



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
February 14, 2018
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. 703-723 W. Algonquin Rd. - 1/24/18

IV. PUBLIC HEARINGS

- A. Para Residence - 132 W. Northwest Highway - PC#17-015
PUD, Variations

V. OTHER BUSINESS

VI. ADJOURNMENT

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Item: 703-723 W. Algonquin Rd. - 1/24/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
703-723 W. Algonquin Rd. - 1/24/18	Minutes

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSIONCOMMISSION

RE: 703-723 WEST ALGONQUIN ROAD - PC#17-013
PUD, PRELIMINARY PLAT OF SUBDIVISION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 24th day of January, 2018 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
SUSAN DAWSON
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Village Planner

CHAIRMAN ENNES: I'm calling this meeting of the Arlington Heights Plan Commission to order. Could I ask you to all please stand and join us in the pledge of allegiance?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Thank you. Sam, would you take the roll please?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. Sam, were all the public notices sent out for the hearing this evening?

MR. HUBBARD: Yes, they were.

CHAIRMAN ENNES: We have the minutes from our last public meeting, from the Chapter 28 Text Amendment and the Annual Review of Comprehensive Plan. Could I have a motion to approve those minutes if you were here?

COMMISSIONER DROST: Yes, I'll make that motion.

COMMISSIONER GREEN: I'll second it.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

COMMISSIONER JENSEN: I just want to mention I wasn't at that meeting, so I abstain.

COMMISSIONER CHERWIN: Neither was I, I'll abstain.

CHAIRMAN ENNES: Okay. Is our Petitioner here for Algonquin Road?

MR. HUBBARD: Yes, they are.

CHAIRMAN ENNES: Then I would ask the Petitioner to please come forward and anybody who is going to speak before the Plan Commission this evening and we'll swear you all in. Please raise your hand.

(Witnesses sworn.)

CHAIRMAN ENNES: Please proceed. If the Petitioner can give us a recap of your project?

Sam, in case you didn't notice, Commissioner Dawson joined us.

MR. HUBBARD: Thank you.

MR. WAUTERLEK: My name is Mike Wauterlek, and I'm with Hamilton Partners. Our proposed redevelopment is a light distribution building. If approved --

CHAIRMAN ENNES: Spell your name for the reporter.

MR. WAUTERLEK: Sure. It's W-a-u-t-e-r-l-e-k. So, our proposed redevelopment is a light distribution building. If approved, it would be the fourth such project we've undertaken locally over the past three years. Our intention would be to begin construction of phase one of the projects this spring, and to complete phase one of the project at the end of this year. The first phase is approximately 140,000 square feet, and it has the ability to accommodate two or more tenants. At a later date, it's our intention to expand the building to a total of approximately 330,000 square feet. The second phase also has the ability to accommodate two or more tenants. The interior of the building itself is 32-foot clear and it's state of the art in every way.

For some details on the construction of the building, I'm going to ask that Julie with Ware Malcomb, our architect comes in and fills you in.

CHAIRMAN ENNES: Julie, would you please state your name and spell it for the reporter also?

MS. DALGA: Sure. My name is Julie Dalga, D-a-l-g-a. I'm with Ware Malcomb Architects. Can you go to the next slide?

So, this is just an image of one of the corner offices for our building. It's going to be predominantly precast with the three-tone gray paints to help break up the building and accentuate some of the corners in the office areas. So, there will be reveals kind of dividing up these different painted areas and precast, and then form liner on some of these darker gray panels near the entry to help emphasize that area. Then we have the true grain composite wood siding to help highlight the four potential office corners or office areas at the building and help guide guests and visitors to these areas and enhance the look of the office space.

MR. LEDER: Good evening. My name is Paul Leder, that's spelled L-e-d-e-r. I'm with RWG Engineering. We're involved in the civil, site civil aspects to this project. I was going to take just a couple of minutes and review the drainage characteristics of the property.

The site currently is comprised of two office warehouse buildings. The drainage for the site is split. The office building to the north drains to the north and connects to a storm sewer in Algonquin Road. The existing building to the south drains to the south and connects, well, actually it discharges to the Illinois Tollway along the south property line.

Our proposal for drainage will contain those existing drainage areas. Basically, phase one is consistent with the north parcel which will drain to the north. The phase two area will drain to the south. So, the drainage divide works very well with the phasing of the parcel.

For the proposed stormwater management characteristics, the existing condition is composed, for the north of stormwater management, in those two small basins that you can see along Meijer Drive, plus surface storage in the existing parking area. The storage for the phase two area is all in the, excuse me, all in the existing parking area. Our proposal is to use for the north those two basins along Meijer Drive. The one smaller one more to the north would be left in its existing condition. The second one, the little larger one, would be modified slightly. So, we will be using those basins, plus we would be providing them an

underground vault or storage area. In a worst case condition, there will be some storage, excuse me, within the truck dock areas. That's the worst case condition.

For the south or the phase two, again there will be some storage in the dock area, worst case condition, an underground storage vault, and a new basin constructed between the parking area and the tollway, basically containing the existing drainage and actually reducing the amount of, reducing the release rate of water to the existing systems, both to the north and to the south.

MR. HUBBARD: That concludes the Petitioner's presentation this evening.

CHAIRMAN ENNES: Can I ask the Petitioner, do you know that Staff had recommended a continuance on this hearing? You're aware of that?

MR. WAUTERLEK: Yes.

CHAIRMAN ENNES: The 11 conditions on the application. Have you seen those, are you familiar with those?

MR. WAUTERLEK: I am.

CHAIRMAN ENNES: And are you acceptable?

MR. WAUTERLEK: Yes.

CHAIRMAN ENNES: Thank you. Sam, would you give the Staff report?

MR. HUBBARD: Sure. So, the property in question is in the M-2 Zoning District which is the Limited Heavy Manufacturing Zoning District. Warehouse and distribution facilities are permitted uses within that district, so relative to zoning, the proposal is compliant. The Petitioner is requesting two approvals this evening, and that would be planned unit development which is required for any M-2 property greater than four acres in size. As the overall property is a little over 15 acres, a planned unit development is required.

Additionally, Petitioner is requesting a plat of subdivision to consolidate the lots into one which is also required. At this point in this hearing, only preliminary plat of subdivision is requested, which means that a future appearance before the Plan Commission would be required for final plat of subdivision approval. In addition, there are no variations proposed within this development.

The Comprehensive Plan designates the subject property as suitable for Research & Development, Manufacturing & Warehousing uses. So, the proposed distribution warehousing facility is compliant with the Comprehensive Plan designation.

There are two actions to date relative to this project. On March 22nd, the Petitioner met with what was at that time called the Plat & Subdivision Committee but what we now know and call today the Conceptual Plan Review Committee. I would say there was some discussion on the amount of truck traffic, but overall I would characterize that meeting as positive and the Plat & Subdivision Committee encouraged the Petitioner to move forward.

On November 28th, the Petitioner went before the Design Commission that resulted in a positive recommendation of approval. There was one requirement by the Design Commission, and that was to add additional greenscape, greenspace and foundation plantings at the northeast corner of the building. Petitioner has since incorporated that into their plans, and the plans that were sent to the Plan Commission do reflect the required changes by the Design Commission.

So, here is an aerial of the property. You can see the subject property is outlined in red. To the west, you see Weber Packaging Solutions, and well farther west of that is Meijer which is actually in the Village of Rolling Meadows. To the north is an

industrial office development. To the east is a self storage warehouse facility and two industrial buildings. To the south of the subject property is the Illinois Tollway, and across from that is a forest preserve.

So, as you can see, the site is currently occupied by two, I would characterize them as industrial office flex buildings, the northern building being currently vacant which would be the site of phase one of the development. Phase two development, as I understand, would commence once all of the leases on the southern building have terminated and, therefore, is vacant in all of them before redevelopment.

As you can see from the aerial, the site currently has access from Meijer Drive. It's got a right-in and right-out on Meijer Drive located right here. Then there is also a full access intersection and a driveway with Algonquin Road. Finally, there is the shared private access drive along here. So, it currently has three points of access. Additionally, the site can access Golf Road west of Meijer Drive. I will mention that Golf Road and Meijer Drive is a right-in/right-out intersection, so cars using that intersection can only enter it traveling eastbound on Golf Road and can only leave eastbound on Golf Road.

So, the view here is a little flipped just to make it fit the whole site plan into the slide. Weber Packaging Solutions is on the north, and on the right-hand side of the screen is actually north, Weber Packaging Solutions is on the top of the screen. As I mentioned, with the site, there are no required variations. As you've heard, they are modifying the detention pond located right here, and they are going to be keeping the detention pond that's right here as it currently stands today.

I will mention that this is an outlot, this is not currently part of the subject site, and to our knowledge is not owned by the subject property. There are some easements in the area and I'll get into those later. But I also point out the southern detention area here and then there is a large underground detention vault proposed I believe right here.

They are proposing to keep the same access points as currently provided on the site. So, that's going to be the existing full access point here, as well as the right-in/right-out on Meijer Drive, and most notably they're going to keep that shared access drive as a private means of access to the trucking portion of the site.

So, I want to get into the easements a little bit because there are multiple easements that are part of this property. Some of the pretty significant easements are right here and that's the stormwater detention easement on this outlot parcel that is not owned by the Petitioner. The Petitioner has proposed some paving in that area as you can see right here in the orange. This area, as I mentioned, is a stormwater easement, and so we're not entirely certain that the provisions of the easement allow for its paving. That's one thing that we would like a little further correspondence on.

Additionally, there is a large reciprocal shared access easement, as you can see here in green. Half of that roughly falls on the subject property and the other half on the Weber Packaging Solutions property to the west. Since we received this application, we did receive a call from individuals at Weber Packaging Solutions. They did have a little bit of concern relative to this easement and whether or not it provided the rights for the use with all the truck traffic proposed in conjunction with this development. The ability to use that easement is critical to the viability of the site as proposed. So, we would like to see a little bit of coordination between the current property owner and the property owner of Weber to resolve any outstanding issues over the use of this private shared access drive.

There is, as I mentioned, easements that do outline which parties have what rights to the easement. But I think maintenance is somewhat of a concern given the number of trucks that are going to be traveling as a result of this development. Again, without the ability to use that easement, the site as proposed is probably not viable.

Finally, there is another easement located at the very south of the site. It's a 30-foot easement for a sewer main. There is also a water main in that location. As you can see, some of the parking area is proposed on that easement, and part of the grading for that detention area also falls a little bit into the easement. So, we just are awaiting further communications from our Public Works Department to make sure that the parking and the grading of that detention area overlapping with the easement won't interfere with any future maintenance of the storm sewer main and water main.

Back in 2002 before the Meijer was developed and in the process of developing the Meijer, the Village entered into an intergovernmental agreement with the City of Rolling Meadows. I'd like to discuss that a little bit. Back in, well, first, I've got something to show you here. This blue line represents the boundary between Arlington Heights and the City of Rolling Meadows.

So, back in 2002, Weber Packaging Solutions was all one property as you can see outlined in the yellow line. In order to get Meijer to be developed, I believe that Meijer also wanted access to Algonquin Road, and so Meijer Drive had to be constructed to facilitate that connection. In order for Meijer Drive to be constructed, the Weber Packaging Solutions site had to be subdivided, and it was approximately subdivided as shown into three lots. There was actually a fourth lot but relatively small, but these were the three primary lots. On the north side you see the green lot which is currently vacant, on the south is the yellow lot which is the current lot for Weber, and then that orange lot on the side which is the detention facility previously mentioned.

In the intergovernmental agreement, in order to facilitate this road connection to the Village of Arlington Heights, the City of Rolling Meadows agreed to take jurisdiction and maintenance responsibilities for that portion of Meijer Drive that falls in the Village which is outlined in red on the PowerPoint presentation. As part of the review process, we did notify the City of Rolling Meadows that this application is pursuing forward, and they did provide the Village with some preliminary review comments which were included in the packets to the Plan Commission. They had some concerns about potential truck traffic on Meijer Drive and they asked the Village if we would be willing to accept jurisdiction control and maintenance of that portion of Meijer Drive which is in the Village currently maintained by the City of Rolling Meadows.

Per the intergovernmental agreement, jurisdiction and maintenance responsibility of that portion of Meijer Drive isn't triggered until that vacant lot on the north right here is developed. So, that's really what would trigger it, but as a result of this pretty significant redevelopment that would bring a fair amount of truck traffic on Meijer Drive, I think the village of Rolling Meadows is interested in asking Arlington Heights if we would be willing to consider taking that jurisdiction as a result of this development.

So, Staff has had some internal conversations about this and we've got some research that we need to do in order to analyze if this is something that would be viable. But we haven't had the opportunity to sit down with Rolling Meadows and discuss this. So, we would like that opportunity prior to moving forward with this development.

Relative to parking, the site conforms to all parking requirements. Basically, it's divided up between the warehouse uses and the office uses. Because the building is to be built on spec, there are no signed-on tenants and there are no floor plans outlining what the exact size of the office area and number of employees would be, which is what our parking requirements are based on. So, the Petitioner has provided us with their best guess of what they anticipate these to be. Based on these estimates, we've calculated the parking requirement to be 169 spaces; a total of 309 spaces would be within the development on the completion of both phases, so that represents 140-space surplus. We don't believe that parking is going to be a problem here. However, I would note that if the number of employees or the size of the office spaces for the actual uses that are located in this building are different, that's going to change the parking requirements.

Relative to the traffic, the Petitioner submitted a traffic analysis in conjunction with their application. The study found that the development would have a fairly low impact on the surrounding roadway network. Specifically, there's kind of three major intersections that were analyzed. First one is the intersection of Golf Road and Meijer Road which, as I mentioned previously, is a right-in/right-out on the intersection. During the morning a.m. peak, the traffic study estimated that the development would create 26 inbound cars, and six inbound cars during the p.m. peak.

At the current full access driveway intersection, the northeast corner of the site which intersects with Algonquin Road, the traffic study estimated that there would be 75 inbound cars during the morning peak, and I want to note that 60 percent of those 75 cars would be traveling westbound on Algonquin Road and would have to take a left into the site and cross outgoing traffic on Algonquin Road. The traffic study also estimated 20 inbound cars during the p.m. peak, eight outbound cars during the a.m. peak and 27 outbound during the p.m. peak.

Finally, probably the most heavily used intersection would be the intersection of Meijer Drive and Algonquin Road. The traffic study estimated 18 outbound cars during the a.m. peak and 15 outbound cars during the p.m. peak. So, the number of trips that would be generated by the proposed development relative to automobiles are apparently low. It would actually probably be higher if the site was used as office space as it's currently built out. So, relative to automobile traffic, Staff doesn't see this to be a big issue with the proposed development.

Relative to truck traffic, there were only two intersections that are going to be primary footers for this truck traffic. The first intersection is again the intersection of Golf Road and Meijer Drive. The traffic study estimated that about 25 percent of inbound truck traffic will use this intersection. That correlates to seven inbound trucks during the a.m. peak, and one inbound truck during the p.m. peak. The other intersection analyzed was the intersection of Meijer and Algonquin Road, and all outbound truck traffic will utilize this intersection which will result in 18 trucks during the a.m. peak, inbound trucks, and five inbound trucks during the p.m. peak. Again, as I mentioned before, all trucks will use this site to exit.

The traffic study found that the Meijer Drive and Algonquin Road intersection had the capacity to handle the peak exiting truck traffic. However, they did recommend that a change to the timing on the signal here be approved by IDOT which would add I think three additional seconds to exiting traffic from Meijer Drive onto Algonquin Road. Additionally, the traffic study analyzed the Algonquin Road and Golf Road intersections, and the

Algonquin Road and Arlington Heights Road intersections, and found that they had the capacity to handle the increase in truck traffic associated with this development.

So, IDOT did review this development and they've provided a preliminary review letter to the Petitioner which was provided to Staff as well. They did have some issues. They didn't really quite say if they supported the change in signal timing, they didn't, you know, categorically deny it, but I think they asked for additional modifications to the traffic study in order to analyze that. They also asked for some improvements to the right of way to bring the sidewalks up to current ADA standards. Most notably, they requested that the, or required that the full access driveway on Algonquin Road be changed to a right-in/right-out only access point. So, as I previously mentioned, 60 percent of inbound car traffic uses that intersection, and once it's changed to a right-in/right-out, it's not going to be able to accommodate for that traffic. So, the traffic study staff would request that the traffic study be revised to reflect that change that IDOT is requesting so that we can have a chance to analyze that.

Finally, the Staff Development Committee recommends that this project be continued until the February 28th Plan Commission meeting. We're certainly supportive of the concept and we believe that the subject property is suitable for the proposed use. But there are three primary issues that we think should be addressed before this project is brought again before the Plan Commission. They relate to the easement between Weber and the subject property, the changes required by IDOT and then the corresponding changes to the traffic study, and the issues raised by Rolling Meadows about truck traffic on Meijer Drive and its impact to the street and the jurisdiction and maintenance of that street.

So, that concludes the Staff presentation.

CHAIRMAN ENNES: Thank you, Sam. Do we have a motion to accept the Staff report?

COMMISSIONER DAWSON: So moved.

COMMISSIONER DROST: I'll second.

CHAIRMAN ENNES: Second. All in favor?
(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?
(No response.)

CHAIRMAN ENNES: I see we have a couple of people in the audience this evening. Just to give you an idea of how we're going to proceed, the Commissioners will ask the Petitioner and Staff any questions that they may have. After they have gone through that, anybody in the audience that would be interested in making comments about this application can come forward and make those comments. Following that, the Commissioners will close the public portion of the meeting and the Commissioners will get to ask any additional questions and make their deliberations. So, that's the way we're going to proceed.

So, Commissioner Cherwin, if you would like to start with questions?

COMMISSIONER CHERWIN: Sure, thanks. I saw this earlier last year in the Conceptual Committee which was then I think the Plat & Subcommittee. So, I'm familiar with the project. You know, I think it's a good overall use. I like it, but I think one of the concerns I had then was some of those screening and landscaping plan along Algonquin Road just given the size of the structure and all.

I looked at the landscaping notes in here. I think you said that there

were some enhancements made, Sam. But I'd just like to ask you, I didn't see in the plan necessarily a visual of how it fits the elevation. I mean I get that the Staff is satisfied on the Algonquin Road frontage, that there is sufficient plantings. Just next to the building or I mean the parking, along the right of way? Where are those?

MR. HUBBARD: They have both. They have plantings within the parking lot along Algonquin. They have foundation plantings right in front of the building. I believe they also have some plantings in between the parking lot and the right of way to screen it.

COMMISSIONER CHERWIN: You know, I think for the most part, you know, given what I saw in the project earlier, I'm comfortable with it. I think that, you know, you raised good issues. The issues with, you know, Rolling Meadows, we certainly want to make sure that we come to an agreement that is reasonable with Rolling Meadows. Has there been any talk of potentially, you know, if Arlington Heights was going to be on the hook for Meijer Drive once the development in that outlot took place? Has there been any discussion with the proposed owner with Arlington Heights accepting that obligation but having some sort of cost sharing from the owner until the development of that site? Or how would you envision, you know, and maybe you guys haven't talked enough about it yet to know, but I'm just wondering if there's a way to get the owner to somehow accommodate the Village?

MR. HUBBARD: I don't know if the owner of that vacant would be --

COMMISSIONER CHERWIN: No, I mean the owner of this project in order to facilitate the sort of temporary --

MR. HUBBARD: You know, it's something that the Village could ask for. I don't think we very often do it, I think it's really rare. You know, we have kicked around the idea, it was something that Rolling Meadows also raised in their review comments. But you know, I mean we're still realizing all options here.

COMMISSIONER CHERWIN: Okay, and the rest of the issues, I'll just defer them and see how those turn out. But I would agree with them having to resolve obviously the IDOT issues and the Weber Packaging Solutions, but thank you.

CHAIRMAN ENNES: Thank you, Jay. Commissioner Sigalos?

COMMISSIONER SIGALOS: I have a question of the developer. Is this building being built almost like a speculation since you don't have a tenant signed up for phase one?

MR. WAUTERLEK: That is correct.

COMMISSIONER SIGALOS: I saw your schedule there of construction. You're hoping to start in May and be completed at this fall. Will phase two start immediately or would that start only after phase one is leased and occupied?

MR. WAUTERLEK: It would be at a later date. The second building, as Sam had referenced, is currently occupied.

COMMISSIONER SIGALOS: Right.

MR. WAUTERLEK: So, once that building is vacated, our intention would then be to expand the building.

COMMISSIONER SIGALOS: Irregardless of phase one being fully occupied?

MR. WAUTERLEK: Correct.

COMMISSIONER SIGALOS: The other question, I was out at this site earlier today, that shared access drive between Weber and your property currently seems to be

in a pretty sad condition. Is there some kind of agreement as far as the maintenance of that access drive with your truck traffic and their traffic?

MR. WAUTERLEK: There is an agreement currently. We're planning on discussing that agreement with the owner next week, so I think it would be premature to speak as to what the outcome of that discussion will be. But we are planning on having a discussion. We are planning on owning that property for many, many years and we do want a harmonious relationship with our neighbor. So, we're very hopeful we'll be able to figure something out.

