and further details may be available at the Conceptual Plan Review meeting.

Parking along Arlington Heights Road is currently allowed during Sunday's for worship services and the Village has safety concerns about the continued existence of this street parking. As the parking area is now proposed for expansion, the Parish should evaluate the need for this parking area versus the potential safety issues.

As part of the parking lot expansion project, the St. James Parish has proposed the construction of a curb cut onto Arlington Heights Road. This curb cut will require review and approval from IDOT, and it is suggested that the petitioner reach out to IDOT early on in the process to begin coordinating approval of this access point. Staff notes that this access point has the potential to create cut through traffic for northbound automobiles on Arlington Heights Rd. that wish to head east on Frederick and want to avoid the traffic signal on Arlington Heights Road at the west campus exit drive. Finally, if demolition or construction will impact any of the existing parking areas, the Parish will be required to provide the Village with a temporary construction parking plan as part of the formal Plan Commission application.

RECOMMENDATION

The Staff Development Committee has reviewed the Special Use Permit amendment to allow the proposed changes to the east campus, Planned Unit Development, amendment to the Comprehensive Plan, Plat of Consolidation, as well as the proposed variations, and is generally supportive of the application subject to the following conditions:

1. Provide a written justification for the proposed Special Use Permit amendment as per the required standards of approval:
 - ***That said special use is deemed necessary for the public convenience at this location.***
 - ***That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.***
 - ***That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.***
2. Provide a written justification for each Variation that demonstrates conformance with the approval criteria outlined in the Zoning Ordinance:

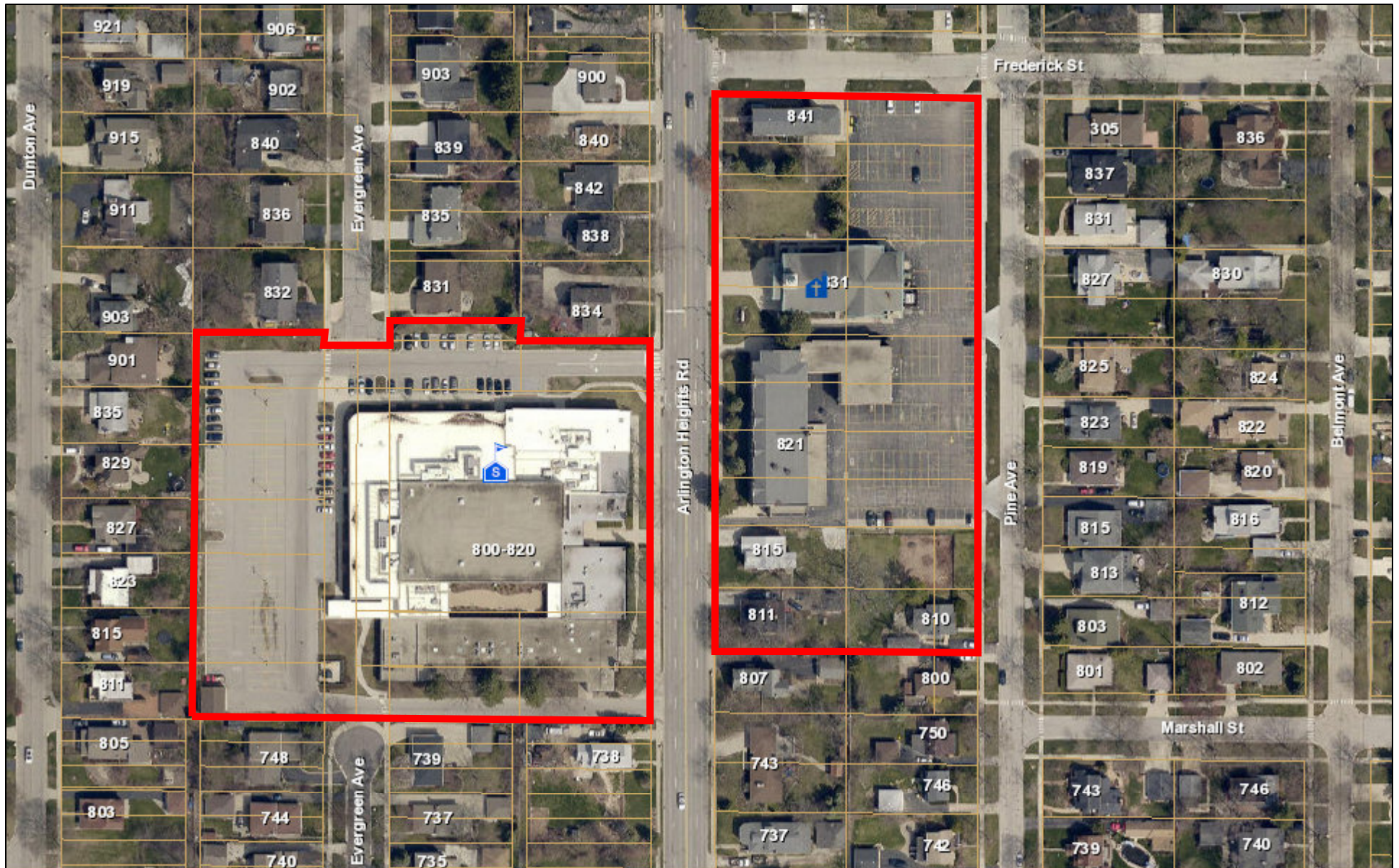
- ***The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.***
 - ***The plight of the owner is due to unique circumstances.***
 - ***The variation, if granted, will not alter the essential character of the locality.***
3. A code-compliant landscape plan shall be required as part of the formal Plan Commission application. The entire east campus parking area should be compliant with all landscape regulations.
 4. The petitioner shall hold a neighborhood meeting prior to appearing before the Plan Commission.
 5. Preliminary engineering plans, details and storm water detention calculations shall be required as part of the formal review process. If Final Plat of Subdivision is sought, final engineering plans will be required.
 6. IDOT review and approval will be required.
 7. Design Commission review shall be required prior to the Plan Commission hearing.
 8. A detailed traffic and parking study from a Certified Traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets shall be required. This study should include an analysis of the existing and proposed parking and traffic for each campus versus the entire parking and traffic that will occur on the entire campus.
 9. St. James Parish shall analyze the need for Sunday street parking along Arlington Heights Road.
 10. Further details are needed on the proposed consolidation of services and overall uses that will take place on the subject property.
 11. A current Plat of Survey showing all properties within the east campus (including the residential homes) is required.
 12. 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.

August 18, 2017

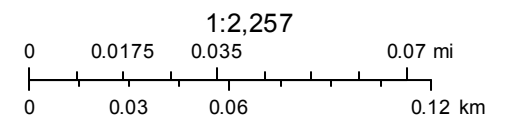
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1604

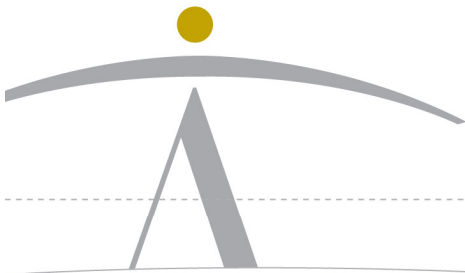
Aerial - St. James Parish



August 18, 2017



C2.0



newman architecture

1730 Park Street, Suite 115
Naperville, Illinois 60563-2621
T 630.420.1600 F 630.420.1987
newmanarchitecture.com

August 23, 2017

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499

Attention:

Mr. Sam Hubbard, Development Planner
Department of Planning and Community Development

Re: **St. James Parish - Campus Development**
Demolition of Existing School Building and Addition / Renovation at Existing Church
831 North Arlington Heights Road

Mr. Hubbard:

Thanks to you and your staff for reviewing the progress design and documents for the above referenced project. Our organization, Newman Architecture, Inc. does a great deal of work with the Archdiocese of Chicago and we are pleased to be working with St. James Parish as they plan for their future. We are also pleased to be working in the Village of Arlington Heights and we appreciate your guidance and input.

The following is a brief narrative describing the project.

The St. James Parish campus is bisected by Arlington Heights Road into two distinct areas, and all the work being considered for this project is on the EAST side of Arlington Heights Road.

The first part of the project would see the complete demolition of the existing three-level school along (the east side of) Arlington Heights Road. The building is not being used to its fullest and has become a burden to keep viable.

The demolition of the existing school will allow for the expansion of the existing church and parking areas on this portion of the campus. The expansion (building additions) will primarily be on the south and east sides of the church and will encompass both existing floor levels; church level and lower level.