COMMISSIONER SIGALOS: Yes, and I would think that would be important to you to come to some agreement for the maintenance of that road. That's all I have right now. Thank you.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: I have a question for you. Why are you pushing forward, why not continue?

MR. WAUTERLEK: So, we had this meeting originally scheduled, and these issues came up recently. So, from our perspective, it made sense to keep this meeting on the books, sort out what we could, and address the rest of the items later since they did pop up fairly recently. I guess we could have done it the other way but that's what we decided to do.

COMMISSIONER DAWSON: So, what items are you hoping to address tonight and sort out?

MR. WAUTERLEK: I guess if any items were to come up today, it would give us more time in theory to sort those items out prior to construction season. So, it's really just the benefit of having more time to address any sort of concerns that the Village might have.

MR. HUBBARD: To clarify, I don't know if the Petitioner is strongly pushing to move forward tonight. I certainly think they would love to move forward tonight, but I think they are also agreeable to a continuance in order to resolve some of these issues.

COMMISSIONER DAWSON: So, I was just going to restate, it seems almost as if you're asking for a second conceptual plan with the full board to make sure there aren't any other issues that are going to come out.

MR. WAUTERLEK: Correct, yes.

COMMISSIONER DAWSON: Okay, all right. I understand that, why you're here tonight. The property, are they currently, they're not vacant, the second building is occupied, what about the first building?

MR. WAUTERLEK: The first building is completely vacant. The second building is 50 percent occupied.

COMMISSIONER DAWSON: How long has the first building been vacant?

MR. WAUTERLEK: Many, many years, I'm not sure exactly. So, the prior owner owned the building, as I understand it, for five or six years. I don't know that he's ever had more occupancy than what is currently there, unfortunately. You know, and we're one of the best real estate markets that I think anyone has maybe seen in quite a while or maybe will for a while. So, I don't know that there's really much potential for future leasing in the current property as it is.

COMMISSIONER DAWSON: The use seems very appropriate for where the market is going right now. I don't have any issues with the use. There's just so many open issues, I don't even know where to begin with my questions tonight, but I'm very supportive of the concept as long as you can work it out. That's all.

CHAIRMAN ENNES: Commissioner Drost.

COMMISSIONER DROST: Yes, I concur with Commissioner Dawson.

Looking at the items three, four, nine and 10, those are, again they need to be clarified or condensed and put into some sort of packet. But you know, it sounds like a good project but there's just too many moving parts here to really, you know, give you an approval right now. We could say, all right, go to the Board of Trustees, let them work it out when you get more information, but it seems like you've had some time from when you were at Conceptual Review which was in March of last year. What went on with all those --

MR. WAUTERLEK: Some of these issues are quite new, to be honest with you. You know, so the IDOT issue, we made our submittals to IDOT, as I understand it, based upon the Village engineers, and it takes so long for IDOT to respond. Once we did receive that feedback, you know, we've responded to IDOT in kind and we've tried to address their issues.

As it pertains to the easements with Weber, legally we reviewed the current easements and we felt very comfortable with the one that's been reported. We still feel that way today. You know, I think there's been concerns, and justly so, they have been raised by people at the Village and at Weber, and those concerns were raised fairly recently which is why we haven't had a chance to address those issues. But we do have a meeting set up next week with our neighbor, and hopefully we'll have a positive outcome.

But to answer your questions, because these are new issues.

COMMISSIONER DROST: New in the sense, you knew Weber was there, you knew the easements were there, you knew that IDOT is still running Algonquin Road, it just mystifies me.

MR. WAUTERLEK: For what it's worth, we had met with an individual at Weber about two months ago just to familiarize them with the project and then, you know, get his blessing and his feedback was very positive.

COMMISSIONER DROST: Again, the project sounds really good, but there's just I think too many moving parts here that are unanswered. I'm going to defer to the rest of the Commission who may have some opinion, and there might be some folks in the audience that may shed some more light on this rather than kind of --

CHAIRMAN ENNES: Thanks, George. Commissioner Jensen?

COMMISSIONER JENSEN: Yes. I was in the Conceptual Plan Review meetings as well, and it seems to me that some of the issues we raised there around traffic and the use of the road and so forth haven't been well addressed here either. I share the view of Commissioners Drost and Dawson. In fact, I need to ask Sam, you mentioned a couple of things that may have even called into question the viability of this project around the easement issues. Did I hear you correctly?

MR. HUBBARD: The viability as currently proposed, if for some reason, you know, the shared private drive is not viable for the truck traffic as proposed, then they'd have to find some other way to fit that to the site.

COMMISSIONER JENSEN: Well, it seems to me, and then there is one question with the Village and as with I guess Rolling Meadows, which is how are you going to handle the maintenance upkeep and so forth on that piece of Meijer Drive that's in Arlington Heights but has been under the jurisdiction of Rolling Meadows? Isn't that really a decision for the Village? And the financing of that is something you're either going to have to assume or you're going to have to work out something with the Petitioner. So, that's something that's kind

of left open as well.

MR. HUBBARD: Right.

COMMISSIONER JENSEN: So, to me these are just too many large issues that are open for us to even further deliberate on in my opinion because you need to get the best answers you can to these various questions on what IDOT is expecting you to do, what's going to happen between the two villages' intergovernmental agreement, and with your neighbor, because all of those are just essential to this project going forward.

Having said that though, I strongly support this project as I did in the Conceptual Plan Review. I think it's a great use of the property. I think it will be a great addition to Arlington Heights. I'd love to see it come back when you've worked out all those details so we can have a short meeting and give it a stamp of approval.

MR. WAUTERLEK: Thank you.

COMMISSIONER LORENZINI: Could the civil engineer come up please? Could you pull up the area plan, Sam? So, the sewer that's going to drain at the north end goes to the Algonquin Road, that's all in order?

MR. LEDER: Well, actually it's an IDOT storm sewer that would be in the Algonquin Road.

COMMISSIONER LORENZINI: And you're okay with that?

MR. LEDER: Yes, sir, that's where it goes now.

COMMISSIONER LORENZINI: Then you drain to the south into an underground detention basin which is going to mitigate -- will flow on to the south. But where is it going on to, the tollway property?

MR. LEDER: Yes. It drains now to an open ditch on the north side of the tollway.

COMMISSIONER LORENZINI: So, you're basically just continuing that?

MR. LEDER: We are continuing that, yes, it is an existing condition. What we are doing is putting a restrictor in the existing manhole to slow the rate of release down.

COMMISSIONER LORENZINI: This underground detention vault, is there a life expectancy on these? Because I would think it has to --

MR. LEDER: Well, they do need maintenance. But if they're maintained properly, they don't need a lot of maintenance, but if they are maintained, they don't silt up and it's like any underground storm sewer system. There's a pretty long-term life expectancy to them.

COMMISSIONER LORENZINI: Okay, thank you. Could the Petitioner, the other gentleman come back up please? So, the north building is going to where, on that vacant, where is the north building going to go? Well, in relation to those existing buildings.

MR. WAUTERLEK: So, the first phase of the project is over the currently vacant northern building.

COMMISSIONER LORENZINI: All right, so it's in the vacant lot, okay.

MR. WAUTERLEK: Correct.

COMMISSIONER LORENZINI: Then the south is going to go, I believe the Staff report says the south is going to when the other buildings are vacated. Is there a timing for that?

MR. WAUTERLEK: There is not a time for that. So, there are lease expirations and there are options for existing tenants to renew potentially.

COMMISSIONER LORENZINI: Okay. All right, then going on to the intergovernmental agreement section, Staff has reviewed the IGA and believes that the proposed development would be in substantial compliance; however, Staff believes that the issues raised by Rolling Meadows warrant further consideration. Are you talking about the maintenance of the road --

MR. HUBBARD: Maintenance and jurisdiction of the road, yes.

COMMISSIONER LORENZINI: So, right now, Rolling Meadows is responsible for that road until that other parcel is developed which isn't happening now. So, I mean legally it's still their responsibility now?

MR. HUBBARD: Correct.

COMMISSIONER LORENZINI: Then we've got the IDOT review comment. So, I agree with what our Commissioners have said. There's a lot of outstanding issues here. But I think we all agree that this is a good project and we want it to go forward. So, even though there are lot of issues here with the board, with Sam and the Planning Department, et cetera, with the Petitioner, you know, for their satisfaction, I don't know that it needs to be continued. But it's certainly up to everybody's opinion on it. That's all I have.

CHAIRMAN ENNES: Thanks, Joe. Commissioner Green?

COMMISSIONER GREEN: My question for the Petitioner here is if we were to push this thing forward, these three main outstanding issues would have to be answered before you could move on from our recommendation. Do you see a time situation that would keep you from not starting in May as you would like to, the time required to answer these three questions?

MR. WAUTERLEK: It's a difficult question to answer because some of those issues are potentially legal issues. You know, so depending on how different individuals who have the ability to make decisions in the process responded to things, then --

COMMISSIONER GREEN: But you see my question is that you can't move forward until these questions are answered. So, if you get approval here tonight, you still have to answer these three main issues.

MR. WAUTERLEK: That's correct.

COMMISSIONER GREEN: Does tonight's approval in any way help you or hurt you as far as getting these three main areas --

MR. WAUTERLEK: I believe it would help us. At that point, we at least know what the outstanding items are. If we're able to resolve those items, then we're certainly closer to being able to move forward on construction season, so I believe it would be a large positive for us.

COMMISSIONER GREEN: Because I agree with Commissioner Lorenzini, I think that no matter what, these issues have to be addressed to the satisfaction of the Village and the Staff. But if it will help move the project forward, you know, I don't think I would be against doing that tonight. I guess that's my, I'll wait to see what the public comment might be.

CHAIRMAN ENNES: I was not at the Plat & Sub, and I have some concern with this Meijer Drive. Sam, do you know anything about the history of the development of the Meijer Drive? Was that basically for them so that the Meijer development could move into Rolling Meadows?

MR. HUBBARD: That's my understanding, yes.

CHAIRMAN ENNES: So, this was done and it was a big plus for Rolling

Meadows, which is probably why they picked up the liability for the drive. They wanted this to go in there. What were you saying, if something triggered, that would make us responsible for the maintenance of the part of Meijer Drive that's in Arlington Heights?

MR. HUBBARD: Yes. So, when the green lot shown there is developed which is currently vacant, then we would take over the jurisdiction and maintenance responsibilities for all of Meijer Drive that is to the right of that blue dash line in the Village of Arlington Heights.

CHAIRMAN ENNES: I don't know if you can answer this. But this Meijer Drive was put into the industrial area, is it in fairly good shape?

MR. HUBBARD: It is, yes. It's in fairly good shape. It's about 15 or so years old, and it may need some maintenance in the next maybe five to 10 years. But that's one of the items that we are trying to further analyze in order to have a discussion with Rolling Meadows about that.

CHAIRMAN ENNES: Is there any reason for us to believe that that road wasn't improved to carry heavy truck traffic? It's in an industrial zone there.

MR. HUBBARD: It was built to commercial standards, so that would be specifically to allow it to support trucks.

CHAIRMAN ENNES: So, why would we want to pick up this on the Village, I mean the road was built for this, until that use of land is developed, I don't see the incentive for why Arlington Heights would want to pick it up if that's the way the agreement was originally drafted?

MR. HUBBARD: I mean I think at the time that the agreement was drafted, it was probably anticipated that that outlot portion in green which is fronting on Algonquin Road would probably develop fairly quickly. I don't know if we anticipated that we weren't going to hold on to it for this many years.

CHAIRMAN ENNES: How long had it been --

MR. HUBBARD: 2003-2004 maybe.

CHAIRMAN ENNES: Okay. So, before the recession.

MR. HUBBARD: Yes.

CHAIRMAN ENNES: Because there still would have been, had the subject property been fully developed, 50 percent of the actual -- there still would have been a lot of traffic --

MR. HUBBARD: If it was fully developed and used as office uses that it's built to you mean?

CHAIRMAN ENNES: Well, for whatever it was built for.

MR. HUBBARD: Right, there would be substantial car traffic.

CHAIRMAN ENNES: Okay. That's all I have on that. I'm going to open the meeting to any public comment. Is there anybody in the audience that would like to make a statement? Let's start over here on the right in the front. If you would please come up, state your name. If you are with a taxing body, then let us know that, and you may proceed.

QUESTIONS FROM AUDIENCE

MR. WEBER: Good evening. I'm Doug Weber, part owner of Weber Packaging, W-e-b-e-r.

MR. WINKLER: Tom Winkler, attorney with the Winkler Group in Schaumburg, here on behalf of Weber Packaging Solutions and the Joseph A. Weber Union Trust.

Weber Packaging Systems, as you can see, owns the property directly west and contiguous to the, I've referred to it as the subject parcel many times which is the parcel in question tonight. The Weber property is located at 711 West Algonquin Road, of course in Arlington Heights. Weber Packaging Solutions was built about 50 years ago, has a worldwide employee count of about 900 individuals. Its worldwide headquarters is in Arlington Heights in that building, employs about 150 individuals in Arlington Heights, making it one of the largest employers in the Village of Arlington Heights.

Just for a clarification note, the public notices that I've seen identified the subject property as 703 to 723 West Algonquin Road. Our address is in that range, but we're certainly not part of the PUD request or the plat of subdivision request.

The Weber Trust owns the, what's been noted the vacant land north of Weber Packaging, and it is about a four-acre parcel just to the south of Algonquin Road. I guess where Meijer Drive is, there north of Meijer Drive and west of Meijer Drive.

Doug Weber who is here is the president of Weber Marketing Systems. Joseph Weber, Jr. is the principal shareholder, controlling shareholder at this time. Both Doug and Joe have lived most of their adult lives here in Arlington Heights.

Weber Packaging Solutions is a very, very important asset to the Weber family and its employees, vendors, contractors, customers, truck drivers, and affiliates. The business was started by Joseph Weber, Sr., and is now in its third generation of Weber ownership and management. The family has a vested critical interest in being involved in the subject property and make certain that it doesn't unreasonably impact Weber Packaging Solutions in a material and significant manner.

A little bit of history is relevant. The Weber Trust owned the 22-acre site which is now improved with the Weber property and Meijer property. This property was sold to Meijer and it was closed in 2002. I was the attorney at that time representing the Weber Trust and Weber Packaging Solutions in that transaction. I accept the criticism or the credit for the many access or drainage easements affecting the subject property, the Weber property, the Meijer property, or the Weber Trust property. I was the principal drafter of all those documents. Furthermore, the Weber Trust built about 50 years ago the Weber Atrium building which is the south building on the subject property and is a subject of this hearing.

The Meijer building project was about a two-year-plus project which began around 1999 or 2000, involving in part, I can't remember all the parties, the Village of Arlington Heights, the City of Rolling Meadows, Oakpoint which is the north building, Meijer of course, Paddock Shopping Center, Continental Towers, the Arby's Restaurant, Pearl Vision, Mike's Muffler, IDOT, all the utility providers, and former Pappadeaux's Restaurant owners. The coordination required among all those interested parties was absolutely enormous. For a time, there were monthly meetings held at the City of Rolling Meadows village hall, and there was probably no fewer than 25 people involved in each of those meetings. The three primary issues involved in that project, which coincidentally are the issues mentioned in the Staff Development report, were as follows: (1) traffic concerns; (2) access concerns; (3) stormwater management and detention.

Our clients, Weber Packaging Solutions which is the pseudonym of

Weber Marketing Systems, and the Weber Trust, do not appear at this meeting necessarily to be opposed to the project. However, because of the lack of information, due diligence, and discussion of the project, neither Weber Packaging Solutions nor the Weber Trust is in the position to support the project either. We are here to voice our concerns on the project and ask that more due diligence be conducted.

Our client did not get notice of the meeting. Joe Weber called me after the sign was erected on the subject property, and that was about two weeks ago. He called me on a Thursday, I met with him on a Friday. Joe did not express either opposition or support for the project; he just had concerns.

I will briefly discuss the three primary issues, although my comments shouldn't be interpreted as being exhaustive of all the issues on the project. First and foremost is access. The legal access to the subject property is from Meijer Drive via an easement agreement. I was the principal drafter of that easement agreement back in 2002. This easement agreement is often referred to in the context of public documents as the shared drive. The initial access as you see from Meijer Drive, what we often called the stub parcel, is completely on Weber Packaging Solutions property. There is a cross easement allowing access to the subject property. The cross easement is actually 22 feet running from north to south on the western boundary of the subject parcel, 22 feet on each parcel.

The easement is referenced in the traffic report which is in the public records prepared by KLOA. However, very importantly, it fails to reference the fact that Weber Packaging Solutions is solely responsible, solely responsible for the repair and maintenance of the shared drive. Accordingly, any changes or modifications to the road including changes to the existing curb cuts need to be approved and are the financial responsibility of our client. Furthermore, and importantly, the language in the easement agreement states that the use of the easement by any party "shall not unreasonably interfere with any of the parties' uses thereof." Weber has not been provided sufficient information to make a determination whether any of these proposed uses unreasonably interferes with its use. The financial responsibility imposed upon the Weber Packaging Solutions for the maintenance and repair of the road is also significant since the use being proposed is substantially different than the current use.

The road itself, the shared drive which also refer to as Weber Drive, was initially constructed about 50 years ago. Someone referred to it as being a little bit in rough condition. There are no reports that I have seen discussing any of the construction characteristics of that road, i.e., can withstand the semi-trailer traffic that's being proposed. It does, however, appear, and a couple of you have mentioned this tonight, that this very issue was raised at the Plat and Subdivision Committee meeting back on March 22nd. But the concern seemed to have been dismissed.

The following are just short quotes from that meeting. One of the Commissioners said that the traffic study should assess the ability of the shared drive, Meijer Drive, and the intersection of Algonquin Road and Meijer Drive, to determine their ability to accommodate the traffic that could be generated by the developer. He asked if access to the site could come from Algonquin Road. Later, another Commissioner, I'm sorry, that same Commissioner said that he was "a little concerned about the number of trucks and the condition of the roads." Then finally, near the end of the meeting, another Commissioner responded that he believes the roads were built to accommodate heavy truck traffic.

The foregoing reflects the concerns which we have. The

Commissioners were asking the right questions, I don't think the correct answers were yet obtained because of the analysis not being complete. We suggest the characteristics of the existing road is a significant issue which requires some analysis since our client is financially responsible for those costs.

Issue number two, water management detention. The proposed project, the Weber Packaging Solutions parcel, the Weber Trust parcel, and the Meijer parcel all suffer, all of them, from significant long-term water management detention issues. The result of the water management studies performed over the Meijer parcel was approved and ultimately resulted in the construction of two water detention ponds, a water drainage pipe permitting water discharge into the pond in front of the Weber Packaging Solutions' main entrance near the tollway, a stormwater detention agreement between Meijer and Weber Trust, and a drainage easement between Weber Packaging Solutions and Meijer. All of the foregoing were done with the approval and mutual cooperation of the Village of Arlington Heights and the City of Rolling Meadows.

During the past week, Weber Packaging Solutions retained Christopher Burke Engineering to consult in connection with the water management and detention issues. A preliminary review was made of the RWG report. Christopher Burke issued a letter with 12 separate points just in connection with the RWG report. I won't read this report into the report but simply say it raises some very significant water retention and management issues on the parcel.

Issue number three, the traffic impact study. The traffic impact study was finalized on December 15th of 2017 and is in the record. The study referenced the access agreement but does not discuss any of the terms of the easement agreement. It also fails to mention the approval needed from Weber Packaging Solutions to construct and change the shared drive in any manner.

On page eight of the report, a section is captioned Existing Roadway System Characteristics, and the Weber Packaging Solutions plant is not even mentioned. In a letter to the Village of Arlington Heights from the City of Rolling Meadows Division of Public Works and Community Development, which was just sent on January 17th, the letter notes the following comment, it's comment number four: "Why is the existing Weber Marketing Systems traffic never mentioned in the traffic impact study? It is as if the facility is not even there."

The response from Morgan/Harbor which is the general contractor dated January 18th, 2018 simply states, "It's included." Well, I've reviewed the traffic impact study more than a few times and was unable to find any reference at all to Weber Marketing Systems' operation. The report fails to even consider basic questions such as how many available shifts are now operating at the company, how many employees are employed in Arlington Heights, how many automobiles use the easement, or how many trucks go in and out on a daily basis to the Weber facility.

The traffic impact statements of the Petitioner's other projects which are similar to this would also be extremely helpful for us to look at and review in connection with this project. We just heard this tonight, that the proposal I guess includes a right-in/right-out at, if I heard it right, at Meijer Road and Algonquin Road. That would very, very significantly -- let me back up a little bit. That may significantly impact access in and out of the Weber facility. Our client has not retained a traffic consultant, but in the event the traffic report does not more accurately reflect the impact upon the entire traffic system in a very, very busy area, it will

probably need to retain somebody to take a look at that report, to conduct more of their own analysis.