The primary goal of the project is to make the entire building handicapped accessible. The new addition to the south will include a new covered entrance at grade-level. Within the new grade-level lobby, there will be an elevator providing vertical access to all levels; the lobby level, the church level, and the lower level. The new addition will also include accessible toilet rooms.

Within the existing structure, interior spaces will be renovated and improved. At the church level, the sanctuary (altar area) will be relocated to the east to allow for more seating. In the lower level, more defined meeting spaces will be created with proper egress corridors for exiting.

From an architectural perspective, the intent is to match the existing building character in all respects. Roof lines will be extended and materials will be matched as closely as possible. The goal is to make it feel like the building was constructed all at one time, in lieu of an old church with a new addition on one side. Internally, the design features of the church will not be removed, they will simply be extended into the new areas available.

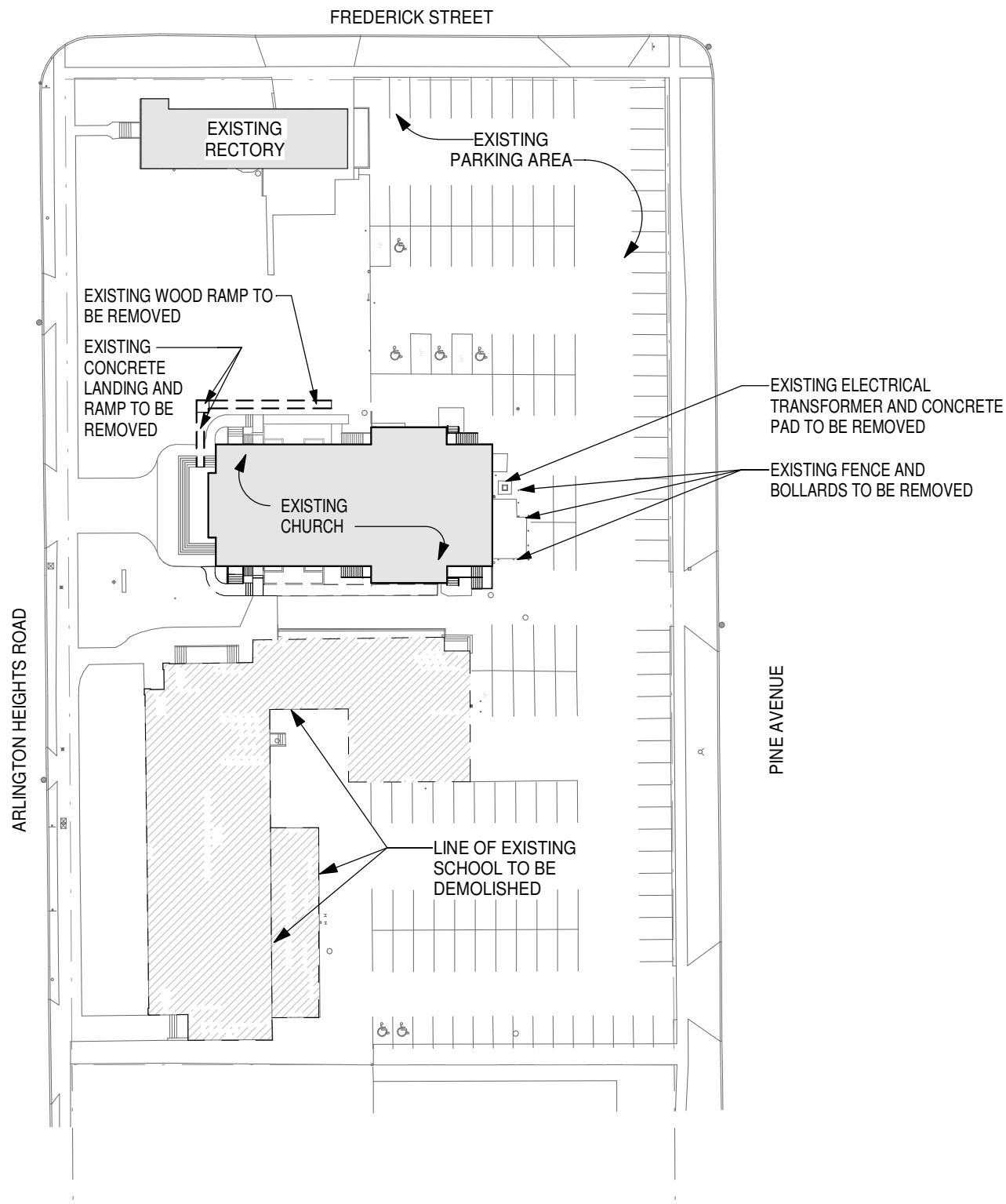
With regards to the extended parking area, we are pleased to note the addition of approximately 50 parking spaces on this side of the campus. These additional parking spaces exceed the number necessary for the additional seating being provided in pews.

Once again, thank you for your time and consideration. We look forward to working closely with the Village on this exciting project.

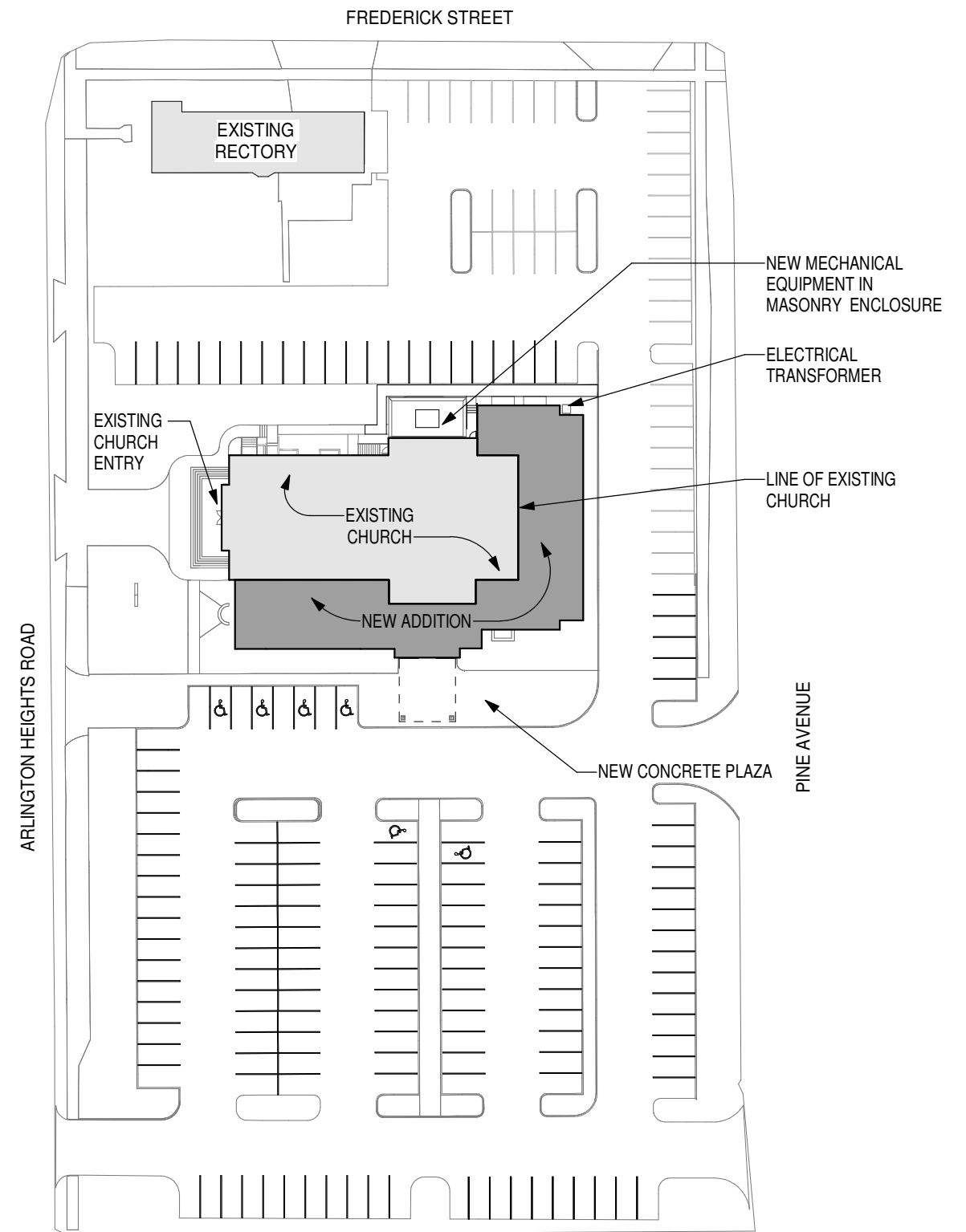
Sincerely,



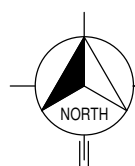
Matthew E. Hichens, A.I.A.
Principal



EXISTING



PROPOSED



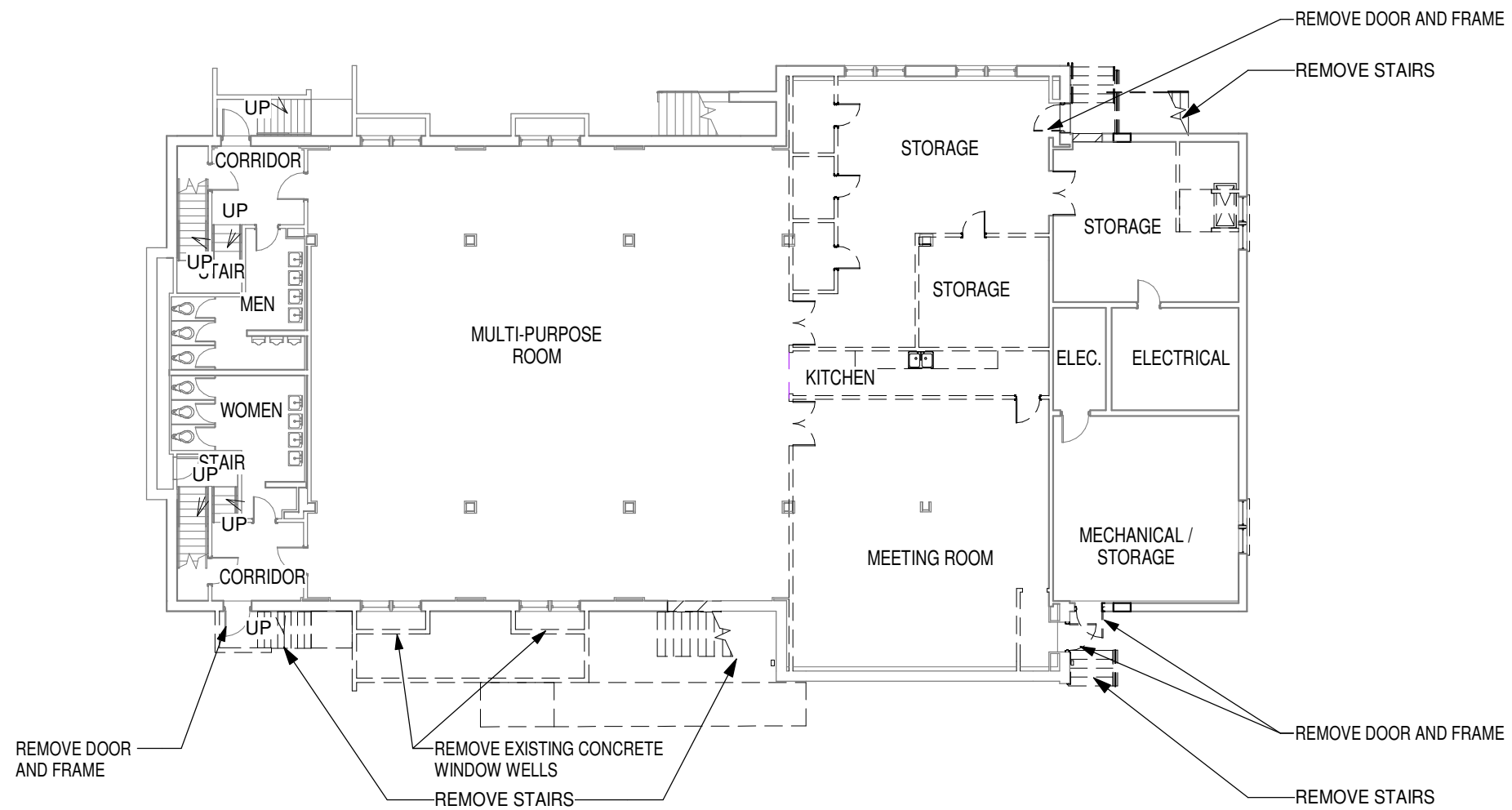
ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

SITE PLANS

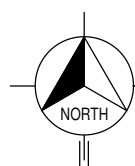
SCALE : 1" = 60'-0"

newman architecture
 1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
 (630) 420-1600 www.newmanarchitecture.com

08/16/17



EXISTING LOWER LEVEL: 7,060 SF



ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

LOWER LEVEL DEMOLITION PLAN

SCALE : 1/16" = 1'-0"

newman architecture
 1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
 (630) 420-1600 www.newmanarchitecture.com

08/16/17

EXISTING WOOD RAMP TO BE REMOVED

EXISTING CONCRETE
LANDING AND RAMP TO
BE REMOVED

REMOVE DOOR
AND FRAME

REMOVE STAIRS

REMOVE EXISTING PEWS

REMOVE AND SALVAGE
EXISTING STAINED GLASS
WINDOW

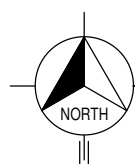
REMOVE RAISED ALTAR
PLATFORM AND SANCTUARY
IN ITS ENTIRETY FOR NEW
WORK. THIS INCLUDES THE
EXISTING CONCRETE PLANK
FLOOR BELOW. REFER TO
STRUCTURAL DRAWINGS

REMOVE EXISTING CONCRETE
WINDOW WELLS

REMOVE STAIRS

REMOVE STAIRS

EXISTING FIRST FLOOR: 7,060 SF



ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

FIRST FLOOR DEMOLITION PLAN

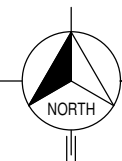
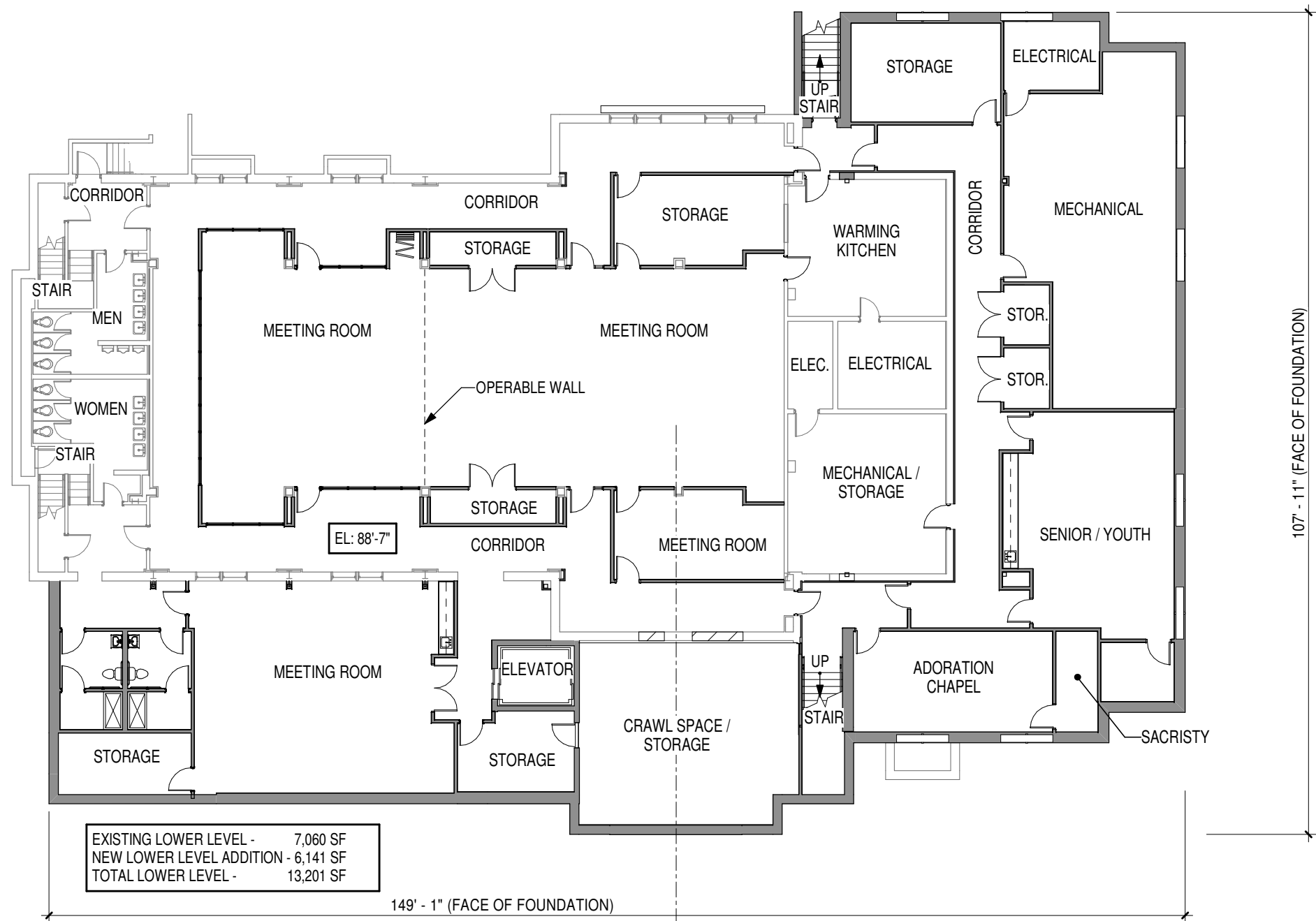
SCALE : 1/16" = 1'-0"



newman architecture

1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
(630) 420-1600 www.newmanarchitecture.com