In conclusion, our client is not anti-development. Our client is not here to stop this development. Our client, however, does not have enough information to provide any support for this project. It's important that the process of proving a project as proposed be deliberative and that the due diligence be exhaustive, complete, and thorough. At minimum, the three issues discussed, being access, traffic, and water management detention, have to be more fully analyzed and properly vetted in connection with the project. We encourage the Plan Commission to require a more thorough, deep dive analysis into those issues. Our client being a 50-year corporate partner with Arlington Heights and the surrounding community welcomes the opportunity to be a participant in that process. Thank you.

MR. WEBER: Thank you.

CHAIRMAN ENNES: I can sure appreciate your concerns, and thank you for your statement. I suspect you haven't seen the conditions, the 11 conditions that were placed on this application if we were to vote for approval tonight. But let me just read one of the conditions because obviously the issue that you were raising is something that the Village is concerned about. That condition is the Petitioner shall work with Weber Packaging Solutions' property owner to ensure that the easements governing the shared access drive are suitable to accommodate the proposed development on the subject property.

So, they need to come to an agreement with you. I think a lot of what you have stated here today is really the business that needs to be addressed between you and the Petitioner and come to a resolution. If, you know, I don't know, I'd have to defer to the developers and/or architects on the Commission, but if that access drive can't be accommodated and the developer still wants to go ahead, they might need to move their building and put a driveway in. But this is something that I believe should be worked out between you.

COMMISSIONER DROST: Yes, and I think the evening is pretty short as far as working that out. It sounds like you're going to start fresh on those items, and there's more to this as you unpack it. I don't think we're ready.

COMMISSIONER CHERWIN: Could I just, Terry, could I ask for a clarification to something Mr. Winkler just said. I just want to make sure for the record and everything we're talking about the same thing. I think the last statement you mentioned about the right-in/right-out potentially for IDOT, I think we're talking not about the, I think you might have mentioned the Meijer intersection which I agree would be pretty prohibitive. But I think we're talking about where Sam is pointing which would be direct access into the site. Is that -- okay, I just wanted to clarify.

COMMISSIONER LORENZINI: You also expressed a drainage concern? What brought that up?

MR. WEBER: In the 20 years, it floods in the two properties. It's always flooding.

MR. WINKLER: The Oakpoint Shopping Center, the building to the north, was, you know, flooded very, very often. I mean lots and lots of water. I think, as we mentioned, they owned the Weber Atrium building for 50 years, there was always significant flooding problems on that property. When you're driving down the tollway, you can just take a look at how the property crests, canalled by the Meijer, and it is a significant issue. The drainage pond to the north which is just on the, as I'm looking at the map there, just on the Rolling Meadows

side of the Old Elk Grove Road, was required to be installed.

The other drainage is on what you call the Outlot A right here, it is what is required to be installed. Then the drainage pipe I was referring to goes into the front pond, it's right off the tollway in the front of the Weber building. There is a drainage pipe that goes through the Meijer property to the west into that pond. These were all very significant issues.

At that time, it was actually Christopher Burke that was involved in that because they did work for the City of Rolling Meadows. Not on our behalf but on Rolling Meadows' behalf.

COMMISSIONER JENSEN: Are you saying that these measures did not fully or satisfactorily resolve the water issues?

MR. WINKLER: You know, I think that they have. I think that to a great extent they have. I don't know about, I think they've taken care of the Meijer property there.

COMMISSIONER JENSEN: So, flooding right now is not a problem with the properties outside of the subject property?

MR. WINKLER: But again, Doug, you could answer the issues that continue at the Atrium down there.

MR. WEBER: There's a lot of standing water.

CHAIRMAN ENNES: Is the Atrium the building on the subject that's 50 percent occupied?

MR. WEBER: Yes.

MR. WINKLER: The issues that, honestly, the engineer at Christopher Burke mentioned, if I read them I wouldn't understand them anyway. But again, it just raises issues that I think should be addressed in connection with it, and they have not looked at this for more than a week at this point.

CHAIRMAN ENNES: Can you provide a copy of that engineering report to the Planning Department?

MR. WINKLER: Absolutely. Absolutely, this is a copy, Sam, you can have it.

MR. WEBER: Like many of you, this came up real quick and, you know, we were contacted but we didn't see any of these plans until really late in the game, up until about two weeks ago. There's a lot of issues as Tom alludes to, the easements, traffic, and water.

CHAIRMAN ENNES: Okay.

MR. WINKLER: Thank you.

CHAIRMAN ENNES: Is there anybody else in the audience that would like to make a comment? Would you please come forward and state your name and spell it for the reporter?

MR. VOGT: Good evening. My name is Fred Vogt, spelled V-o-g-t. I'm the Director of Public Works and Community Development from the City of Rolling Meadows. I appreciate being here. In regards to some of our concerns, Mr. Hubbard certainly expressed a lot of those. Mr. Winkler added on to that.

Just for the record, our concerns are primarily that of Meijer Drive in regards to the maintenance of it. As Mr. Hubbard indicated, about 15 years ago, when Meijer Drive was built for primary access to the Meijer store, the City of Rolling Meadows agreed to maintain the road within the corporate limits of Arlington Heights all the way out to and inclusive

of maintaining the traffic signal at Algonquin and Meijer Drive. We're perfectly good with that continuing understanding that the intergovernmental agreement that was executed made reference to the four acres to the north and west of Meijer Drive in terms of development. We talked a little bit back then, because I was here at that time, about curb cuts and it was agreed on all sides that that was in the best interest at that time when it would be developed, to turn the road over to Arlington Heights.

Certainly in the spirit of back in 2002, with the Oakpoint and the Weber Atrium land uses being as they were, there wasn't a lot of truck traffic if any. It's significant to note that parcel which is the subject parcel you're considering tonight was certainly from Weber Packaging which was Weber Marketing at the time, but the proposal that you have certainly makes a significant increase into the traffic or the impact on the Meijer Drive with regards to the trucks and the, as we all know, one truck whether loaded or unloaded is significant compared to several other cars.

We're certainly not opposed to the site as proposed for redevelopment. But certainly we'd appreciate having the opportunity to discuss with the Village of Arlington Heights Staff about what we can agree to or get together with regards to the future maintenance of Meijer Drive given this increase with the heavy truck traffic that's proposed, whether or not the Village of Arlington Heights would be willing at this time upon this redevelopment to take over the maintenance of all of Meijer Drive or a portion of it that's impacted by this proposed development, or at least develop some sort of a cost sharing that would be in fairness to both the Village and the to the City of Rolling Meadows.

We, too, only received the information regarding this proposal a couple of weeks ago. So, we did act in some haste to have our traffic engineer review the proposed site traffic analysis. They do have some concerns I won't go into tonight with regards to potential for looking at lane modifications and the operation of the intersection of Meijer Drive and Algonquin Road. I'd certainly be happy to get into that further discussion in the future with the Village of Arlington Heights Staff.

So, we appreciate the concern; we just wanted to make sure that you know of our concerns. If there's any questions regarding the City of Rolling Meadows' position, I'll be happy to take them.

CHAIRMAN ENNES: Thank you, Mr. Vogt.

MR. VOGT: Thank you.

CHAIRMAN ENNES: Is there anybody else who would like to make a comment? Then we'll close the public portion of the meeting and go back to the Commissioners for any additional questions or deliberations.

COMMISSIONER JENSEN: I'd like to actually ask the Petitioner a couple of questions. If I understand this project correctly, you're going to ultimately raze all the structures that are there now?

MR. WAUTERLEK: Just the northern structure.

COMMISSIONER JENSEN: And the southern one you're never going to raze, you're going to basically just repurpose it?

MR. WAUTERLEK: We will eventually demolish that building as well.

COMMISSIONER JENSEN: That's what I've said.

MR. WAUTERLEK: Oh, yes.

COMMISSIONER JENSEN: Ultimately, you will be razing all of the

structures there?

MR. WAUTERLEK: That is correct.

COMMISSIONER JENSEN: If you're going to do that, why would you not consider having a better access to the east rather than trying to have a longer access coming through these existing roads which, you know, there are some substantial issues with that, things that need to be worked through? Why would you not think about running your own access road where you're not having to use a shared road and have all of these other issues that encumber that?

MR. WAUTERLEK: To do that, it would just trigger various governmental agencies and incur further cost that would then make the project unfeasible from both the timing and I guess just financial standpoint.

COMMISSIONER JENSEN: Well, you've already triggered the interest of a couple of governmental agencies, the Village of Arlington Heights, Rolling Meadows, and also the Weber family and their various holdings. So, I mean you've got a big set of issues already. I don't know what it would do to costs but what I've heard just causes me a lot of concern trying to basically squeeze more uses into these roads that really haven't been vetted and haven't worked out well.

COMMISSIONER DROST: Yes, and I would think, I'm going to sort of divide this up a little bit. This is a kind of a petition that I think probably deserves a continuance because I don't think we can push it up to the Board of Trustees at this point, because there's just too many --

COMMISSIONER JENSEN: I agree completely.

COMMISSIONER DROST: Too many items that are loose ends. Rather than trying to grab the individual issues, and the points were all well made that we want to concentrate on these three principal issues that Attorney Winkler had set forth, and I think that kind of brings the issue for Hamilton Partners here in the condition and basically to get to work and come back on February 28th.

MR. WAUTERLEK: Right.

COMMISSIONER SIGALOS: I agree with that, I agree.

COMMISSIONER DAWSON: Shall we make a motion on that?

COMMISSIONER DROST: Yes, I can make the motion but I want to defer to the --

COMMISSIONER LORENZINI: There's just one other thing, one other thing. Lynn made a good point about having a brand new road, but I mean if you're going to go for the expensive building a brand new road, why not just rework an existing one --

To the Weber team, as far as drainage goes, any development to come before us requires a drainage study. We don't just take their word for it, the Engineering Department also looks at it. So, I can say with fairly good confidence that what they're putting in is probably going to make it better. It probably won't solve every flood that ever happens, but it certainly would probably make it better than what is there now.

COMMISSIONER DROST: **Then I'll make the motion to recommend to the Village Board of Trustees the continuance of PC#17-013, a Planned Unit Development and Preliminary Plat of Subdivision to consolidate all lots into one lot for the property, and we'll get these addresses again to the issue that Attorney Winkler had raised, 703-723 West Algonquin Road until the February 28th Plan Commission meeting.**

COMMISSIONER GREEN: I'll second that.

CHAIRMAN ENNES: Do we have a voice vote, Sam?

MR. HUBBARD: No, roll call.

CHAIRMAN ENNES: Roll call, yes.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes, with comment.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

COMMISSIONER SIGALOS: My comment to Sam is that we're continuing this specifically to the February 28th Plan Commission hearing. Are we, can we be sure that these issues would be addressed by that time? That's only four weeks away.

MR. WAUTERLEK: I'm not looking to waste the Village's time and go through the process if you don't believe the issues have been resolved to the Village's satisfaction. So, if that's the case, prior to the meeting, we'll certainly notify you and keep working at it. But we're hopeful that we will resolve those items by then.

COMMISSIONER SIGALOS: That's the point I was making, not to come back on February 28th if you're in the same position you are tonight.

MR. WAUTERLEK: Right.

COMMISSIONER DROST: Technically, we've got a meeting on the 28th anyway.

MR. HUBBARD: We do, yes.

COMMISSIONER DROST: So, if there are delays, those can be addressed at that meeting.

MR. HUBBARD: Right, if for some reason --

COMMISSIONER DROST: Raise them at that time. But you have to get to work. It sounds like you have to get going.

MR. WAUTERLEK: Thank you.

CHAIRMAN ENNES: Thank you, good luck.

COMMISSIONER DROST: But good project.

CHAIRMAN ENNES: Do we have any other business?

COMMISSIONER LORENZINI: Motion to adjourn.

CHAIRMAN ENNES: We have a motion, do we have a second?

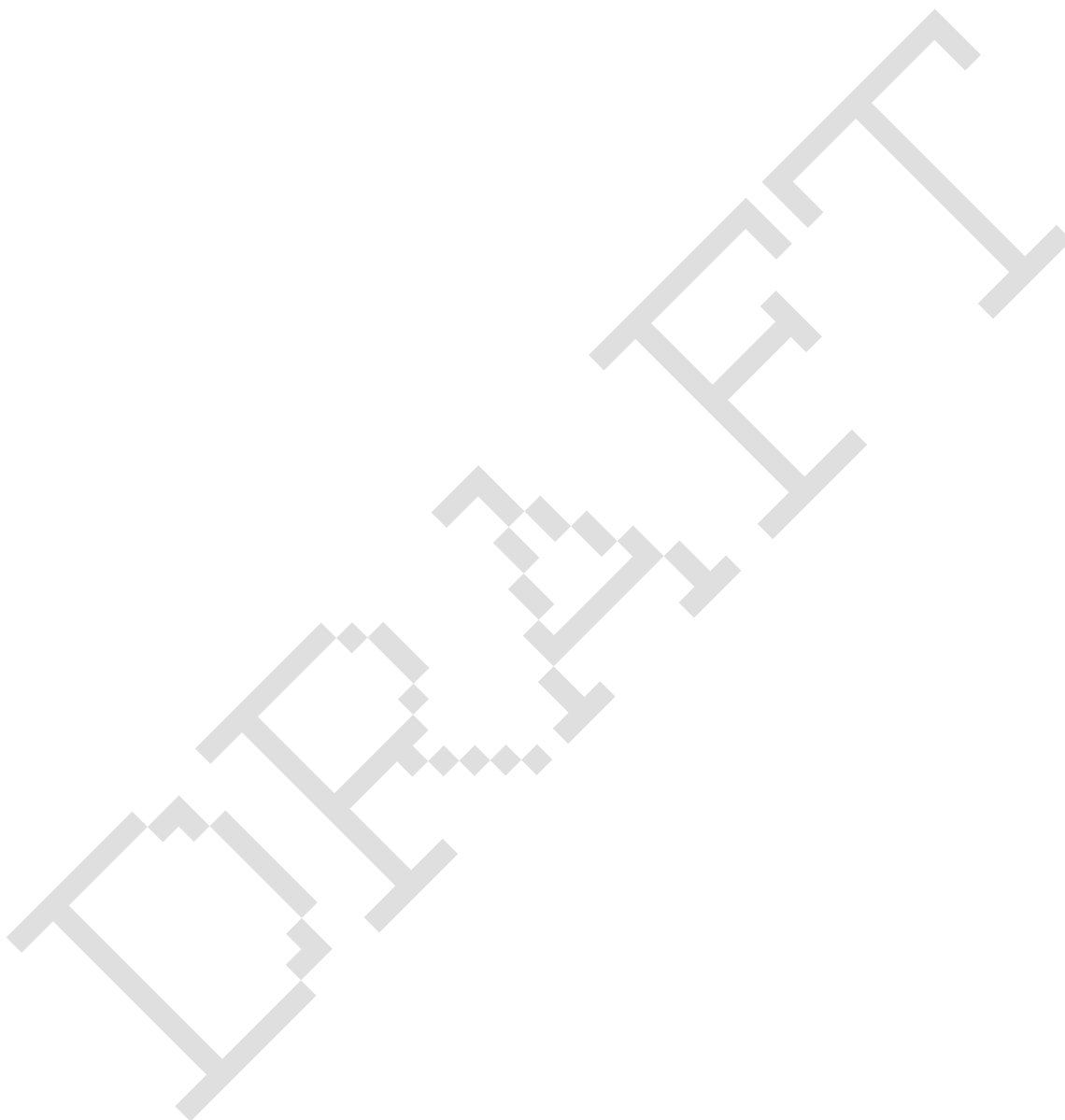
COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: Those in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: We're adjourned.

(Whereupon, the above-petition was adjourned
at 8:53 p.m.)





Item: Para Residence - 132 W. Northwest Highway - PC#17-015

Department: Planning & Community Development

Requested Action

Planned Unit Development (PUD) to allow a building addition to the subject property.

Variations Required

Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.7' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

Recommendation

The Staff Development Committee recommends approval of the proposed PUD and setback variation and recommends approval of the project, subject to the following conditions:

1. Compliance with January 9, 2018, Design Commission motion.
2. A fee-in-lieu of onsite detention shall be required at the time of building permit issuance.
3. The petitioner shall obtain an easement from IDOT to allow for the proposed plantings within the Northwest Highway Right-of-Way and approval from IDOT for the sidewalk connection from the building to the sidewalk along Northwest Highway.
4. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

ATTACHMENTS:

Description

PC Staff Report

Legal Notice

Aerial

Conceptual Plan Review Minutes 11-29-17

Type

Board or Commission Report

Correspondence

Exhibits

Minutes

DC Staff Report	Board or Commission Report
DC Minutes 1-9-18	Minutes
Justification for Variation	Correspondence
Preliminary Construction & Phasing Narrative	Correspondence
Project Narrative	Correspondence
Site Plan	Exhibits
First Round Comments	Correspondence
Petitioner Response to Round One Comments	Correspondence
Second Round Comments	Correspondence



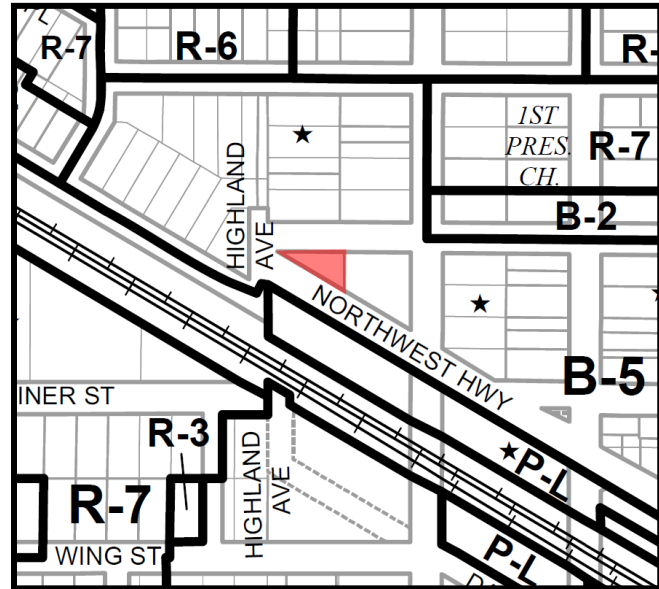
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

File Number: PC 17-015
Project Title: Para Residence PUD
Address: 132 W. Northwest Highway
PIN: 03-29-324-001

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: February 14, 2018
Date Prepared: February 7, 2018

Petitioner: Keith Ginnodo
Address: Kingsley & Ginnodo Architects
 33 N. Hickory Avenue
 Arlington Heights, IL 60004

Existing Zoning: B-5, Downtown District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-5, Downtown District	Office Building	Mixed Use
South	P-L, Public Land District	Metra Commuter Parking Lot	Government or Institutional
East	B-5, Downtown District	BP Gas Station	Mixed Use
West	B-5, Downtown District	Village Bank & Trust	Mixed Use

Requested Action:

1. Planned Unit Development (PUD) to allow a building addition to the subject property.

Variations Required:

1. Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.7' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

Project Background:

The subject property is 5,573 square feet in size (0.13 acres) and located at the intersection of Highland Avenue and Northwest Highway in Downtown Arlington Heights. The site is currently occupied by a single-story building of approximately 1,302 square feet in size, which is currently vacant and previously used as an office. The site contains a six-space parking lot with access along Eastman Street at the north side of the property. Two-hour street parking is also available on both side of Eastman Street.

The Para family has purchased the property and is proposing the addition of a 1,362 square foot second floor onto the building, which would contain a 1-bedroom residential unit where they intend to reside. A single car garage would be added on the northwest side of the building. Additionally, a second story deck would be added to the west elevation, which deck would include outdoor amenity space for the family. The first floor of the building would be repurposed to include space for Ottilia, a retail business owned and managed by Ms. Para that provides non-toxic beauty and wellness products as well as furniture and home accessories. Hours of operation for Ottilia would be 11:00am to 7:00pm Tuesday through Saturday. The first floor would also include a small office for Mr. Para. Ottilia would have one part-time employee (other than Ms. Para), and would hire additional full time employees as needed.

The parking area outside of the property would be altered to create an enhanced public entry, which would eliminate one parking space. The proposed garage addition would eliminate two parking space, resulting in a total of four parking spaces (three surface spaces, one garage space). The petitioner has also proposed a sidewalk connection to the existing sidewalk along Northwest Highway in order to provide better pedestrian access to the site. Construction is projected to begin in the spring of 2018 and would finish towards the end of this year.

Zoning and Comprehensive Plan

The subject property is within the B-5 Downtown District. Within the B-5 district, both ground floor retail and 2nd floor residential uses are classified as permitted uses. However, Section 9.2(c) of the Zoning Code requires that any development or new building addition within the B-5 district that is greater than 500 square feet must obtain PUD approval. As the petitioners are proposing a 420 square foot garage and an approximately 1,362 square foot 2nd floor addition, PUD approval is required.

The Comprehensive Plan designates this property as “Mixed Use” and the dual use of the property with first floor retail/office space and second floor residential space is compatible with this classification.

Conceptual Plan Review Committee

The Conceptual Plan Review Committee (CPRC) met on November 29, 2017, to discuss the proposed development. The CPRC was supportive of the project and expressed enthusiasm for what they believed was a unique development proposed within Downtown Arlington Heights.