08/16/17



ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

LOWER LEVEL FLOOR PLAN - PROPOSED

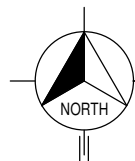
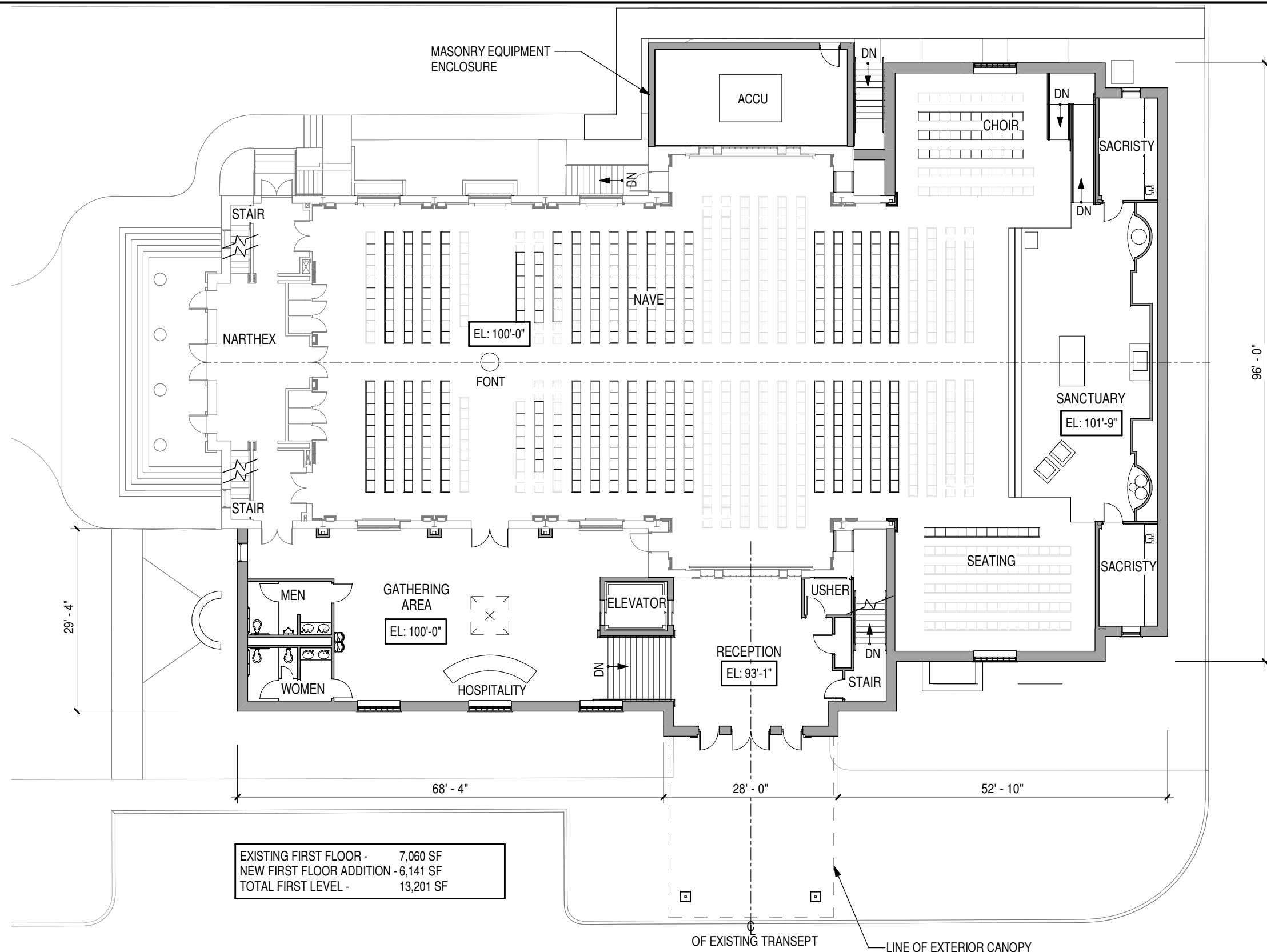
SCALE : 1/16" = 1'-0"



newman architecture

1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
(630) 420-1600 www.newmanarchitecture.com

08/16/17



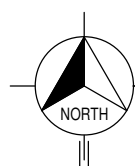
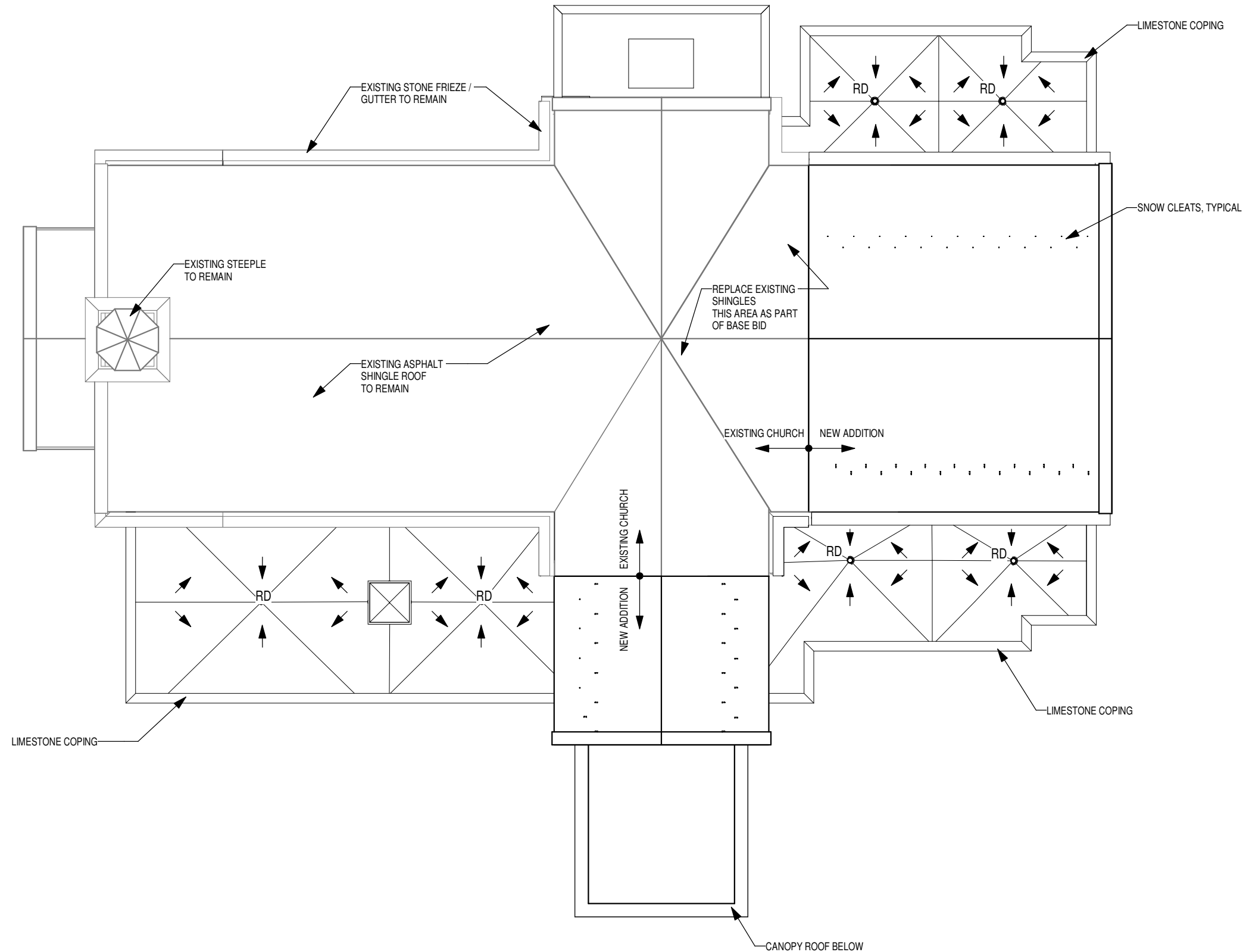
ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

FIRST FLOOR PLAN - PROPOSED

SCALE : 1/16" = 1'-0"

newman architecture
 1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
 (630) 420-1600 www.newmanarchitecture.com

08/16/17



ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

ROOF PLAN - PROPOSED

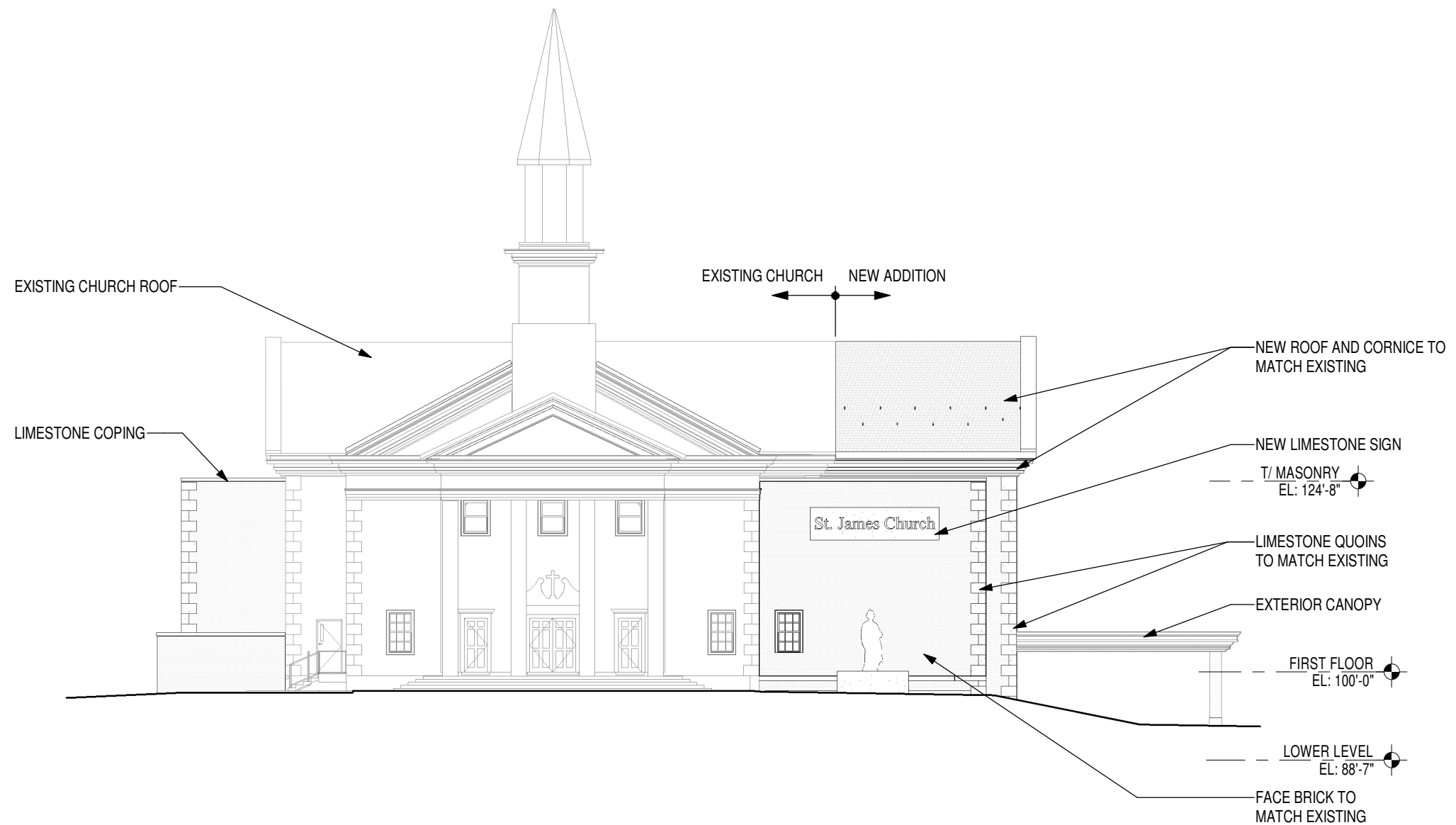
SCALE : 1/16" = 1'-0"

newman architecture
 1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
 (630) 420-1600 www.newmanarchitecture.com

08/16/17



ST. JAMES PARISH CHURCH ADDITION AND RENOVATION
CONCEPTUAL RENDERINGS



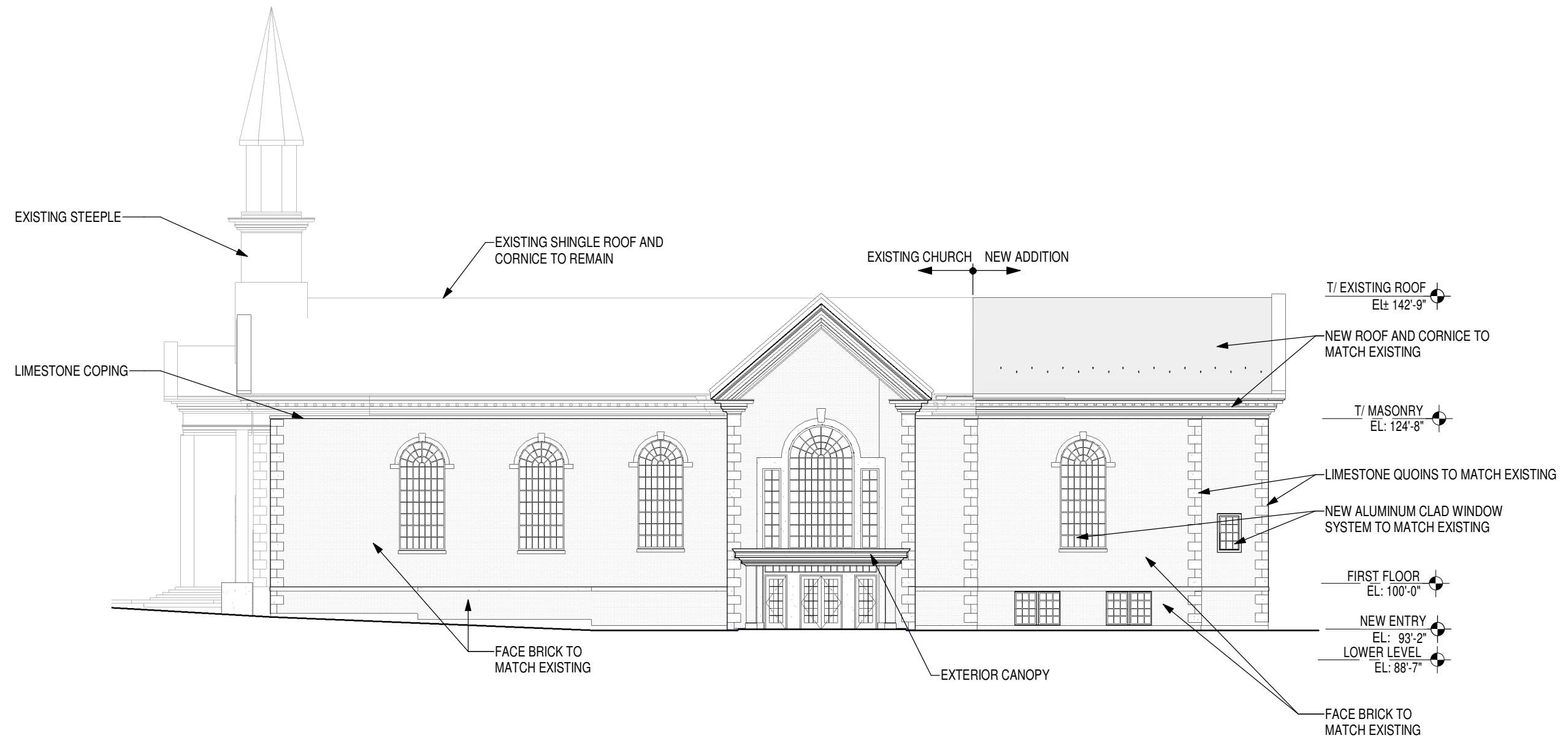
ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

WEST ELEVATION

SCALE : 1/16" = 1'-0"