Design Commission

The Design Commission met on January 9, 2018, to review the proposed 2nd story building addition and voted 4-0 in favor of a recommendation of approval. As part of their motion, they recommended that the petitioner study the possibility of adding more glazing to the retail storefront, evaluate the garage door design to determine if a different design would draw less attention than the current design, consider adding windows below the stairs on the north elevation, and consider adding vine cables to the east elevation that would allow “climbing ivy” to grow along the back of the building.

Site and Landscaping

Section 5.1-14.6 of the Zoning Code requires a 30-foot rear yard setback for all residential units located above the first floor (the rear of the property has been determined to be at the east abutting the BP Gas Station). Since the existing building is setback only 1.75 feet from the rear property line, the second story residential addition built upon the existing structure will also be setback only 1.75 feet from the rear property line, which requires the following variation:

- **Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.7' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.**

The petitioner has provided their written response to the hardship criteria relative to variation approval and this response has been included in the packet for the Plan Commission. Staff concurs that the necessary criteria have been met for the following reasons:

1. Adhering to the required rear yard setback would render a second story residential addition to the existing building impossible as the building is almost entirely within the required setback area (it should be noted that non-residential structures do not have any required setbacks within the B-5 district). Therefore, the existing building would need to be torn down in order to accommodate a mixed use residential/commercial building on the subject property.
2. The size and shape of the lot is unique given the triangular layout and small footprint at only 5,573 square feet in area.
3. Mixed-use structures with residential components that do not conform to the required rear yard setback are not atypical within the downtown B-5 Zoning District.

The reconfigured parking spaces in front of the building entrance would traditionally require the addition of landscape islands at both ends of the parking row. However, Section 6.15-1.2(b) states that parking areas with less than 20 parking spaces are exempt from the landscape island requirements if a "proportional amount of live greenery" is provided. Since the proposed parking row contains no landscape islands, staff has asked the petitioner to incorporate additional plantings within the large piece of IDOT Right-of-Way (ROW) that abuts the subject property to the south. As such, the petitioner has added a row of plantings along the southwestern edge of their property, which is within the IDOT ROW. Additionally, the proposed sidewalk connection from the subject property leading to the sidewalk along Northwest Highway encroaches within the IDOT ROW. In order to accommodate for the plantings and sidewalk, the petitioner will need to obtain an easement agreement from IDOT.

Staff notes that the site does not include a dumpster enclosure. Given the proposed commercial uses on the first floor, the petitioner is not eligible for standard single-family residential garbage collection. Therefore, they must contract for solid waste services with a scavenger company licensed to do business within the Village. A commercial dumpster is not required, and a large garbage totter can instead be utilized for trash collection, which can be stored within the garage and taken out on pick-up days.

Finally, staff has recommended the petitioner include a decorative style wrought iron fence along the northern property line abutting the existing parking spaces in this area. The petitioner has added this fence and it is reflected within the plans provided to the Plan Commission.

Relative to site drainage, the subject property sheet drains to the southeast and eventually onto Northwest Highway, where a combined sewer inlet is located. The proposed improvements will add a small amount of impervious surface coverage to the site, which will require a fee-in-lieu of onsite detention.

Traffic and Parking

A traffic and parking study is not required on projects that are less than 5,000 square feet in floor area and located along a major arterial road. As the proposed building will be less than 5,000 square feet and is along Northwest Highway, which is classified as a major arterial, no traffic and parking study is required.

Relative to parking requirements, since the site is located within the B-5 district, the off-street parking regulations take into account that a portion of the parking demand for the use will be accommodated via the street parking and garage system located within the downtown area. A review of the parking regulations indicates that the proposed site, even with the net loss of two parking spaces, will still conform to code requirements. Specifically, only one parking spaces is required and four parking spaces are proposed (three within the surface parking lot and one within the proposed garage). Table I below illustrates the parking calculations:

Table I – Required Parking

Space	Code Uses	Gross Square Footage	Parking Ratio (1:X)	Parking Required
1st Floor	Retail and Office	1,016	<u>Retail</u> : 1 space per every 500 sq. ft. of floor area in excess of 1,500 sq. ft. <u>Office</u> : 1 space per every 600 sq. ft. of floor area in excess of 1,500 sq. ft.	0
Single-Family Unit	B-5 "Efficiency and One Bedroom Apartments"	1,158	1 space per unit	1
Total Parking Required				1
Total Parking Provided*				4
Surplus/(deficit)				3

* Includes interior garage space

Per the recently adopted bicycle parking regulations, there is no formal requirement for the provision of bike parking spaces on the subject property, however, the regulations state that the provision of bike parking spaces in any PUD within the B-5 District will be determined as part of the Plan Commission process. Given the constrained nature of the site, in combination with the small size of the commercial portion of the development, staff has not asked the petitioner to incorporate any bicycle parking spaces. Staff notes that the proposed garage will include sufficient space to store bicycles for the residential portion of the development, and the pillars on the balcony provide an option for a customers to lock a bicycle if necessary.

RECOMMENDATION

The Staff Development Committee recommends approval of the proposed PUD and setback variation and recommends approval of the project, subject to the following conditions:

1. Compliance with January 9, 2018, Design Commission motion.
2. A fee-in-lieu of onsite detention shall be required at the time of building permit issuance.

3. The petitioner shall obtain an easement from IDOT to allow for the proposed plantings within the Northwest Highway Right-of-Way and approval from IDOT for the sidewalk connection from the building to the sidewalk along Northwest Highway.
4. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

January 9, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC #17-015

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
FEBRUARY 14, 2018, AT
7:30 P.M. in the Municipal
Building, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 17-015, a PUD to
allow a residential addition
to the existing building on
the subject property, said
property located at 132 W.
Northwest Highway, in Ar-
lington Heights, IL, and le-
gally described as follows:
ALL OF BLOCK 16 (EX-
CEPT THE EAST 139 FEET
MEASURED ON THE
NORTH LINE THEREOF)
IN THE TOWN OF DUN-
TON (NOW KNOWN AS AR-
LINGTON HEIGHTS) IN
COOK COUNTY, ILLINOIS
ACCORDING TO THE
PLAT THEREOF RE-
CORDED DECEMBER 8,
1854, AS DOCUMENT NUM-
BER 55328 IN BOOK 85 OF
PLATS, PAGE 80, BEING A
SUBDIVISION OF THE
WEST HALF OF THE
SOUTHWEST QUARTER
OF SECTION 29, TOWN-
SHIP 42 NORTH, RANGE
11, EAST OF THE THIRD
PRINCIPAL MERIDIAN,
IN COOK COUNTY, ILLI-
NOIS.

As part of said petition, the
petitioner is requesting the
following variations from
Chapter 28 of the Municipal
Code:

• Chapter 28, Section 5.1-
14.6, Required Minimum
Yard, to allow a rear yard
setback of 1.8' for a dwelling
unit where code requires a
30' rear yard setback for
residential units above the
first floor.

And other variations as de-
termined necessary by the
Plan Commission.

All persons desiring to be
heard shall be given the op-
portunity to be heard.
Should any individual need
auxiliary aid or service,
such as a sign language
interpreter or materials in
alternative formats, please
contact the Health Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.

Terry Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
January 30, 2018 (4492244)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs Daily Herald

Corporation organized and existing under and by virtue of the laws of the
State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the
Northwest Suburbs DAILY HERALD. That said **Northwest Suburbs
DAILY HERALD** is a secular newspaper, published in Arlington Heights
and has been circulated daily in the Village(s) of:

Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove,
Deer Park, Des Plaines, Elk Grove, Hanover Park, Hoffman Estates,
Inverness, Mt Prospect, Palatine, Prospect Heights, Rolling Meadows,
Schaumburg, South Barrington, Streamwood, Wheeling

County(ies) of Cook

and State of Illinois, continuously for more than one year prior to the
date of the first publication of the notice hereinafter referred to and is of
general circulation throughout said Village(s), County(ies) and State.

I further certify that the Northwest Suburbs DAILY HERALD is a
newspaper as defined in "an Act to revise the law in relation to notices"
as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5,
Section 1 and 5. That a notice of which the annexed printed slip is a true
copy, was published January 30, 2018
in said Northwest Suburbs DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK
PUBLICATIONS, Inc., has caused this certificate to be signed by, this
authorized agent, at Arlington Heights, Illinois.

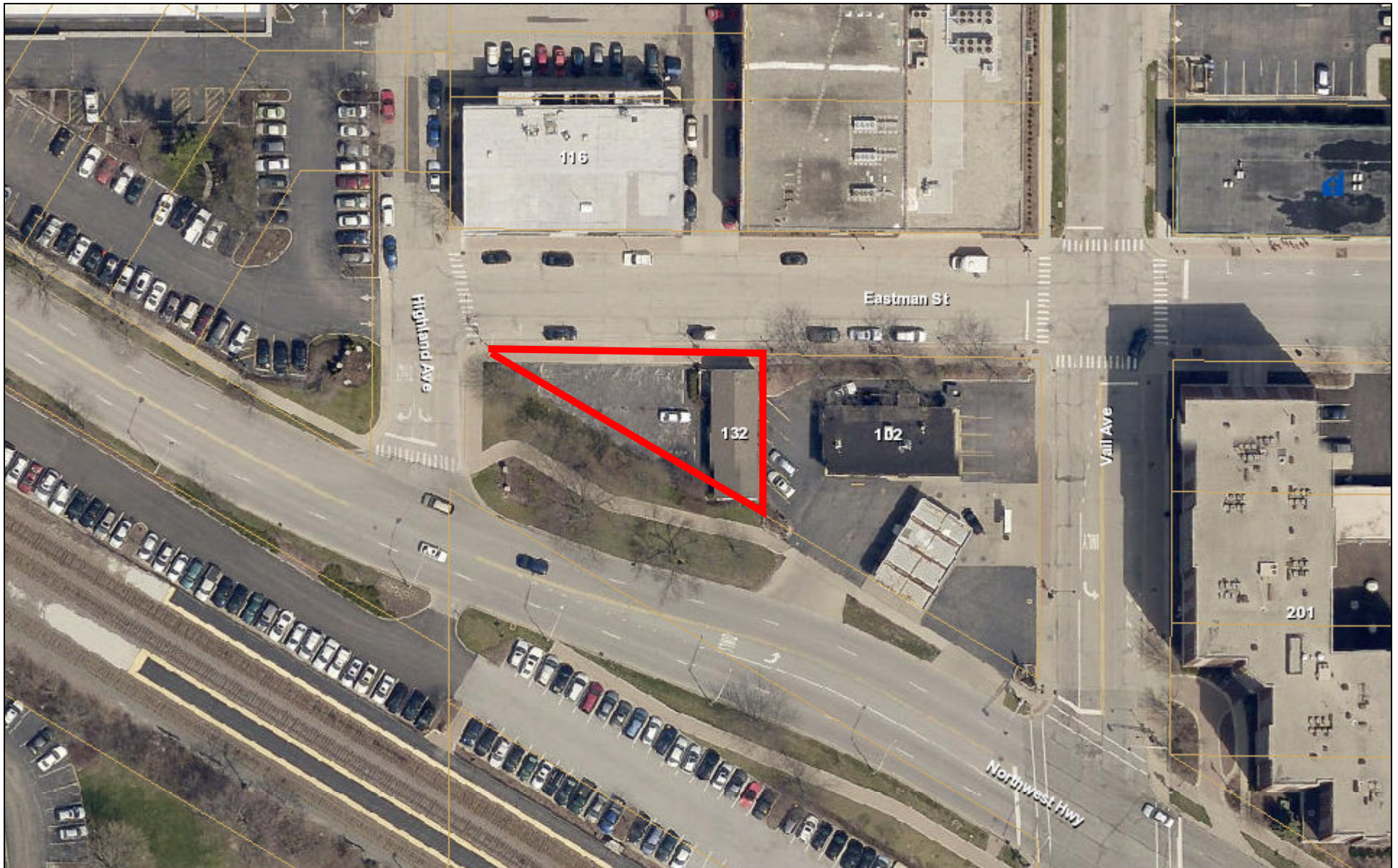
PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Laurel Baetz
Designee of the Publisher and Officer of the Daily Herald

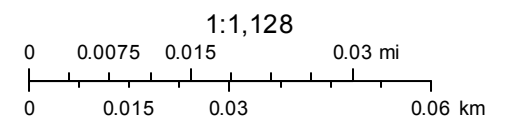
Control # 4492244

RECEIVED
FEB 06 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

132 N. Northwest Highway - Aerial



November 21, 2017



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

November 29, 2017

Project Title: Para Residence PUD
Address: 132 W. Northwest Highway
Petitioner: Keith Ginnodo
33 N. Hickory Ave.
Arlington Heights, IL 60004

Requested Action:

- Planned Unit Development (PUD) to allow a 1,336 square foot second floor addition and an attached garage on the subject property.

Variations Required:

- Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a total combined side yard setback of 2.57' for a dwelling unit where code requires a total combined side yard setback of 12.1' for buildings with dwelling units.
- Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.97' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.

Attendees: Keith Ginnodo, Petitioner
Ellen Para – Property Owner
Michael Para – Property Owner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 5,573 square feet in size (0.13 acres) and located at the intersection of Highland Avenue and Northwest Highway in Downtown Arlington Heights. The site is currently occupied by a single-story building that is approximately 1,339 square feet in size. The existing building is vacant and previously used as an office. The site contains a six-space parking lot with access along Eastman Street at the north side of the property. Street parking is also available on both side of Eastman Street.

The Para family has purchased the property and is proposing a second floor addition to the building, which would contain a single housing unit where they intend to reside. On the northwest side of the building a single car garage would be added. Additionally, a second story deck would be added to the west elevation, which deck would include outdoor amenity space for the family. The first floor of the building would be repurposed to include space for Ottilia, a retail business owned and managed by Ms. Para that provides non-toxic beauty and wellness products as well as furniture and home accessories. Hours of operation for Ottilia would be 11:00am to 7:00pm Tuesday through Saturday. The first floor would also include a small office for Mr. Para.

Meeting Discussion:

Mr. Para explained that he and his wife had lived in Chicago for the last 15 years and had recently moved to Arlington Heights as they have family here and thought it would be a good location to open up a boutique shop. When the subject property became available for sale they were interested in it as a location for their boutique shop but also thought that they

may be able to construct a second floor and live above the shop in an apartment. The building would have Otilia, the boutique shop, on one side of the first floor, a small office on the other side of the first floor. The residence would be located on a newly constructed second floor addition to the building.

Ms. Para said that they love the community and Downtown Arlington Heights. Otilia would feature locally sourced and ethically responsible products. The store would be slightly different from the typical retail store in Arlington Heights and would sell skin care products both in the store and online. She said she was excited for the project and looking forward to a short commute to work.

Mr. Ginnodo said that this was an exciting project for him and thought that the live/work concept was a good one. He explained that he has tried to take a light approach to the project and site to manage costs for his clients. He thought that the project would prove a great long-term investment not only for the owners but for the village, which would be getting a great building and a good use for the property. He said that the shop and the residence would work independently so that if the owner decided in the future to sell or rent one or the other, the project would still be successful.

Mr. Ginnodo outlined the changes to the building, which included a new one-car garage that would include an outdoor rooftop space with planters and landscaping. As there was a gas station immediately to the east, there would be no openings on the eastern elevation to minimize the potential for nuisances from the gas station onto the subject property. He mentioned that they have already received the Staff Development Committee report, which seems fairly reasonable, and he had made some adjustments to the project to accommodate for some of the preliminary feedback from the Staff Development Committee.

Mr. Hubbard stated that the property was within the B-5 Downtown District, which allowed for mixed use developments. However, the B-5 District requires that any project greater than 500 square feet must obtain PUD approval, and so the proposed development had to go through the PUD process as it involved an approximately 1,300 square foot addition to the building and a new garage in the front. The Comprehensive Plan designated the property as suitable for mixed-use development, and the proposed residential and retail/office use was compatible with this designation. Based on a preliminary analysis, two variations would be required, one relating to the rear yard setback and one to the side yard setback. The size of the lot being so small, in combination with its unique orientation as a triangle, made it so that any residential addition on the site would be constrained by setback regulations and require some form of a setback variation.

Mr. Hubbard explained that the petitioner would be required to provide the written justification for all requested variations within their zoning application.

Mr. Ginnodo asked where the front and rear yard were in relation to the subject property.

Mr. Hubbard used the site plan to show Mr. Ginnodo how the yards had been determined, with the front established at the single point along Highland Ave., the exterior sides along Eastman and Northwest Highway, and the rear yard abutting the gas station to the east.

Mr. Hubbard said that the Staff Development Committee noted that the petitioner was proposing a sidewalk connection from the site to the south, which would connect to the existing sidewalk along Northwest Highway that was within the Right-of-Way (ROW). The ROW in this location was under the jurisdiction of IDOT, and so the petitioner would have to coordinate with IDOT for the necessary approvals to make this sidewalk connection within the IDOT Right-of-Way. The petitioner was also proposing an awning that would extend out within the ROW along Eastman Street, which might require a license agreement with the Village. The proposed changes to the parking lot would require the submission of preliminary engineering plans showing curbing and details on grading and drainage. The Village has asked the petitioner to consider a decorative wrought-iron style fence along Eastman Street adjacent to the parking area in that location. Also, the Village has asked the petitioner to incorporate some additional landscape plantings within the ROW along Northwest Highway to improve the appearance along this heavily trafficked corridor. A landscape plan would be required.

Mr. Hubbard mentioned that a variation may be necessary to waive the requirement for a landscape island within the

improved parking lot area. Also, a variation may be required for the 2nd story deck, as code limited decks to below the first floor. Staff would continue to analyze how the code applied to these elements once a Plan Commission application was received. One of the keys to the success of this project would be the overall appearance and compatibility of the structure to the buildings within the vicinity since the property is located at a major gateway into the downtown area. A Design Commission application would be required.

Mr. Hubbard explained that the Village had recently adopted bicycle parking regulations, and because this property was a PUD, there were no defined bicycle parking minimums. However the need for bicycle parking spaces would be determined during the Plan Commission review process.

Commissioner Sigalos stated that he did not have too many questions at this time and said that he understood what was being proposed and thought that it was an interesting project. He asked if exterior elevations had been developed.

Mr. Ginnodo stated that exterior elevations had not yet been prepared.

Commissioner Sigalos said he thought those elevations would be critical, especially for the Design Commission. He asked about the entrance to the parking area.

Mr. Ginnodo responded that the entrance would come off of Eastman.

Commissioner Jensen stated that he thought this was a good project and asked staff if the existing setbacks would be grandfathered in with the proposed variations since the new construction was not altering the existing footprint of the building.

Mr. Hubbard replied that retail and office buildings within the B-5 district had no setback requirements, however, the addition of the 2nd floor residential required setback from property lines, which created the need for these variations.

Commissioner Jensen commented that the Village has wanted mixed-use developments on the north side of the railroad tracks for a long time and this project fits in well with that long-term goal.

Commissioner Green asked about the requirements limiting decks to below the first floor, and questioned whether the proposed deck was actually more of a balcony.

Mr. Hubbard responded that the definition of a deck limited it to locations below the first floor and that there was no definition in the code for a balcony. He stated that his interpretation of a balcony was something that was not supported by posts that touched the ground; that a balcony was something that was either cantilevered or recessed within a building. The proposed structure had posts that attached to the ground.

Commissioner Green said that the area in question could theoretically be cantilevered.

Mr. Ginnodo said that cantilevering the structure would be significantly more expensive and he was hoping not to have to do that.

Mr. Green said that this was a great project. He stated his preference towards a cape-cod style roof with dormers, which he thought would provide a great exterior aesthetic and excellent space within the interior of the 2nd floor apartment. The location of the property and uniqueness of the 2nd floor residential space made this project a one-of-a-kind addition to the Village.

Commissioner Sigalos asked how the proposed 2nd story deck differed from some of the rooftop decks that were above the 2nd story within some of the high-rise developments in Downtown Arlington Heights.

Mr. Hubbard replied that he thought of rooftop decks as more a part of the primary structure and not so much like a traditional deck that was supported by posts that were anchored into the ground. The classification of the proposed deck has not yet been finalized and it was certainly possible that it would be determined more like a balcony which would not require a

variation. He stated that he had brought it up this evening only to make the petitioner and Conceptual Plan Commissioners aware that, technically, a variation may be required.

Commissioner Jensen asked about the proposed awning on the northern elevation.

Mr. Ginnodo said that the awning would cover an entryway into the building and was meant to shield the owners from the rain as they put their key into the doorway. The awning would only stick about 4-5 feet out from the building and would not be much longer than the width of the door.

Commissioner Jensen asked if the Village would charge for the awning encroachment.

Mr. Hubbard replied that if an agreement with the Village was required for the awning, it would be coordinated through the Legal Department, but he did not think this was something that would be charged for.

RECOMMENDATION

The Conceptual Plan Review Committee was supportive of the proposal and advised the petitioner to move forward.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 132 W. Northwest Highway
Project Address: 132 W. Northwest Highway
Prepared By: Steve Hautzinger

Date Prepared: December 19, 2017

PETITION INFORMATION:

DC Number: 17-155
Petitioner Name: Keith Ginnodo
Petitioner Address: Kingsley Ginnodo Architects
33 N. Hickory Avenue
Arlington Heights, IL 60004
Meeting Date: January 9, 2018

Requested Action(s):

1. Approval of the proposed architectural design for an addition to an existing commercial building in the (B-5) Downtown Zoning District.

ANALYSIS

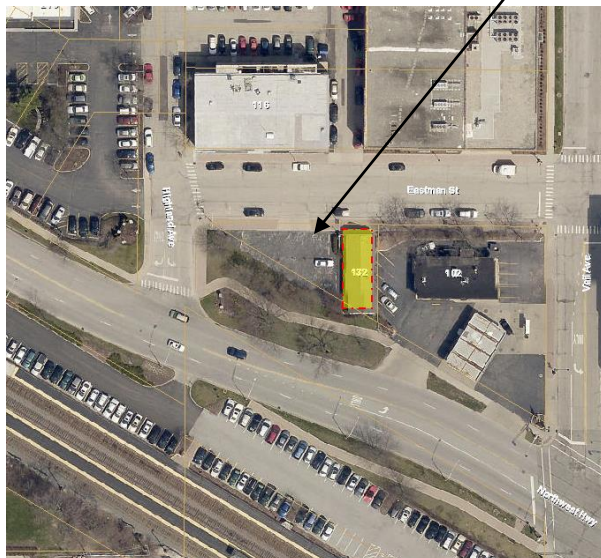
Summary:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is seeking approval of the architectural design for a second floor addition and a single-story attached one-car garage addition to an existing single-story commercial building in the Downtown (B-5) Zoning District. The property is a triangular site on the north side of the railroad tracks, directly west of the Mobil gas station. The existing vacant building was previously used as an office, and it is proposed to be converted to a retail store. The second floor addition will be a single-family dwelling unit to create a live/work mixed-use building. The scope of the project includes modifications to the existing parking lot as well as new landscaping.

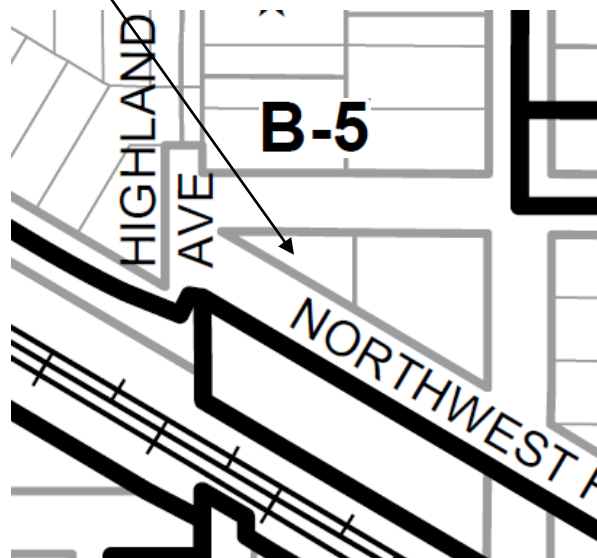
This project requires Plan Commission review and Village Board approval as a Planned Unit Development, as well as approval of setback variations.

Site:



Aerial of Property

Subject Property



Zoning Map of Property

Surrounding Land Uses:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-5, Downtown District	Office Building	Mixed Use
South	P-L, Public Land District	Metra Commuter Parking Lot	Government or Institutional
East	B-5, Downtown District	Mobil Gas Station	Mixed Use
West	B-5, Downtown District	Village Bank & Trust	Mixed Use

Architectural Design:

Style and Materials. The proposed design is a complete makeover of the existing single-story pitched roof building to create a new modern style building. The second floor addition is proposed to be clad with a dark gray, horizontal fiber-cement lap siding.

The Design Guidelines for the Central Business District state, *“the architecture of the upper façade gives the building a feeling of permanence; defines its architectural style; and relates it in a coordinated manner to neighboring buildings.”*

The Design Commission should evaluate the proposed modern style with the context of the surrounding buildings, and also evaluate the use of horizontal lap siding as the primary wall material. Consider whether a masonry façade would be more appropriate for a feeling of permanence and a better relationship to neighboring buildings.

East Elevation. The east elevation is the back of the building, but it will be highly visible from Northwest Highway and Vail Avenue. As proposed, the upper façade of the east wall is a blank wall of siding. The wall is approximately two feet from the east property line, and preliminary building code review concludes that window openings are not allowed where exterior walls are less than five feet from the property line.

The Design Guidelines state, *“Side and rear elevations which are visible from the street should be designed to present an attractive organized appearance.”*

It is recommended that the design of the east wall be enhanced for a more attractive appearance. Options for incorporating some windows should be explored such as stepping back sections of the wall or using fire rated glazing. In addition, consider adding vine cables (as shown on the west elevation) for architectural interest and to promote the growth of vines onto the upper façade.

Storefront. The proposed retail storefront faces Northwest Highway on the south and west walls of the building. As proposed, the retail storefront has an understated appearance and it does not stand out as a commercial space.

The Design Guidelines state, *“The design of the storefront can play a key role in creating visual interest and activity at street level by providing an inviting entrance and an attractive display of merchandise... The largest possible amount of window display area should be provided to attract customers...”*

It is recommended that the two existing punched opening windows on the west wall be changed to a full storefront in order to maximize the window display area for the retail space. Additionally, it is recommended that the southern balcony bay be omitted to provide an unobstructed view of the storefront. As an alternate, the size of the balcony could be reduced and cantilevered for a lighter appearance above the storefront.

Signs. There is no clear sign frieze provided for retail signage.

The Design Guidelines state, *“Signs fit best on the sign frieze which separates the storefront display windows from the upper façade... Signs on new buildings or renovations should be part of the architectural concept, and shall be harmonious with the building design.”*

It is recommended that a sign frieze be incorporated into the design to accommodate wall signage and to further enhance the appearance of the retail storefront. Separate sign permit applications are required for all signage.

North Elevation. The north elevation is predominantly a blank solid wall facing the public sidewalk. It is recommended that additional windows be added to break up the blank wall and add interest along the sidewalk.

Rooftop Mechanical Unit Screening:

Rooftop mechanical units are required to be fully screened from public view. The proposed design includes three rooftop air conditioning units that are proposed to be screened with horizontal sided walls to match the building.

Landscaping:

The petitioner is proposing new landscaping throughout the site including a new row of shrubs along the south edge of the property to screen the view of the parking lot. Overall, the landscape design is nicely done, but the following recommendations should be considered to enhance the design.

- Provide specialty paving within the plaza area along the west and south building walls.
- Provide a detail of the proposed decorative fence for review.

RECOMMENDATION:

Staff is supportive of renovating and improving this property, but approval cannot be recommended until certain key design elements are addressed.

It is recommended that the Design Commission **require revisions and re-review** the proposed design for 132 W. Northwest Highway. This recommendation is based on the plans dated and received 12/11/17, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Evaluate the proposed modern architectural style with the context of the surrounding buildings.
2. Consider whether a masonry façade would be more appropriate for a feeling of permanence and a better relationship to neighboring buildings.
3. Enhance the design of the east wall for a more attractive appearance. It is recommended that windows and vine cables be added (as shown on the west elevation).
4. Change the two existing punched opening windows on the west wall to a full storefront.
5. Either omit the southern balcony bay to provide an unobstructed view of the retail storefront, or reduce the balcony size and cantilever it above the storefront.
6. Incorporate a sign frieze above the retail storefronts.
7. Add windows to the north wall to break up the blank wall along the sidewalk.
8. Consider specialty paving within the plaza area along the west and south building walls.
9. Provide a detail of the proposed decorative fence for review.
10. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
11. All signage must meet code, Chapter 30.

December 20, 2017

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-155

APPROVED

**MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JANUARY 9, 2018**

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present: John Fitzgerald, Chair
Aaron Coon
Ted Eckhardt
Kirsten Kingsley
Jonathan Kubow

Members Absent: None

Also Present: Michael Porto, CA Ventures for *Sigwalt Apartments*
Mark Hopkins, HKM Architects for *Sigwalt Apartments*
Tony Divizio, Divizo Group for *523 W. Ridge Ct. & 504 S. Mitchell Ave.*
Piotr J. Janota, Miyako Investments LLC for *223 S. Dunton Ave.*
Brian Hyde, Greenscape Homes for *626 N. Harvard Ave.*
Don Forlani, Owner of *626 N. Harvard Ave.*
Keith Ginnodo, Kingsley/Ginnodo Architects for *132 W. Northwest Hwy.*
Michael & Ellen Para, Owners of *132 W. Northwest Hwy.*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM DECEMBER 12, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF DECEMBER 12, 2017. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 6. CBD COMMERCIAL REVIEW**DC#17-155 – 132 W. Northwest Hwy.**

Keith Ginnodo, representing *Kingsley/Ginnodo Architects*, and **Michael & Ellen Para**, the owners, were present on behalf of the project.

Chair Fitzgerald and **Commissioner Kingsley** recused themselves from the project and left the room.

Acting Chair Eckhardt asked if there was any public comment on the project and there was no response from the audience.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a second floor addition and a single-story attached one-car garage addition to an existing single-story commercial building in the Downtown (B-5) Zoning District. The property is a triangular site on the north side of the railroad tracks, directly west of the Mobil gas station. The existing vacant building was previously used as an office, and it is proposed to be converted to a retail store. The second floor addition will be a single-family dwelling unit to create a live/work mixed-use building. The scope of the project includes modifications to the existing parking lot as well as new landscaping. This project requires Plan Commission review and Village Board approval as a Planned Unit Development, as well as approval of setback variations.

Style and Materials. The proposed design is a complete makeover of the existing single-story pitched roof building to create a new modern style building, and the second floor addition is proposed to be clad with a dark gray, horizontal fiber-cement lap siding. With reference to the Design Guidelines, the Design Commission should evaluate the proposed modern style with the context of the surrounding buildings, and evaluate the use of horizontal lap siding as the primary wall material, and consider whether a masonry façade would be more appropriate for a feeling of permanence and a better relationship to neighboring buildings.

East Elevation. The east elevation is the back of the building, but it will be highly visible from Northwest Highway and Vail Avenue. As proposed, the upper façade of the east wall is a blank wall of siding. The wall is approximately two feet from the east property line, and preliminary building code review concludes that window openings are not allowed where exterior walls are less than five feet from the property line. With reference to the Design Guidelines, it is recommended that the design of the east wall be enhanced for a more attractive appearance. Options for incorporating some windows should be explored such as stepping back sections of the wall or using fire rated glazing. In addition, consider adding vine cables (as shown on the west elevation) for architectural interest and to promote the growth of vines onto the upper facade.

Storefront. The proposed retail storefront faces Northwest Highway on the south and west walls of the building. As proposed, the retail storefront has an understated appearance and it does not stand out as a commercial space. With reference to the Design Guidelines, it is recommended that the two existing punched opening windows on the west wall be changed to a full storefront in order to maximize the window display area for the retail space. Additionally, it is recommended that the southern balcony bay be omitted to provide an unobstructed view of the storefront. As an alternate, the size of the balcony could be reduced and cantilevered for a lighter appearance above the storefront.

Signs. There is no clear sign frieze provided for retail signage. With reference to the Design Guidelines, it is recommended that a sign frieze be incorporated into the design to accommodate wall signage and to further enhance the appearance of the retail storefront. Separate sign permit applications are required for all signage.

North Elevation. The north elevation is predominantly a blank solid wall facing the public sidewalk. It is recommended that additional windows be added to break up the blank wall and add interest along the sidewalk.

Landscaping.

New Landscaping is being proposed throughout the site, including a new row of shrubs along the south edge of the property to screen the view of the parking lot. Overall, the landscape design is nicely done, but the following recommendations should be considered to enhance the design.

- o Provide specialty paving within the plaza area along the west and south building walls.
- o Provide a detail of the proposed decorative fence for review, which the petitioner submitted today.

Staff is supportive of this project to renovate and improve this property; however, it is recommended that the Design Commission require revisions and re-review the proposed design, based on the recommendations in the Staff report.

Mr. Ginnodo said that the owners are urban dwellers that have found the perfect spot for themselves in the suburbs, and their vision is to develop a live/work environment; live on the second-floor and work below, with separation between the two. He responded to the comments in the Staff report as follows:

1. He reviewed the context of the area, pointing out other modern style buildings such as 116 W. Eastman located directly across the parking lot, the red brick AT&T building, the church on Dunton Avenue, and the gas station. They feel the modern language being proposed is appropriate for this location and are not interested in trying to traditionalize it; it also suits the owners' appetite, style, and way of living.
2. A masonry facade was considered instead of the siding on the second-floor; however, this would be costly and not in line with their budget; therefore, fiber cement siding was chosen, which is a quality, long lasting residential material. Also, this is a mixed-use project with one contextual language below with brick and storefront, and a second language above with a residential material and balconies; they feel it is appropriately designed.
3. No windows are being proposed for the east elevation, with the exception of the existing first-floor window that will remain. Modulating the exterior wall would be at cost and damage to what they are trying to accomplish with the floor plans, which is a very simple, clean, loft-like floor plan, and adding windows above the kitchen or in the closet area would require a variation process. The proposed landscape plan has accommodated for a 2-foot area between the building and the adjacent gas station, where climbing hydrangeas will grow up the side of the building.
4. Cost would be a factor in changing the two existing punched opening windows on the west elevation to a full storefront, and eliminating the small strip of wall in between would result in the loss of display space for shelving products. There is also a second storefront entrance in the middle of the elevation, which is intended to be used as a second entrance for the office and the store.
5. Cantilevering the balcony was suggested early on by the owners; however, cost was a factor. They are trying to capture outdoor living with southern balcony because there is no yard space for the building.
6. A nicely designed sign is currently in the works for the project; however, the sign will adapt to the architecture of the building; they do not want a sign frieze because the second-floor would be compromised by a separate band. They understand there are sign requirements for the retail, and the sign will be located on the south elevation, on the second-floor wall material.
7. Adding windows on the north wall along the sidewalk would be impractical because of the interior stair that starts to the left of the door and goes up, and the building is located immediately on the sidewalk, so privacy and security concerns are trying to be addressed.
8. Specialty paving at the front of the building near the storefront entrance would be a cost issue compared to the concrete being proposed.
9. He presented a detail of the proposed decorative fence.

Mr. Ginnodo said that he is hoping to come to an agreement tonight with the design being presented, with any recommendations or requirements, so the project can move forward.

Commissioner Kubow loved the proposed design and felt it was fantastic. Although he appreciated Staff's comments and understood where they were coming from, he respectfully disagreed with some of them, specifically making the west wall a full storefront. He understood trying to attract people to the building with an open storefront, but he felt the architecture would do that on its own; the building will have no trouble attracting attention. Besides the architecture, he really liked the location of the building, and the cool modern building that people coming eastbound into Arlington

Heights will see. In his opinion, the Village needed more modern, contemporary buildings, and this building acts as almost a gateway into the downtown. He really did not have much constructive criticism for the project; it is a really cool space, and he would love to see some windows facing east, but it just does not work when the building is on the property line. In terms of signage, **Commissioner Kubow** felt it would make sense potentially at the corner to have a sign that projects southward off the corner approximately 3-feet, very rectangular but still modern, that will capture east and west traffic and maybe some traffic on Eastman. He asked if a ground sign was being proposed and **Mr. Ginnodo** said no, although there is an existing ground sign on the property. **Commissioner Kubow** was in favor of the project and looked forward to watching it be built and the business thrive.

Commissioner Coon said that he had a lot of comments that are meant to be seeds that the petitioner can ponder and think about. He felt there was no reason to re-review this project, he felt it was really fantastic. He had questions about certain materials and how some things are resolved and some suggestions. In terms of the materials, it was unclear to him what material is being proposed for the planter boxes, the deck, and the underside of the deck. **Mr. Ginnodo** replied that the structure that projects from the building will be steel, with lattice work above, welded steel planters, and the floor will be decking material. **Commissioner Coon** liked the geometrical simplicity of the north façade, but felt that a little more glass in the stairwell could help to tie it into the south facade of it coming down, although he was unsure if it warranted it. **Mr. Hautzinger** clarified Staff's suggestion to add windows to the north wall was in relation to the space underneath the stairs; perhaps there was an opportunity to create a window as part of the retail storefront, resulting in visibility on the north side as well as the south and on the west. **Mr. Ginnodo** said the space under the stairs is proposed to be a closet for storage, as it is not useful.

Commissioner Coon also questioned the necessity of the glass garage door and the type of glass being proposed. **Mr. Ginnodo** replied that the glass would be frosted and he preferred the option of glass, although they are still considering this expensive feature. **Commissioner Coon** felt the glass would draw attention to that area, and he had concerns about a glass overhead door appearing architecturally significant, especially with the cost. This cost could be put toward making a full storefront on the west wall as suggested by Staff, although he was not really bothered that there is no storefront except for the existing under the new balcony. He would rather see the storefront door on the south elevation stand alone and the 2 sidelights removed and infilled with brick, which would establish a rhythm that works with the other punched windows openings, linking the older building with the new building on top.

With regards to the east elevation that faced the adjacent gas station, **Commissioner Coon** pointed out that the floor plans show the wall to be very thick, which he thought related to sound rating issues from the adjacent gas station, and **Mr. Ginnodo** stated that it was a drawing error. **Commissioner Coon** felt that a green wall could be an improvement to the east wall, as opposed to adding some decorative fluff.

Acting Chair Eckhardt understood the east wall and that it is next to the gas station, but felt there were some opportunities to break up the east wall by building a 10-foot arbor structure. He was also concerned about the deck not having a pergola for sun shade, and the security issue of having the stairs to the second-floor residential space so close to the retail storefront entrance, which was very disturbing to him. He was also concerned that the windows on the first-floor did not scream retail business, and that the building appeared top heavy; however, if signage was located on the side of the building, he might have a different opinion. On the north elevation, he loved the idea of the three contrasting materials being proposed, but felt it looked odd where the white panels meet the existing first-floor brick, underneath the new second-floor. He considered the suggestions made by Staff, but ultimately felt the design was fine as proposed, and he agreed with Commissioner Coon's suggestion to reconsider the glass overhead door and save money. **Acting Chair Eckhardt** was also concerned about this smooth white panels being damaged by graffiti vandals, since there is nothing like this and it is an attractive billboard for graffiti. He asked about exterior lighting, which he felt there should be an abundance of since this building is in the downtown.

Mr. Ginnodo responded to the comments. He said that a the front section of the terrace will be a deep planter, supported by the garage roof, that will include small trees for shade, as well as other large trees being proposed around the building. A gate will be located on the stairs leading to the second-floor. If it is a requirement, they will do it, but if it is a recommendation they will seriously consider the suggestion about the full storefront on the west wall.

Acting Chair Eckhardt strongly recommended the owner consider the suggestion to make a full storefront on the west wall, which will allow for more product displays. **Mr. Ginnodo** had no response regarding the corner on the north façade, although he will consider the comment, and he understood the comments about the glass garage door, which they will reconsider. He added that exterior lighting is part of the Plan Commission review, and will include can lights above the overhang and rear door, and a light bar at the garage door. No site lighting is being proposed; however, there are street lights all around the site. In the absence of Chair Fitzgerald, who designed the landscaping, **Mr. Ginnodo** reviewed the proposed landscape plan, which included bringing trees onto the property, and continuing the existing landscaping around the site for continuity. **Acting Chair Eckhardt** commented about the climbing Hydrangeas on the east elevation, which he has at his home, and how they will become very heavy and woody over the years and may require a wire mesh on top of the brick wall to allow the plant to hold onto.

Acting Chair Eckhardt reiterated his concerns about the corner on the north elevation and wanted to see something done with it. **Commissioner Kubow** said that he liked the juxtaposition of what is being proposed, and wanted to keep it as three distinct and different shapes. **Mr. Ginnodo** clarified that the grey siding projects out 2-inches from the white panels. **Commissioner Coon** clarified his previous comments about the garage door; he was not implying that a residential style door found at a big box store be proposed; he preferred something contemporary, clean and simple like the adjacent walls.

Mr. Ginnodo summarized the commissioners' comments. Consider changing the two existing punched window openings on the west wall to a full storefront; clarification on how the wall sign will be hung up and used; consider something other than glass for the garage door; and clarification on exterior lighting. Additional comments included concerns about security and protection for the stairs leading up the second-floor; and consider adding a window on the north elevation below the stair;

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER COON, TO APPROVE THE DESIGN FOR 132 W. NORTHWEST HIGHWAY. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE ARCHITECTURAL PLANS DATED AND RECEIVED 12/11/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A RECOMMENDATION TO STUDY THE STOREFRONT SYSTEM ON THE GROUND FLOOR, TO POTENTIALLY ACCOMMODATE MORE GLAZING TO MAKE IT MORE STOREFRONT AND RETAIL LIKE.
2. A RECOMMENDATION TO RECONSIDER THE GLASS GARAGE DOOR FOR SOMETHING THAT WOULD BRING LESS ATTENTION TO THAT AREA.
3. A RECOMMENDATION TO ADD A WINDOW BELOW THE STAIRS ON THE NORTH ELEVATION.
4. A RECOMMENDATION TO CONSIDER ADDING VINE CABLES ON THE EAST ELEVATION TO HELP WITH EITHER PLANT GROWTH UP FROM THE GROUND OR ADD PLANTINGS AT THE TOP OF THE WALL TO GROW DOWN.
5. ALL SIGNAGE MUST MEET CODE, CHAPTER 30.
6. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

Acting Chair Eckhardt commented about climbing concerns with the horizontal balcony railings, and suggested further research by the petitioner to determine the best wires for the climbing plants.