 **newman architecture**
1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
(630) 420-1600 www.newmanarchitecture.com

08/16/17



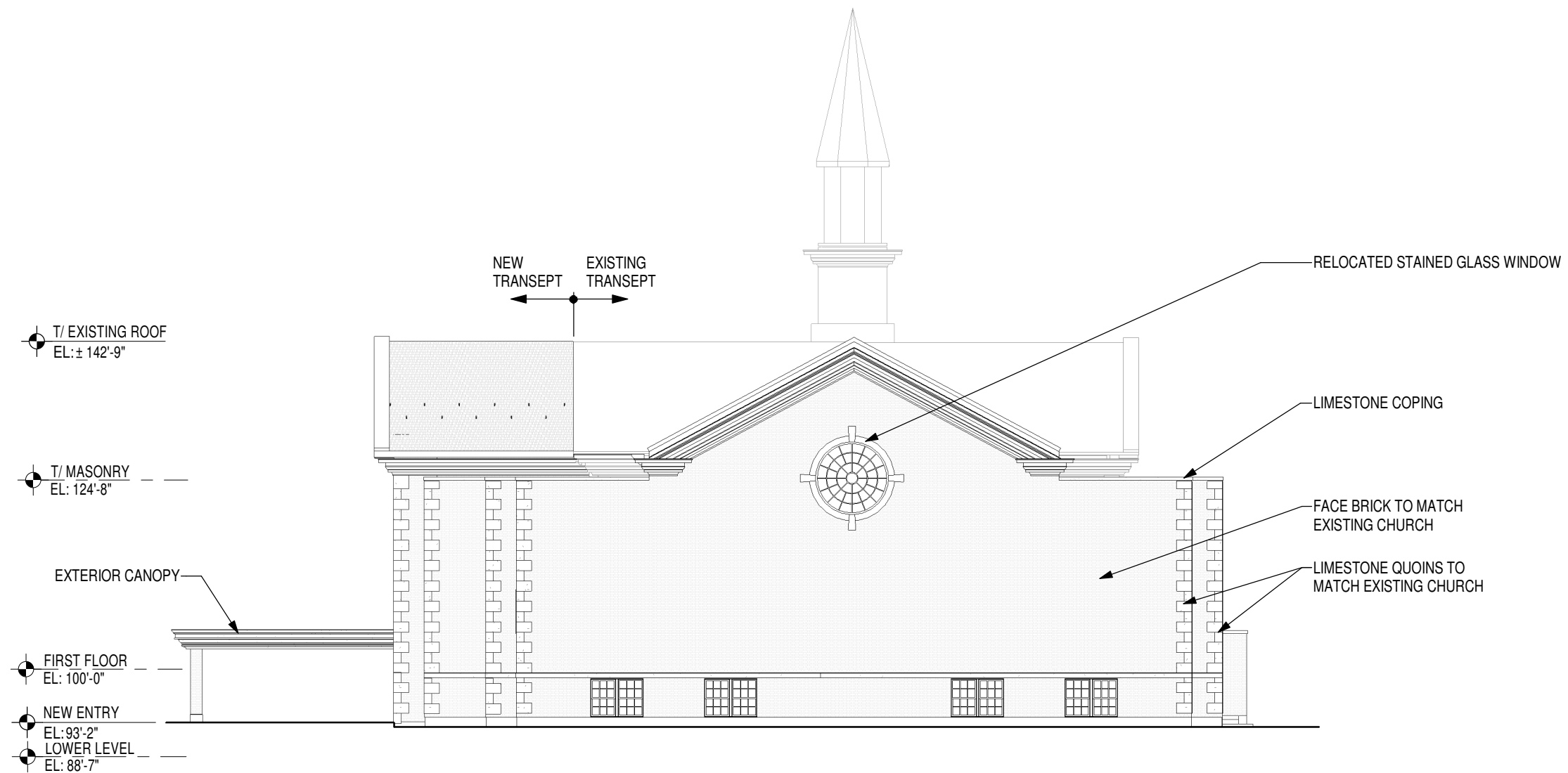
ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

SOUTH ELEVATION

SCALE : 1/16" = 1'-0"

 **newman architecture**
1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
(630) 420-1600 www.newmanarchitecture.com

08/16/17



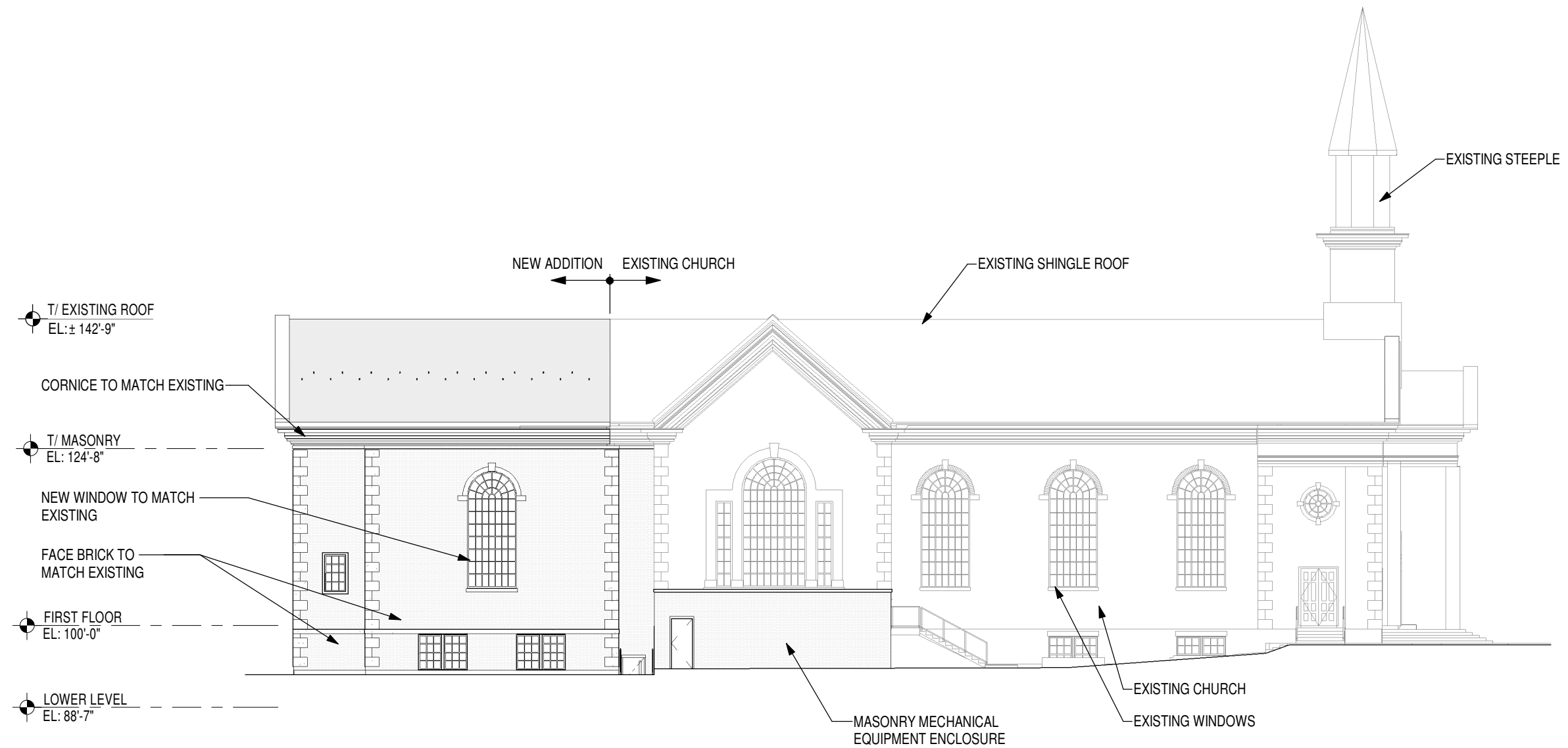
ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

EAST ELEVATION

SCALE : 1/16" = 1'-0"

 **newman architecture**
1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
(630) 420-1600 www.newmanarchitecture.com

08/16/17



ST. JAMES PARISH CHURCH ADDITION AND RENOVATION

NORTH ELEVATION

SCALE : 1/16" = 1'-0"

 **newman architecture**
1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
(630) 420-1600 www.newmanarchitecture.com

08/16/17

ST. JAMES PARISH - CHURCH PARKING SUMMARY

PARKING REQUIREMENTS

OCCUPANCY:

PARKING:

EXISTING CHURCH:

PEW SEATING:	684	EXISTING PARKING REQUIRED:	186 SPACES
MEETING ROOMS:	<u>242</u>	EXISTING PARKING PROVIDED:	136 SPACES
TOTAL:	<u>926</u>		

ADDITION AND RENOVATED CHURCH:

(BASED ON CODE REQUIRED 18" PER PERSON)

PEW SEATING AND			
ANCILLARY AREAS:	921	PARKING REQUIRED:	245 SPACES
MEETING ROOMS:	<u>302</u>	PARKING PROVIDED:	186 SPACES
TOTAL:	<u>1223</u>		

ADDITION AND RENOVATED CHURCH:

(BASED ON MORE ACTUAL SPACING OF 24" PER PERSON)

PEW SEATING AND			
ANCILLARY AREAS:	727	PARKING REQUIRED:	206 SPACES
MEETING ROOMS:	<u>302</u>	PARKING PROVIDED:	186 SPACES
TOTAL:	<u>1029</u>		

ST JAMES CHURCH

EXISTING LOWER LEVEL

Room Number	Room Use	Occupancy Use (per Table 1004.1.1)	Number of Seats (where applicable)	Square Footage
L01	MULTI-PURPOSE	ASSEMBLY - UNCONCENTRATED	183	2,745
L02	STORAGE	ACCESSORY - STORAGE	0	690
L03	STORAGE	ACCESSORY - STORAGE	0	181
L04	KITCHEN	KITCHEN	1	145
L05	MEETING	ASSEMBLY - UNCONCENTRATED	58	877
L18	STORAGE	ACCESSORY - STORAGE	0	371
L24	ELECTRICAL	ACCESSORY - MECHANICAL	0	163
L25	MECHANICAL	ACCESSORY - MECHANICAL	0	433
L25A	ELECTRICAL	ACCESSORY - MECHANICAL	0	68

242

ST JAMES CHURCH

EXISTING FIRST FLOOR

Room Number	Room Use	Occupancy Use (per Table 1004.1.1)	Number of Seats (where applicable)	Square Footage
105A	CONFESSIONAL		0	30
105B	CONFESSIONAL		0	30
106	NAVE	ASSEMBLY	624	4,763
107	SACRISTY		1	136
108	SACRISTY		1	143
109	SANCTUARY	-	3	573
BALCONY	BALCONY	ASSEMBLY	55	573

684

ST. JAMES CHURCH - PROPOSED

NEW LOWER LEVEL

Room Number	Room Use	Occupancy Use (per Table 1004.1.1)	Number of Seats (where applicable)	Square Footage
L02	MEETING ROOM	ASSEMBLY - UNCONCENTRATED	62	928
L14	MEETING ROOM	ASSEMBLY - UNCONCENTRATED	65	973
L15	MEETING ROOM	ASSEMBLY - UNCONCENTRATED	34	506
L15A	STORAGE	ACCESSORY - STORAGE	0	73
L16	MEETING ROOM	ASSEMBLY - UNCONCENTRATED	58	863
L17	STORAGE	ACCESSORY - STORAGE	1	252
L18	KITCHEN	KITCHEN	2	370
L20	STORAGE	ACCESSORY - STORAGE	0	254
L22	MECHANICAL	ACCESSORY - MECHANICAL	0	878
L23A	STORAGE	ACCESSORY - STORAGE	0	47
L23B	STORAGE	ACCESSORY - STORAGE	0	47
L24	ELECTRICAL	ACCESSORY - MECHANICAL	0	163
L25	MECHANICAL	ACCESSORY - MECHANICAL	0	433
L25A	ELECTRICAL	ACCESSORY - MECHANICAL	0	68
L26	ELECTRICAL	ACCESSORY - MECHANICAL	0	113
L27	MEETING ROOM	ASSEMBLY - UNCONCENTRATED	40	601
L28	CHAPEL	ASSEMBLY - UNCONCENTRATED	23	346
L29	STORAGE	ACCESSORY - STORAGE	0	683
L31	STORAGE	ACCESSORY - STORAGE	0	115
L32	MEETING ROOM	ASSEMBLY - UNCONCENTRATED	17	251
L34	STORAGE	ACCESSORY - STORAGE	0	141
L37	STORAGE	ACCESSORY - STORAGE	0	73

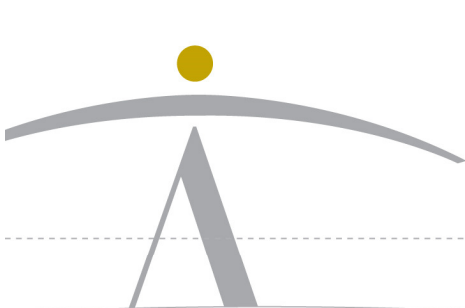
ST. JAMES CHURCH - PROPOSED

NEW FIRST FLOOR

Room Number	Room Use	Occupancy Use (per Table 1004.1.1)	Number of Seats (where applicable)		Square Footage
			18" / person in pew	24" / person in pew	
101	LOBBY		0	0	581
102	GATHERING		0	0	1345
105A	CONFESSIONAL		0	0	30
105B	CONFESSIONAL		0	0	30
106	NAVE	ASSEMBLY	708	548	4,763
107	CHOIR	ASSEMBLY	66	50	651
108	SACRISTY		1	1	154
110	SANCTUARY		3	3	1,180
111	SACRISTY		1	1	154
112	SEATING	ASSEMBLY	87	69	651
	BALCONY	ASSEMBLY	55	55	550

921

727



newman architecture

1730 Park Street, Suite 115
Naperville, Illinois 60563-2621
T 630.420.1600 F 630.420.1987
newmanarchitecture.com

August 23, 2017

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499

Attention:

Mr. Sam Hubbard, Development Planner
Department of Planning and Community Development

Re: **St. James Parish – Revised Parking at EAST Side of Campus**
Demolition of Existing School Building and Addition / Renovation at Existing Church
831 North Arlington Heights Road

Mr. Hubbard:

Thanks again for your time and consideration pertaining to the above referenced project. Since there are no changes being proposed on the west part of this campus (west side of Arlington Heights Road), we wanted to highlight the parking improvements being proposed on the east of the campus (east side of Arlington heights Road).

The first part of the project would see the complete demolition of the existing three-level school. This demolition allows space for the church addition(s), as well as additional parking spaces. The following is a quick comparison of *existing* parking compared to *proposed* parking areas on the east side of the campus.

Existing Church and Lower Level

Number of Seats in Pews (assumes 18" width per seat):	679 (includes balcony)
Number of Occupants in Lower Level Meeting Rooms:	242
Number of <i>Existing</i> Parking Spaces:	136

Expanded Church and Lower Level

Number of Seats in Pews (assumes 18" width per seat): 916 (Includes balcony)
Number of Occupants in Lower Level Meeting Rooms: 302
Number of *Proposed* Parking Spaces: 186 (50 spaces added)

A key consideration, the applicable building code denotes 18" of width per individual for fixed seating (in pews). Pragmatically speaking, and in this day and age, we believe the divider to determine number of individuals in pews could be 24" of width per individual. If you assume 24" of width per person, the total occupancy changes somewhat dramatically; see below.

Expanded Church and Lower Level

Number of Seats in Pews (assumes 24" width per seat): 722 (includes balcony)
Number of Occupants in Lower Level Meeting Rooms: 302
Number of *Proposed* Parking Spaces: 186 (50 spaces added)

In short, the number of additional parking spaces being provided is commensurate with the number of additional occupants being proposed. If we consider a more realistic 24" of width per seat in the pews, the proportion of parking spaces to occupants is an improvement compared to the existing condition.

Once again, thank you for your time and consideration. We look forward to working closely with the Village on this exciting project.

Sincerely,



Matthew E. Hichens, A.I.A.
Principal

ST. JAMES PARISH - SCHOOL & PARISH CENTER PARKING SUMMARY

PARKING REQUIREMENTS

OCCUPANCY:	PROPOSED PARKING:	
SCHOOL:		
EMPLOYEES:	53	106 SPACES
CLASSROOMS:	31	31 SPACES
PARISH CENTER:		
LOWER LEVEL:	5,861 SQ FT	43 SPACES
FIRST FLOOR:	4,175 SQ FT	(BASED ON 1 /300 SQ FT)
<u>2ND FLOOR:</u>	<u>2,614 SQ FT</u>	
TOTAL:	12,650 SQ FT	
CHAPEL:		6 SPACES
GYMNASIUM:		
MAIN FLOOR:	1000 PEOPLE (CAPACITY BASED ON 3 EXITS)	235 SPACES
STAGE:	173 PEOPLE	
TOTAL "PROPOSED" PARKING REQUIREMENTS FOR WEST SIDE OF CAMPUS:		421 SPACES