KUBOW, AYE; COON, AYE; ECKHARDT, AYE; KINGSLEY, RECUSE; FITZGERALD, RECUSE.
MOTION CARRIED.

LAND USE VARIATION – December 15, 2017

Para Live/Work
132 West Northwest Highway
Arlington Heights, IL 60004

Date: December 15, 2017

Para Live/Work:

1. The property in question would not yield a reasonable return if a land use variation were not granted. The existing triangular shaped lot and non-confirming rear yard and side yards make it difficult to follow the setback requirements. If the variation were not granted the Owner would be required to demolish the existing building leaving an unbuildable lot
2. The property and the existing one story building is unique in the downtown business district.
3. The proposed project is in keeping with the character and scale of the locality.

END OF SUMMARY

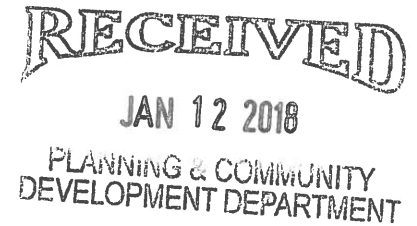
RECEIVED
DEC 19 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



PRELIMINARY CONSTRUCTION AND PHASING PLAN

January 12, 2018

Sam Hubbard, Development Planner
Village of Arlington Heights



RE: Para Live/Work – 132 W Northwest Hwy

Construction Schedule

1. The project is a single-family residential addition to an existing 1-story building. All aspects of the construction, with the exception of the fire suppression system, will be built in a similar fashion to a single-family addition and remodeling.
 - a. Total new square footage is:
 - i. One story garage addition: 480 s.f.
 - ii. Second story addition: 1362 s.f.
 - b. During the busiest construction period, approximately 8 workers on site simultaneously.
2. There is only one phase of construction anticipated.
3. Parking for workers is anticipated in the parking lot or on the immediately adjacent street in legal parking spaces.
 - a. Eastman is not regularly heavily parked.
4. Approximate start date: April 18, 2018
5. Approximate completion date: January 1, 2019
6. All materials are anticipated to be brought onto job site and used in the typical sequence. Upon termination of sequential activities, equipment and vehicles will be removed from site:
 - a. Waste shall be gathered in single-family residential-style dumpsters, to be emptied when full.
 - i. Stored on existing parking lot
 - b. Site-related demolition
 - i. Removal of existing materials in the way of one-story addition (existing brick waste storage enclosure)
 - ii. Approximately 4 workers on site
 - c. Excavation and Concrete of one-story, one-car garage
 - i. 2-4 week duration
 - ii. Typical single-family residential-scaled equipment
 1. Stored on site in existing parking lot during related activities
 - iii. Approximately 4 workers on site
 - d. Existing roof demolition
 - i. 1 week
 - ii. Approximately 4 workers on site
 - e. Rough framing - exterior
 - i. 2-4 week duration
 1. Approximately 6 workers on site
 - ii. Equipment – typical single-family residential construction
 - f. Exterior steel framing and stair
 - i. 1-2 weeks
 - ii. Approximately 3 workers



- iii. Small crane hoisted from parking lot
 - 1. Crane storage in parking lot while installation is underway.
- g. Roofing
 - i. 1 week
 - ii. Approximately 4 workers
 - iii. Anticipated to be fully adhered membrane roof
- h. Rough Framing – interior
 - i. 2-3 weeks
 - ii. Approximately 4 workers
- i. Window and door installation
 - i. 1-2 weeks
 - ii. Approximately 4 workers
- j. Exterior siding and decking
 - i. 1-2 weeks
 - ii. Fiber cement siding
 - iii. Materials stored on site
- k. Rough mechanical
 - i. 2-4 weeks
 - ii. Approximately 3 workers
- l. Rough plumbing
 - i. 3-4 weeks
 - ii. Approximately 2 workers
- m. Rough electrical
 - i. 3-4 weeks
 - ii. Approximately 2 workers
- n. Insulation
 - i. 1-2 weeks
 - ii. Approximately 2 workers
- o. Drywall
 - i. 1 week
 - ii. Approximately 2 workers
- p. Flooring
 - i. 2 weeks
 - ii. Approximately 2 workers
- q. Cabinetry
 - i. 1-2 weeks
 - ii. Approximately 2 workers
- r. Counter tops
 - i. 1 week
 - ii. Approximately 2 workers
- s. Finish carpentry, plumbing, electrical and HVAC
 - i. 2 weeks
 - ii. Approximately 4 workers
- t. Exterior site work
 - i. Curb and gutter and exterior concrete paving
 - 1. 1-2 weeks
 - 2. 3 workers



- ii. Asphalt patching and new
 - 1. 1 week
 - 2. 3 workers
- iii. Site signage and pavement painting
 - 1. 1 week
 - 2. 3 workers
- iv. Landscaping installation
 - 1. 1 week
 - 2. 3 workers
- 7. Construction fencing will be provided around the open excavation of the one-story garage addition (480 s.f.). When backfill is complete, rough framing of the one-story structure, and exterior sheathing is installed, fencing may be dismantled. Openings into the construction areas of the site will be secured.
- 8. It is anticipated that traffic lane closures will not be required.

Please call with any other questions or comments you may have.

Thank you for your consideration, sincerely,

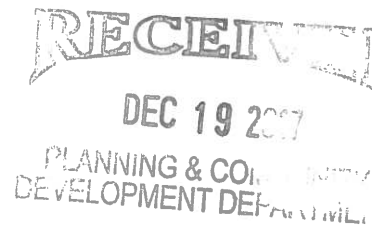
Keith Ginnodo, Architect
Kingsley + Ginnodo Architects



PROJECT DESCRIPTION – December 15, 2017

Para Live/Work
132 West Northwest Highway
Arlington Heights, IL 60004

Date: December 15, 2017



Project Description:

The Para Live/Work project proposed for 132 W Northwest Hwy is a remodeling and addition to an existing 1-story office building with an existing asphalt parking lot. A modest project, the existing building is 1,243 gross square feet, while the additions add 1,785.5 gross square feet. The existing parking lot will remain except where modified to accommodate the first floor addition, accessible parking space, and sidewalks for building entry.

The first floor existing spaces will be remodeled to provide a retail space for Ottilia, providing non-toxic beauty and wellness products as well as furniture and accessories for homes. The remodeling also includes an office space, storage and utilities. A one-story addition includes a one-car private garage and first floor entry and stairs for a second floor dwelling unit.

The second floor addition is a one-bedroom single-family residence for the owners of the residence and the office/retail below. With the addition of the second floor, the height of the building is 26'-8", while the top of the parapet will be 28'-9". A small, screened area on the roof will house the residential-style A/C coils.

The retail operation, Ottilia, will operate Tuesday – Saturday 11 a.m. – 7 p.m. and will employ one part-time employee for the first two years and aims to hire full-time employees during years two and three.

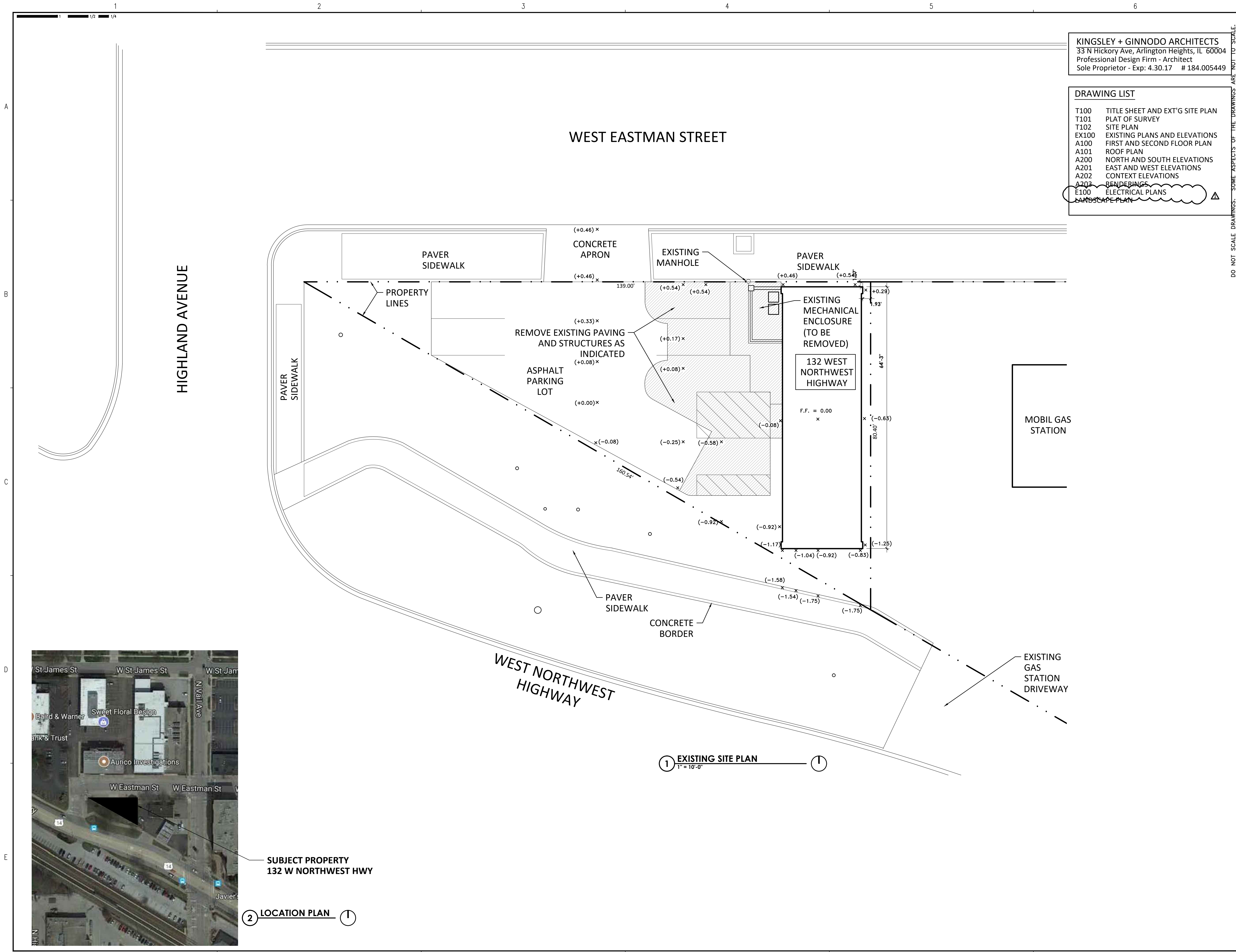
In addition to the ethically made, eco-conscious products to be sold in Ottilia, the project is designed to include various sustainable attributes and features.

- Reusing the existing construction, including the asphalt parking lot, avoids a great deal of waste in materials and energy. The embodied energy in the existing structure is maximized by the project.
- As practicable, the project aims to preserve and reuse the existing HVAC, sanitary, water service, and electrical systems.
- A partial intensively-planted roof is designed above the garage to provide second floor natural plantings for the residence. Also included are several planters integrated with the balcony railings.
- A balcony structure for the second floor also includes an overhead trellis which acts as a brise soleil to provide shade to the balcony areas as well as interior spaces during summer months. The planters that are incorporated into the balcony railing are planned to include stainless steel cables that will permit annual vines to creep vertically to the trellis overhead. This will further provide shade from western light during the summer, while admitting western light in the winter months.

The Para Live/Work project is designed to yield the highest value and quality, while maximizing the value of the existing structure and site features and minimizing disruption to existing systems. The project will proceed as quickly as practicable. A spring construction start is hoped for with completion and occupation between Thanksgiving and Christmas of 2018.

Respectfully submitted, Ellen and Michael Para, Owners, Kingsley + Ginnodo Architects





KINGSLEY + GINNODO ARCHITECTS
33 N Hickory Ave, Arlington Heights, IL 60004
Professional Design Firm - Architect
Sole Proprietor - Exp: 4.30.17 # 184.005449

DRAWING LIST

- | | |
|-------|---------------------------------|
| T100 | TITLE SHEET AND EXT'G SITE PLAN |
| T101 | PLAT OF SURVEY |
| T102 | SITE PLAN |
| EX100 | EXISTING PLANS AND ELEVATIONS |
| A100 | FIRST AND SECOND FLOOR PLAN |
| A101 | ROOF PLAN |
| A200 | NORTH AND SOUTH ELEVATIONS |
| A201 | EAST AND WEST ELEVATIONS |
| A202 | CONTEXT ELEVATIONS |
| A203 | RENDERINGS |
| E100 | ELECTRICAL PLANS |
| L100 | LANDSCAPE PLAN |



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ELLEN PARA

132 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

PARA LIVE/WORK
MIXED USE - PRIVATE

no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

ROUND 1 COMMENTS 1/12/18

TITLE SHEET AND SITE
PLAN

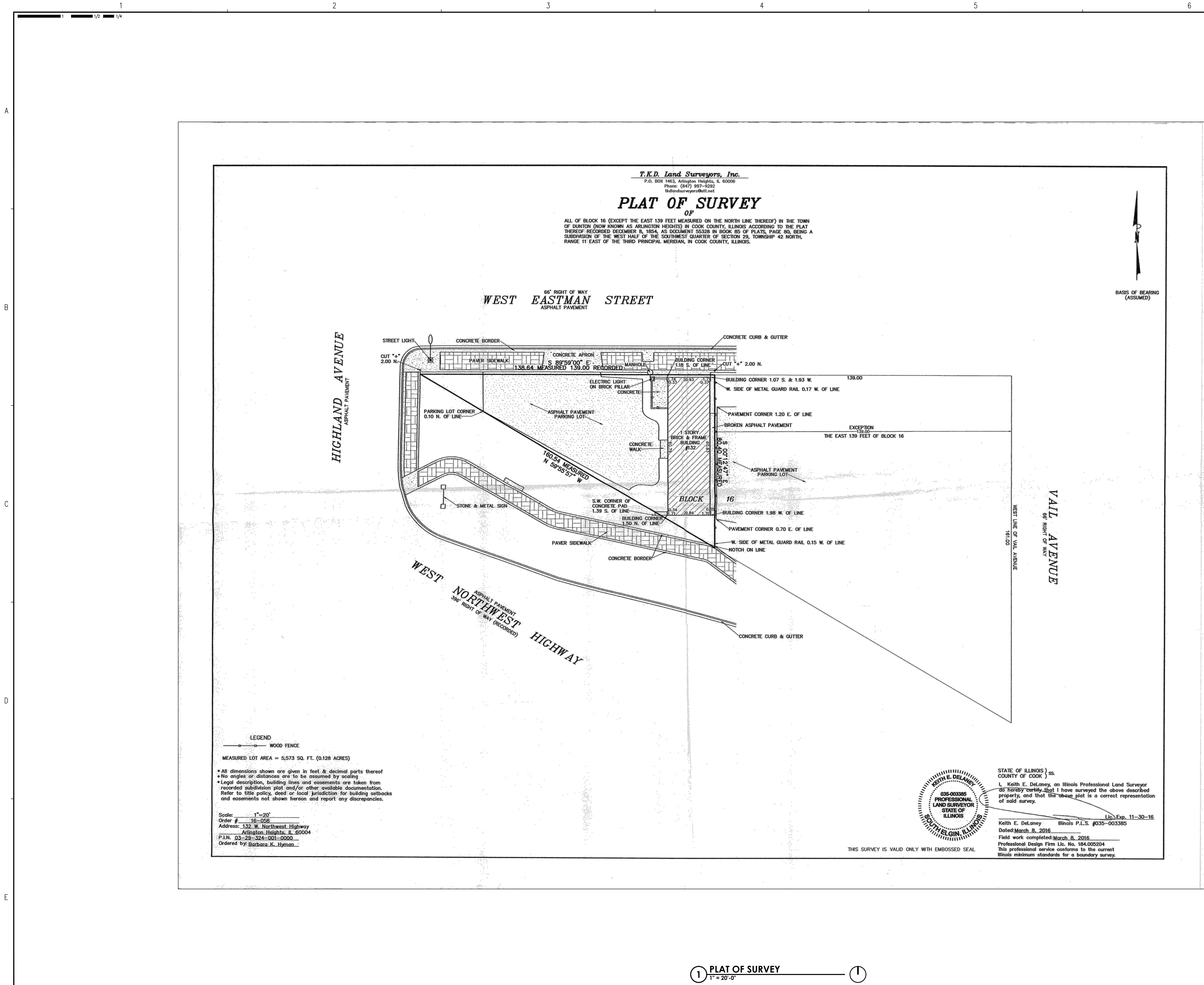
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Job No.

PARA

Sheet No.

T100



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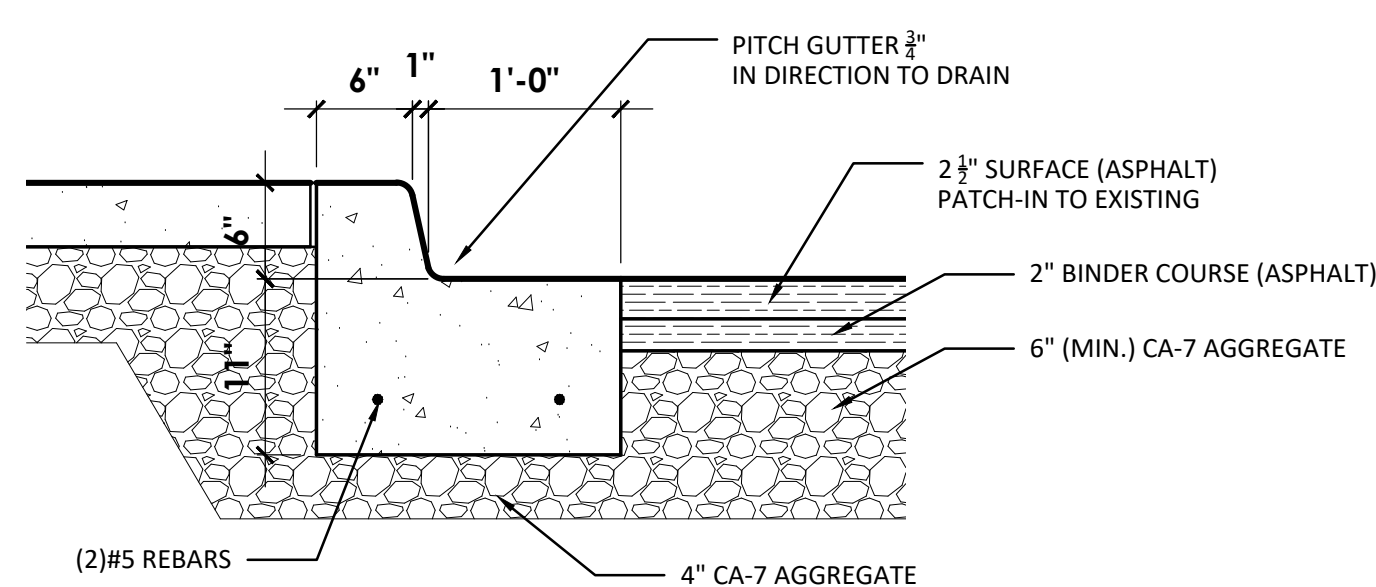
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ARLINGTON HTS, IL 60004