ST. JAMES PARISH - SCHOOL & PARISH CENTER PARKING SUMMARY

PROPOSED PARKING REQUIREMENTS

OCCUPANCY:	PROPOSED PARKING:	
SCHOOL:		
EMPLOYEES:	53	53 SPACES
VISITORS:	10	10 SPACES
CLASSROOMS:	31	0 SPACES (ELEMENTARY STUDENTS)
PARISH CENTER:		
LOWER LEVEL:	5,861 SQ FT	43 SPACES
FIRST FLOOR:	4,175 SQ FT	(BASED ON 1 /300 SQ FT)
<u>2ND FLOOR:</u>	<u>2,614 SQ FT</u>	
TOTAL:	12,650 SQ FT	
CHAPEL:		6 SPACES
GYMNASIUM:		
MAIN FLOOR:	1000 PEOPLE (CAPACITY BASED ON 3 EXITS)	206 SPACES
STAGE:	30 PEOPLE	
TOTAL "PROPOSED" PARKING REQUIREMENTS FOR WEST SIDE OF CAMPUS:		318 SPACES

ST JAMES SCHOOL / PARISH CENTER

FIRST FLOOR

Room Number	Room Use	Occupancy Use (per Table 1004.1.1)	Number of Seats (where applicable)	Square Footage
103	LEARNING CENTER	EDUCATIONAL - VOCATIONAL	27	1,616
104	CLASSROOM	EDUCATIONAL - CLASSROOM	44	890
108	CLASSROOM	EDUCATIONAL - CLASSROOM	47	930
109	MECHANICAL	ACCESSORY - MECHANICAL		326
110	CLASSROOM	EDUCATIONAL - CLASSROOM	46	968
113	CLASSROOM	EDUCATIONAL - CLASSROOM	49	1,032
114	CLASSROOM	EDUCATIONAL - CLASSROOM	40	865
115	CLASSROOM	EDUCATIONAL - CLASSROOM	40	874
116	CLASSROOM	EDUCATIONAL - CLASSROOM	40	818
117	CLASSROOM	EDUCATIONAL - CLASSROOM	40	885
119	CLASSROOM	EDUCATIONAL - CLASSROOM	37	859
121	OFFICE	BUSINESS - OFFICE	2	132
122	STORAGE	ACCESSORY - STORAGE		107
125	MULTI-PURPOSE	EDUCATIONAL - CLASSROOM	49	1,002
129	OFFICE	BUSINESS - OFFICE	3	293
130	RECEPTION	BUSINESS - OFFICE	4	236
133	RECEPTION	BUSINESS - OFFICE	2	171
134	OFFICE	BUSINESS - OFFICE	2	146
135	OFFICE	BUSINESS - OFFICE	2	142
136	OFFICE	BUSINESS - OFFICE	4	293
139	JANITOR	ACCESSORY - STORAGE		66
141	OFFICE	BUSINESS - OFFICE	2	162
142	OFFICE	BUSINESS - OFFICE	2	228
143	OFFICE	BUSINESS - OFFICE	2	138
145	OFFICE	BUSINESS - OFFICE	18	280
148	MEETING	BUSINESS - OFFICE	27	416
150	MEETING	BUSINESS - OFFICE	3	270
151	MEETING	BUSINESS - OFFICE	35	523
152	CAFETERIA	ASSEMBLY - UNCONCENTRATED	360	2,782
1100	JANITOR	ACCESSORY - STORAGE		62
153	STORAGE	ACCESSORY - STORAGE		62
155	STORAGE	ACCESSORY - STORAGE		252
156	FACULTY	ASSEMBLY - UNCONCENTRATED	53	735
158	STORAGE	ACCESSORY - STORAGE	1	307
159	KITCHEN	KITCHEN	2	427
161	STORAGE	ACCESSORY - STORAGE		121
163	CLASSROOM	EDUCATIONAL - CLASSROOM	41	854
164	CLASSROOM	EDUCATIONAL - CLASSROOM	43	867
165	STORAGE	ACCESSORY - STORAGE	3	1,023
167	JANITOR	ACCESSORY - STORAGE	1	72
169	OFFICE	BUSINESS - OFFICE	2	156
170	OFFICE	BUSINESS - OFFICE	2	150
172	STORAGE	ACCESSORY - STORAGE	1	48
174	MECHANICAL	ACCESSORY - MECHANICAL		650
175	MAINTENANCE	ACCESSORY - STORAGE		276
176	CLASSROOM	EDUCATIONAL - CLASSROOM	41	768
177	CLASSROOM	EDUCATIONAL - CLASSROOM	41	768
178	CLASSROOM	EDUCATIONAL - CLASSROOM	41	768
179	CLASSROOM	EDUCATIONAL - CLASSROOM	41	750
180	STORAGE	ACCESSORY - STORAGE	1	325
182	CLASSROOM	EDUCATIONAL - CLASSROOM	40	809
183	CLASSROOM	EDUCATIONAL - CLASSROOM	40	779
184	CLASSROOM	EDUCATIONAL - CLASSROOM	40	781
185	MEETING	EDUCATIONAL - CLASSROOM	43	798
186	CHAPEL	ASSEMBLY - UNCONCENTRATED	30	964
187	RECONCILIATION	EDUCATIONAL - CLASSROOM	1	84
188	STORAGE	ACCESSORY - STORAGE		82
191	SACRISTY	BUSINESS - OFFICE	2	313
193	RECEPTION	BUSINESS - OFFICE	1	132

1438

194	GYMNASIUM	ASSEMBLY - UNCONCENTRATED	1000	11,400
195	PLATFORM	STAGE	173	2600

ST JAMES SCHOOL / PARISH CENTER

SECOND FLOOR

Room Number	Room Use	Occupancy Use (per Table 1004.1.1)	Number of Seats (where applicable)	Square Footage
201	CLASSROOM	EDUCATIONAL - CLASSROOM	41	822
202	CLASSROOM	EDUCATIONAL - CLASSROOM	40	798
203	CLASSROOM	EDUCATIONAL - CLASSROOM	40	794
204	CLASSROOM	EDUCATIONAL - CLASSROOM	40	794
205	CLASSROOM	EDUCATIONAL - CLASSROOM	40	794
207	CLASSROOM	EDUCATIONAL - CLASSROOM	40	794
208	CLASSROOM	EDUCATIONAL - CLASSROOM	31	1,066
209	CLASSROOM	EDUCATIONAL - CLASSROOM	1	116
210	JANITOR	ACCESSORY - STORAGE	0	103
211	CLASSROOM	EDUCATIONAL - CLASSROOM	36	760
212	CLASSROOM	EDUCATIONAL - CLASSROOM	36	760
213	CLASSROOM	EDUCATIONAL - CLASSROOM	36	760
214	OFFICE	BUSINESS - OFFICE	2	169
216	OFFICE	BUSINESS - OFFICE	12	304
217	OFFICE	BUSINESS - OFFICE	3	222
219	CLASSROOM	EDUCATIONAL - CLASSROOM	31	900
222	STORAGE	ACCESSORY - STORAGE	0	101
223	CLASSROOM	EDUCATIONAL - CLASSROOM	31	848
225	OFFICE	BUSINESS - OFFICE	3	294
226	OFFICE	BUSINESS - OFFICE	2	141
227	OFFICE	BUSINESS - OFFICE	2	141
228	OFFICE	BUSINESS - OFFICE	2	141
229	OFFICE	BUSINESS - OFFICE	4	291
230	STORAGE	STORAGE	0	141
231	OFFICE	BUSINESS - OFFICE	2	138
232	OFFICE	BUSINESS - OFFICE	2	142
234	BREAK ROOM	ASSEMBLY - UNCONCENTRATED	2	287
235	STORAGE	ACCESSORY - STORAGE	0	138
239	OFFICE	BUSINESS - OFFICE	4	284
241	OFFICE	BUSINESS - OFFICE	2	136
242	OFFICE	BUSINESS - OFFICE	10	281
244	ELECT.	ACCESSORY - MECHANICAL	0	353

SCHOOL / PARISH CENTER**BASEMENT**

Room Number	Room Use	Occupancy Use (per Table 1004.1.1)	Number of Seats (where applicable)	Square Footage
10	STORAGE	ACCESSORY - STORAGE	0	2,485
11	PHONE	ACCESSORY - STORAGE	0	137
12	OFFICE	BUSINESS - OFFICE	2	208
13	OFFICE	BUSINESS - OFFICE	2	208
15	STORAGE	ACCESSORY - STORAGE	0	126
16	STORAGE	ACCESSORY - STORAGE	0	538
17	ASSEMBLY	ASSEMBLY - UNCONCENTRATED	110	1,662
17A	MACHINE	ACCESSORY - MECHANICAL	0	54
18	STORAGE	ACCESSORY - STORAGE	0	159
20	PANTRY	ACCESSORY - STORAGE	0	147
21	MECHANICAL	ACCESSORY - MECHANICAL	0	137