PARA LIVE/WORK
MIXED USE - PRIVATE

no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

PLAT OF SURVEY

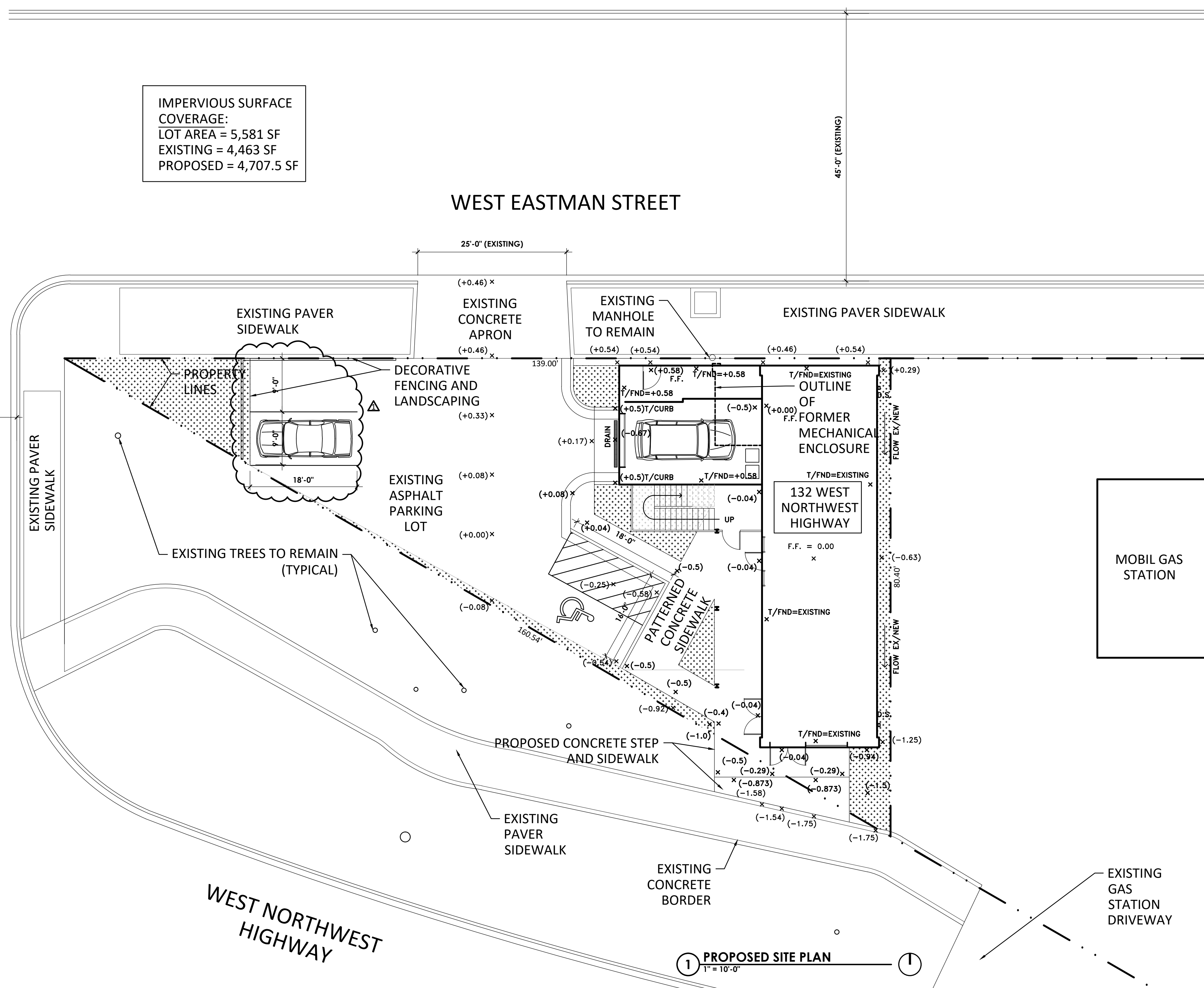
date	drawn by	checked by
Job No.	PARA	
Sheet No.	T101	



3 CURB AND GUTTER - CONCRETE
1" = 1'-0"

ZONING DATA		
	B-5 District Code Required	Proposed
Minimum Lot Size	300 s.f.	5,580.85 s.f. (existing)
Setbacks		
North (side)	0'	1.07'
South (side)	0'	1.75'
East (rear)	30'	1.75'
West (front)	0'	95.083'
F.A.R.	None	3,084.14 s.f.
Building Lot Coverage	None	30.86%
Impervious Surface Coverage	None	84.19%
Building Height	None	27.75'
Off-street Parking Spaces	2	4

INTERIOR SQUARE FOOT AREAS FIRST FLOOR: RETAIL: 440 SF OFFICE: 132 RETAIL SHARED COMMON SPACE: 126 SF OFFICE SHARED COMMON SPACE: 118 SF MECHANICAL/STORAGE: 200 SF SINGLE FAMILY ENTRY/GARAGE: 360 SECOND FLOOR: ONE BEDROOM SINGLE FAMILY: 1158 SF BALCONY: 676 SF	4 PARKING SPACES 1 - SINGLE FAMILY 3 - RETAIL (INCLUDING 1 HANDICAPPED)
--	---



1 PROPOSED SITE PLAN
1" = 10'-0"

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ARLINGTON HTS, IL 60004

**PARA LIVE/WORK
MIXED USE - PRIVATE**

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	DESIGN + PLAN COMMISSION		12/15/17
	ROUND 1 COMMENTS		1/12/18

SITE/ENGINEERING PLAN

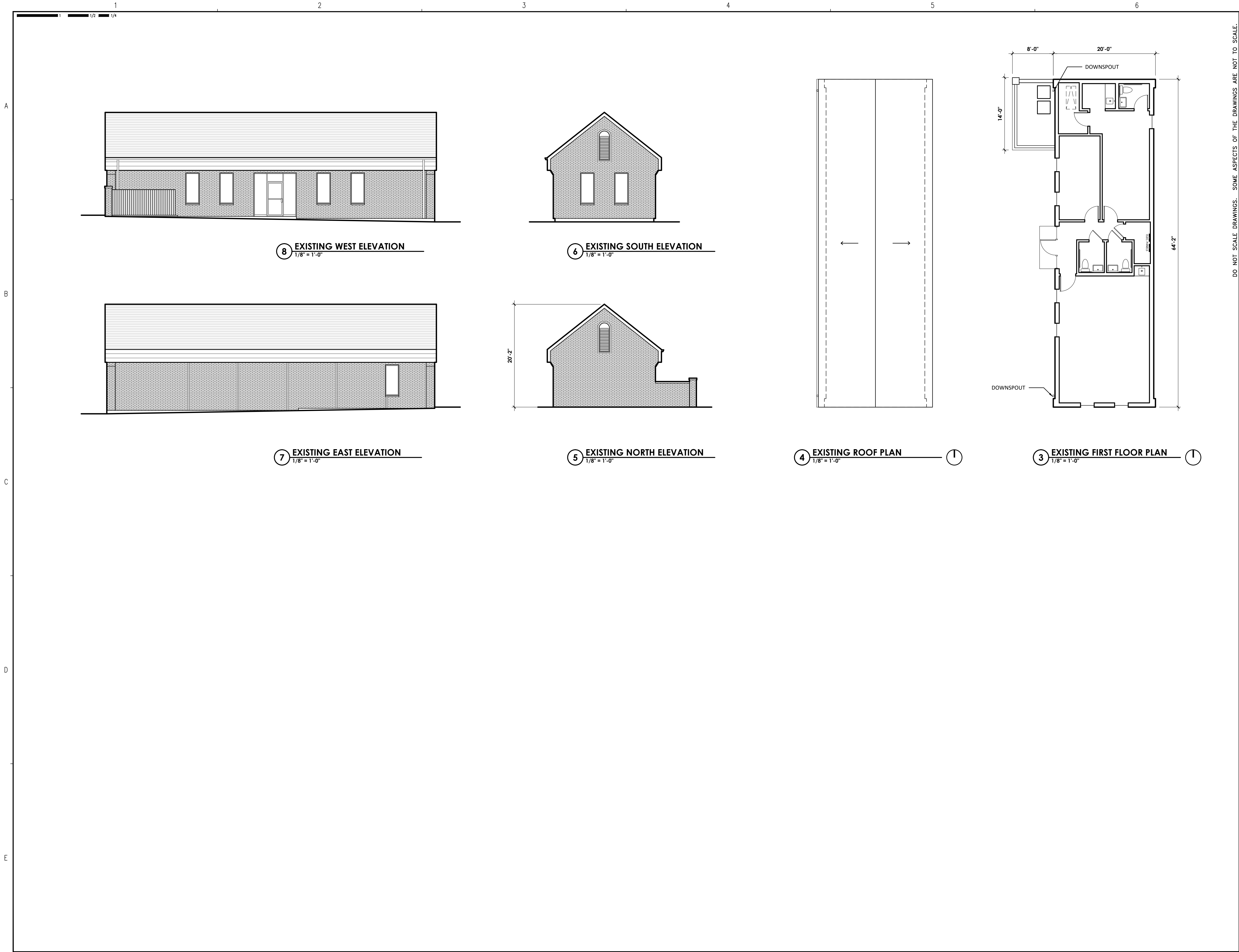
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Job No.

PARA

Sheet No.

T102



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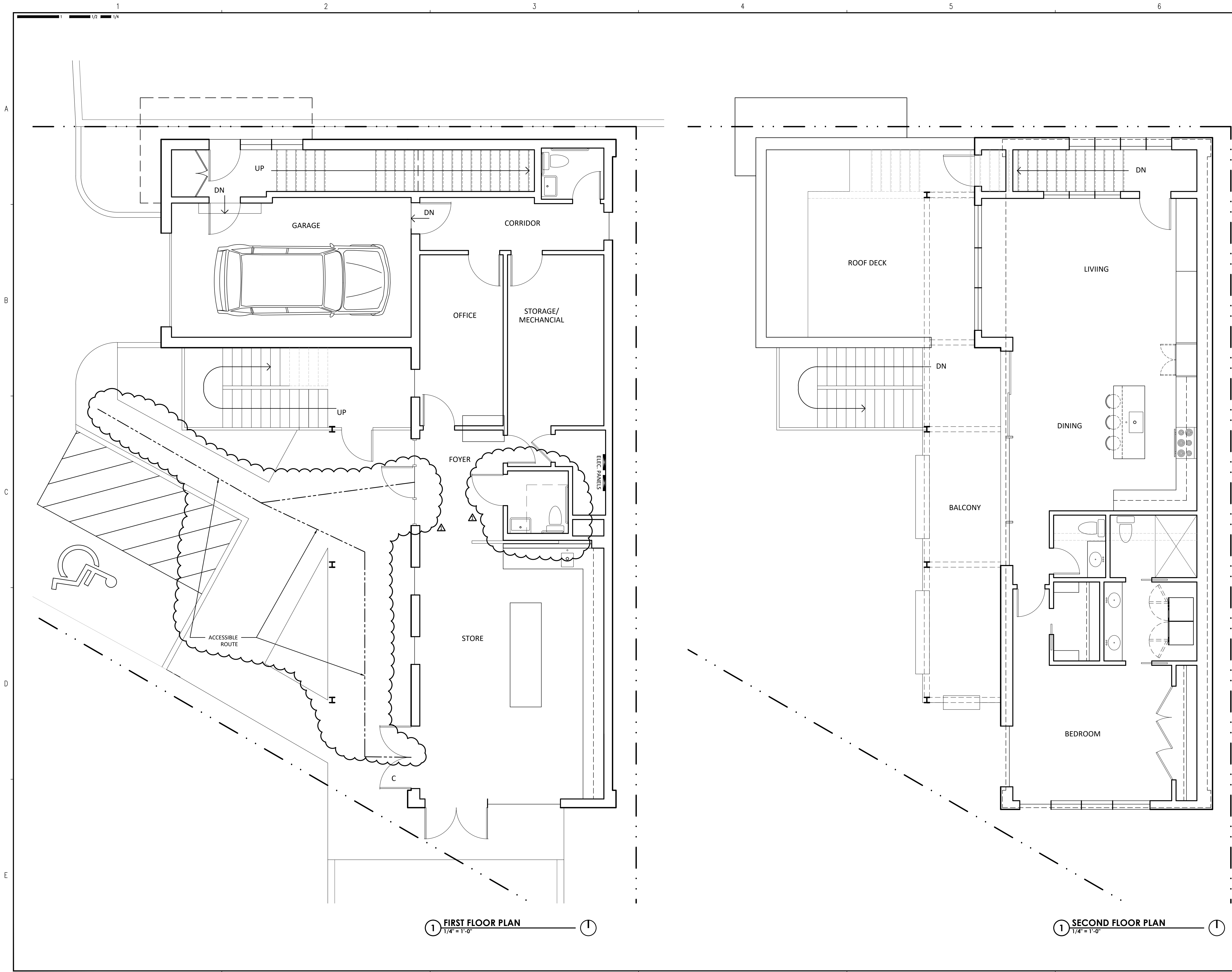
132 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

**PARA LIVE/WORK
MIXED USE - PRIVATE**

no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

**EXISTING FLOOR
PLANS AND
ELEVATIONS AND
CONTEXT
ELEVATIONS**

date	drawn by	checked by
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Sheet No.	EX100	



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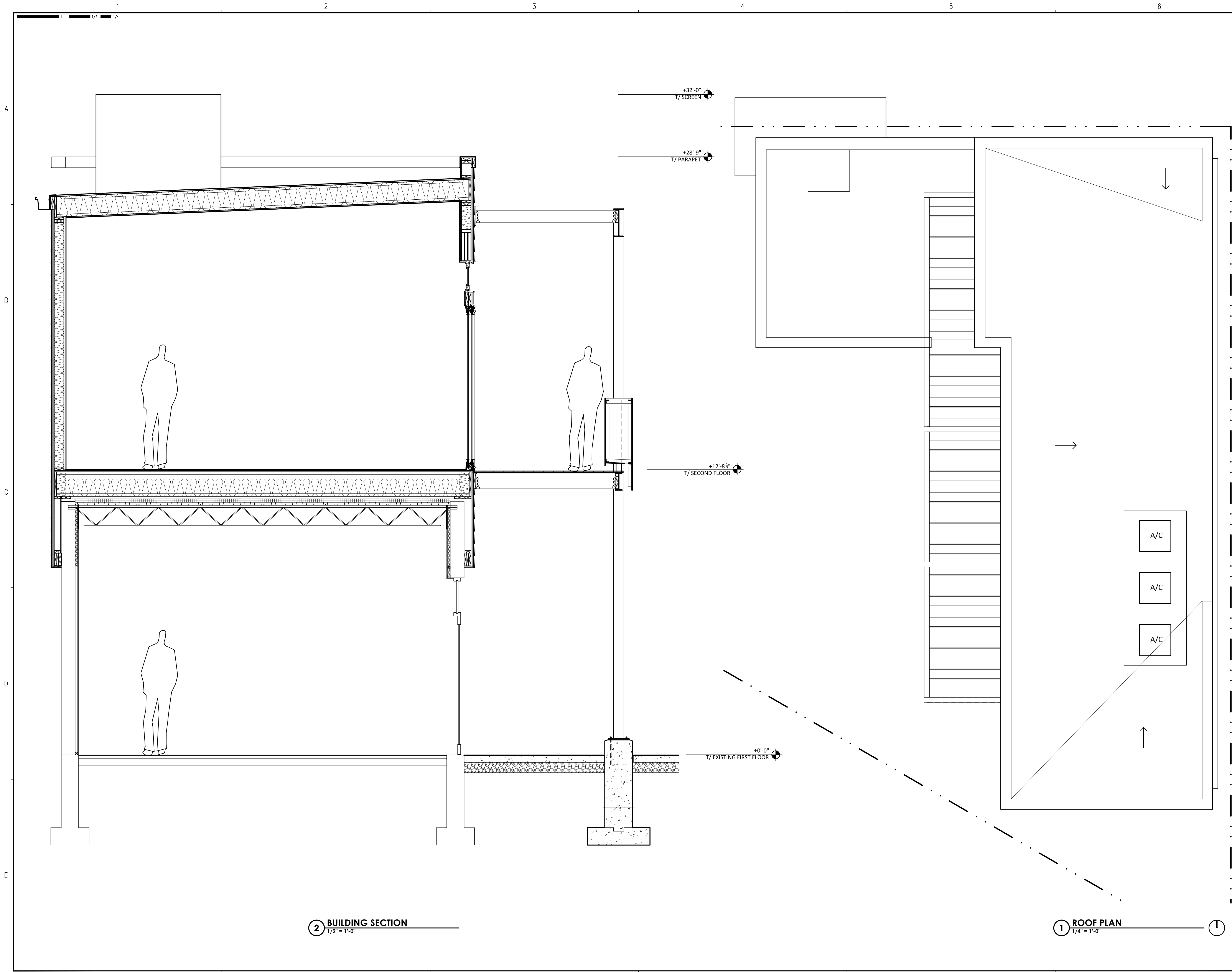
**PARA LIVE/WORK
MIXED USE - PRIVATE**

no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17
	ROUND 1 COMMENTS		1/12/18

**FIRST AND SECOND
FLOOR PLANS**

date drawn by checked by

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Sheet No. **A100**



2 BUILDING SECTION
1/2" = 1'-0"

1 ROOF PLAN
1/4" = 1'-0"



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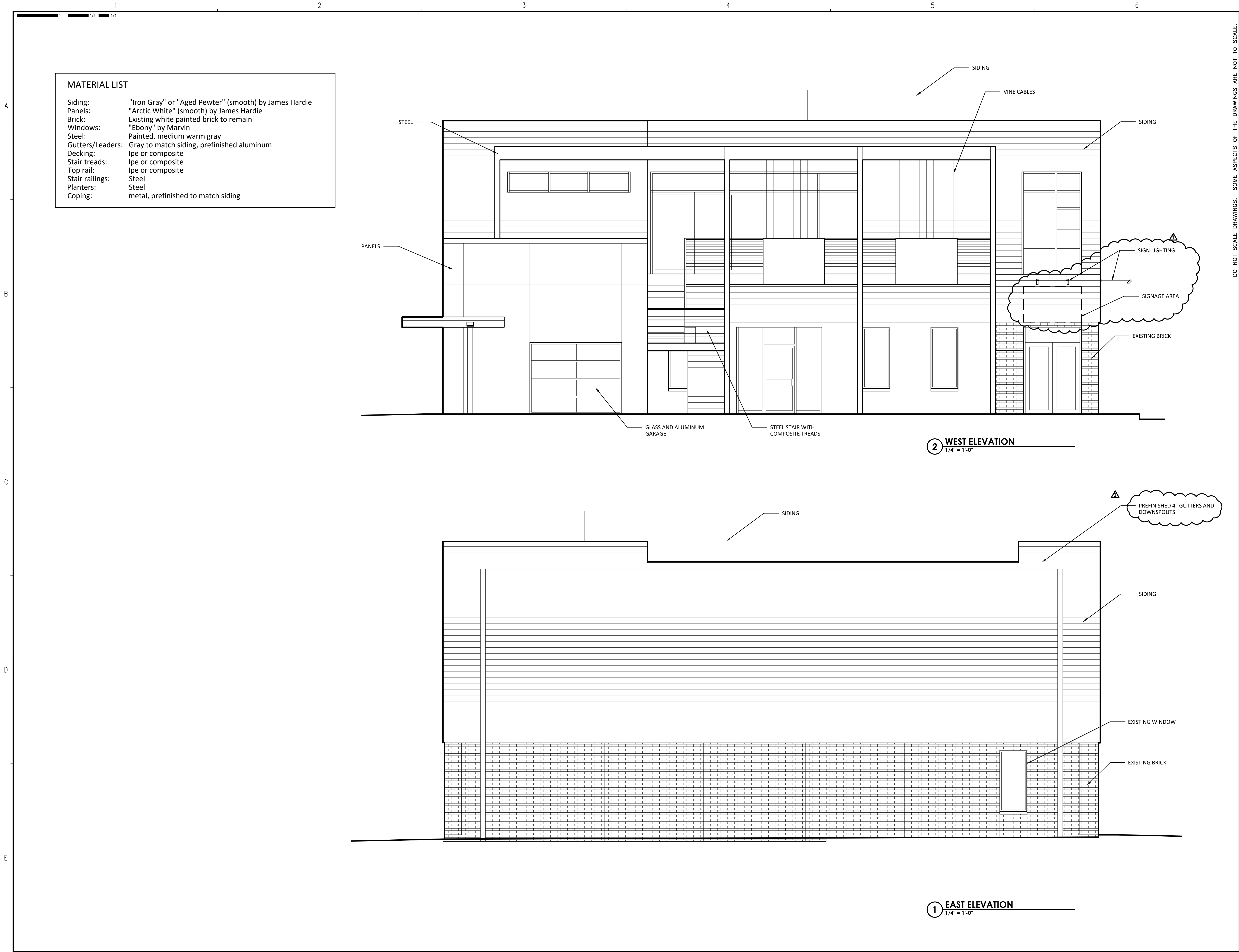
**PARA LIVE/WORK
MIXED USE - PRIVATE**

no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

**FIRST AND SECOND
FLOOR PLANS**

date	drawn by	checked by

Job No.	PARA
Sheet No.	A101



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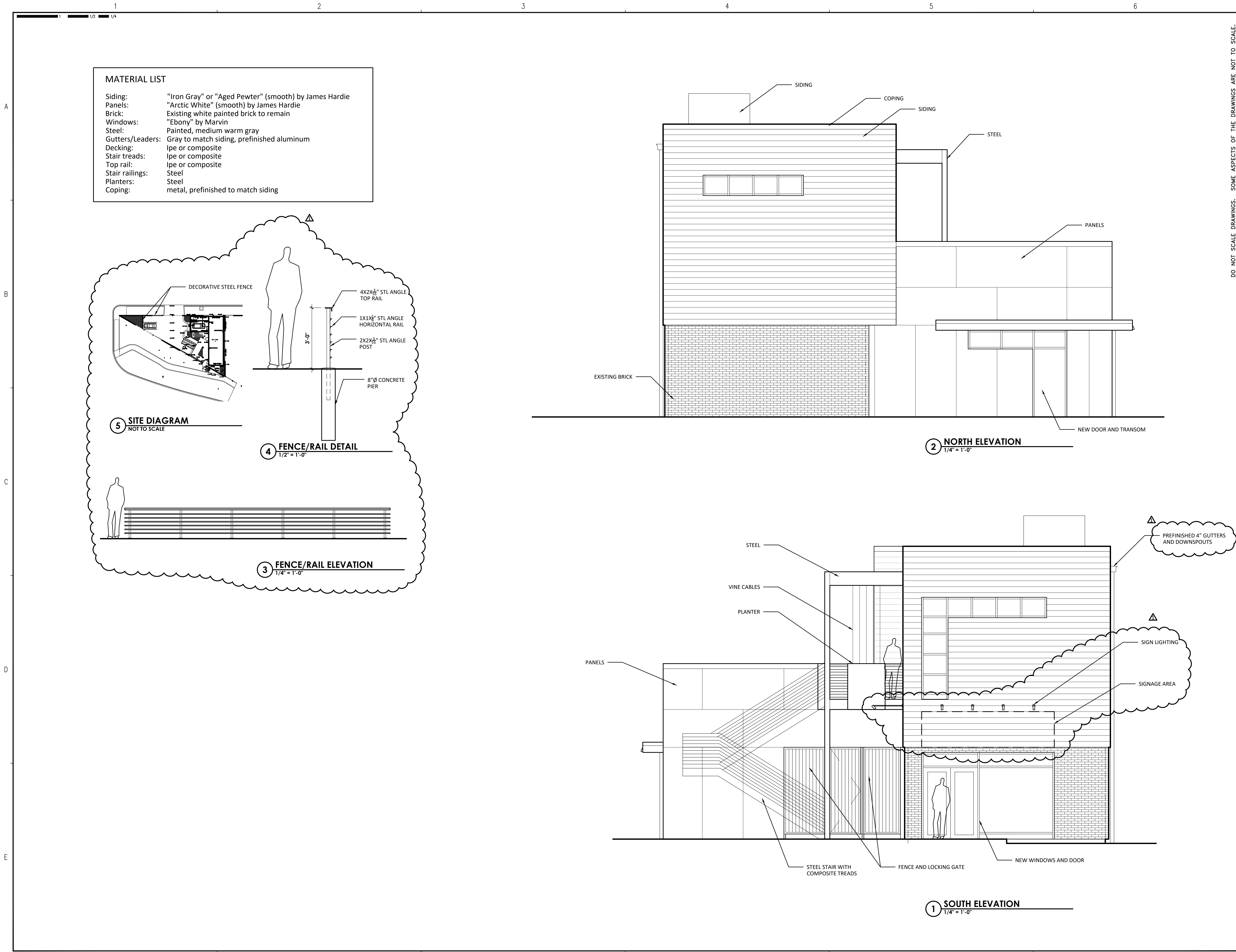
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ARLINGTON HTS, IL 60004

**PARA LIVE/WORK
MIXED USE - PRIVATE**

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	DESIGN + PLAN COMMISSION		12/11/17
	ROUND 1 COMMENTS		1/12/18

**EAST AND WEST
ELEVATIONS**

date	drawn by	checked by
Job No.	PARA	
Sheet No.	A200	



**MICHAEL &
ELLEN PARA**

132 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

**PARA LIVE/WORK
MIXED USE - PRIVATE**

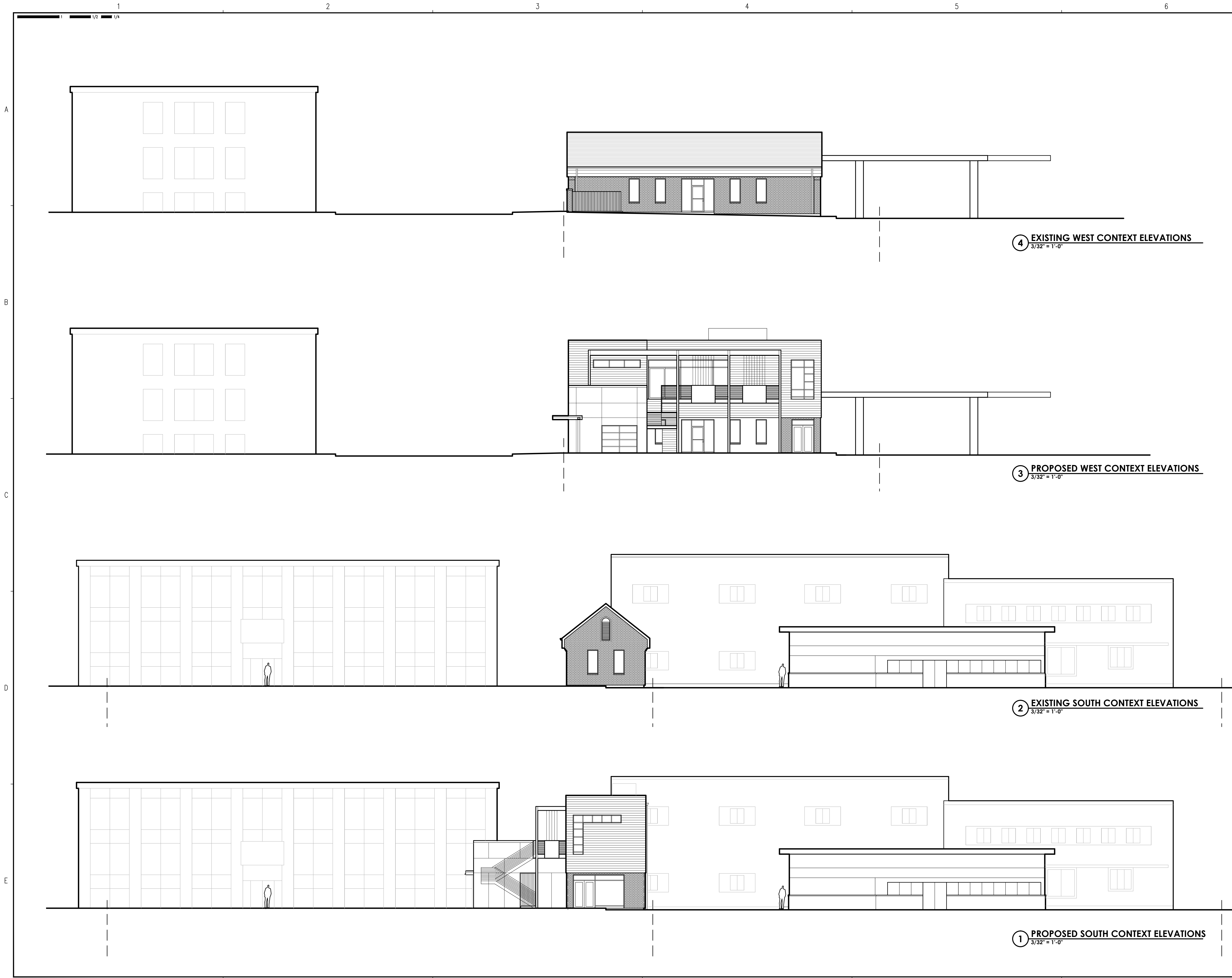
no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17
ROUND 1 COMMENTS			1/12/18

**NORTH AND SOUTH
ELEVATIONS**

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Job No. **PARA**

Sheet No. **A201**



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**CONTEXT
ELEVATIONS**

date	drawn by	checked by

Job No.	PARA
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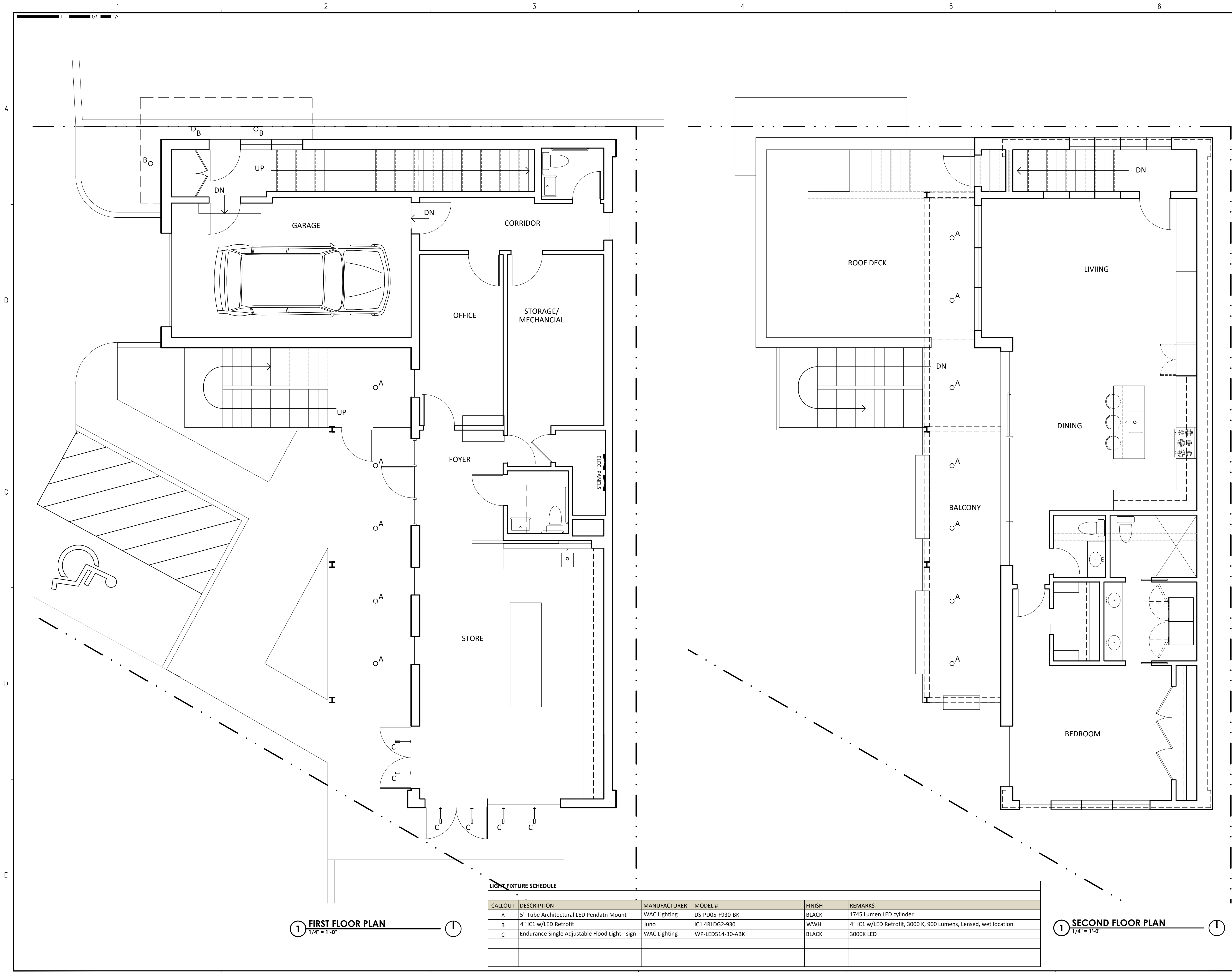
**PARA LIVE/WORK
MIXED USE - PRIVATE**

no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

RENDERINGS

date	drawn by	checked by
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Job No.	PARA
Sheet No.	A203



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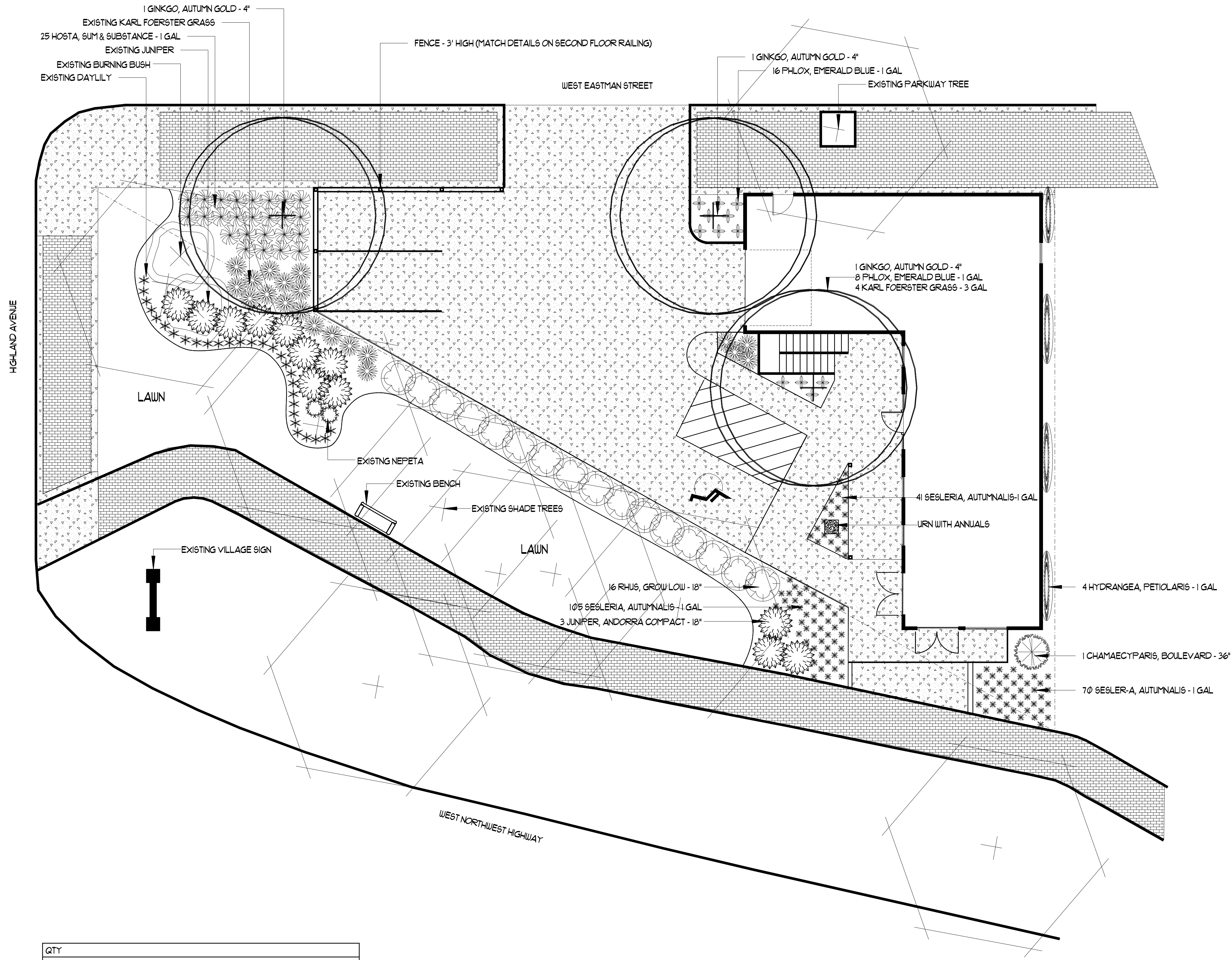
**PARA LIVE/WORK
MIXED USE - PRIVATE**

no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17
	ROUND 1 COMMENTS		1/12/18

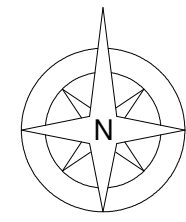
**FIRST AND SECOND
FLOOR PLANS**

date	drawn by	checked by
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Job No. **PARA**
Sheet No. **E100**



QTY			
3	GINKGO BILOBA 'AUTUMN GOLD'	4"	
3	JUNIPER HORIZONTALIS 'ANDORRA'	18"	48" SPACING
16	RHUS AROMATICA 'GROW LOW'	18"	3' SPACING
1	CHAMAECYPARIS PISIFERA 'BOULEVARD 36'		
4	HYDRANGEA PETIOLARIS	1 GAL	
125	SESLERIA AUTUMNALIS	1 GAL	12" SPACING
24	PHLOX SUBULATA 'EMERALD BLUE'	1 GAL	12" SPACING
4	CALAMAGROSTIS 'KARL FOERSTER'	3 GAL	24" SPACING
25	HOSTA SUM & SUBSTANCE	1 GAL	18" SPACING





Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building & Life Safety Department
Subject: 132 W Northwest Hwy – PUD & Setback Variations
PC#: 17-015 – Round 1
Date: December 13, 2017

Sam:

I have reviewed the documents submitted for the above referenced project and offer the following comments:

1. The project shall meet the requirements of Section 419 for number of employees (not more than 5) and allowable storage area ($\leq$ 10% of the first floor).
2. What is the existing construction type of the building?
3. What is the proposed construction type of the 2nd floor addition to the building?
4. Separation between "S-2" and "R-2" shall be a 1 hour rated assemblies.
5. Exterior wall ratings shall comply with Table 602. Adjacent existing buildings will not be required to comply with current exterior wall ratings, however, future developments will.

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PLANNING AND COMMUNITY
DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL
Department of Building & Life Safety



Fire Safety Review

Date: 12/13/2017

P.C. Number: 17-015

Project Name: 132 W Northwest Hwy

Project Location: 132 W Northwest Hwy

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. New buildings, other than single family dwellings, require a fire sprinkler system. This is a mixed use building with the first floor as a business use and would require a fire suppression system and a fire alarm system be installed throughout the building.
2. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.
3. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
4. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
5. Exit signs shall be illuminated at all times and have emergency power backup.
6. Building shall comply with all current codes adopted by the Village as well as NFPA 101, Life Safety Code, 2000 Ed.
7. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible Location.

Date 12-13-17

Reviewed By: 

Fire Safety Supervisor

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DEC 13 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: December 21, 2017
Subject: 132 W Northwest Highway, P.C. #17-015



With regard to the proposed PUD setback variation, I have the following comments:

- 1) Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the construction or drainage is not adequate (ponding), permittee must replace the affected squares or pavers.
- 2) Provide a set of plans that illustrate where the proposed parking lot drains terminate.

If you have any questions, please feel free to contact me.

C. file

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-015
 Petitioner: Keith Ginnodo, Architect
33 N Hickory Ave
Arlington Heights, IL 60004
 Owner: Ellen and Mike Para
132 W Northwest Hwy
Arlington Heights, IL 60004
 Contact Person: Keith Ginnodo
 Address: 33 N Hickory Ave
Arlington Heights, IL 60004
 Phone #: 847975.5008
 Fax #: _____
 E-Mail: Keith@kingsleyginnodo.com

P.I.N.# 0329324001
 Location: 132 W Northwest Hwy
 Rezoning: _____ Current: B-5 Proposed: B-5
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: ✓ For: Mixed Use
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 5580
 # of Units Total: 1
 1BR: x 2BR: 3 3BR: 4 4BR: _____

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ X _____

Sanitary Sewer _____ X _____

Storm Sewer _____ X _____

b. Surface Improvement

Pavement _____ X _____

Curb & Gutter _____ X _____

Sidewalks _____ X _____

Street Lighting _____ X _____

c. Easements

Utility & Drainage _____ X _____

Access _____ X _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____

5. PRELIMINARY PLAT ACCEPTABLE? _____

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? _____

8. CONTRIBUTION ORDINANCE EXISTING? _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____

10. WETLAND EXISTING? _____

YES NO COMMENTS

_____ X _____

_____ X SEE COMMENTS

_____ N/A

_____ N/A

X _____

_____ X _____

_____ X _____

_____ X _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: K+G ARCHITECTS

DATE OF PLANS: 12-15-17

Director

Date

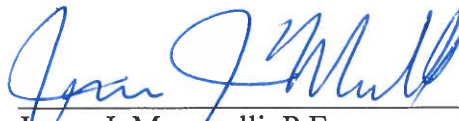
DEC 11 2017

ENGINEERING & COMMUNITY DEVELOPMENT DEPARTMENT

James J. Williams 12/28/17

PLAN COMMISSION PC #17-015
Para Residence
132 W. Northwest Hwy.
PUD, Setback Variations
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees.
13. The increase in impervious area is 244.5 sq ft, according to the Engineering Plan. This calculates to a detention storage requirement of 95 cubic feet. At \$1.00 per cubic foot of required detention storage, the fee in-lieu-of detention will be \$95.00.
14. Is any on-site lighting is proposed? If so, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
15. The handicap parking space must be 18' deep and 16' wide. The 18' depth cannot include any overhang. Verify the width dimension and show it on the plan. Fully dimension all parking spaces.

 12/28/17
James J. Massarelli, P.E. Date
Director of Engineering

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DEVELOPMENT DEPARTMENT



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-015

Project Name

Para Residence PUD

Project Location

132 W. Northwest Highway

Planning Department Contact Sam Hubbard

General Comments

Round 1

The Fire Department has no comments at this time.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date Dec. 14, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

132 W. Northwest Highway
PC#17-015

Round 1 Review Comments

12/21/2017

1. Character of use:

The character of use is consistent with the area and should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights Code. Special attention should be given to illuminating the parking lot, areas around the building- to include the garage, rooftop deck, especially entries/exits, and Northside of building by doorway. These areas should be illuminated specifically during hours of darkness for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, and other criminal activity. Landscaping must not create hiding locations and should provide for natural surveillance.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

There are no traffic problems at this location.

6. General comments:

-It will be necessary to limit access to the grounds, especially the roof top deck- is this for the residents only? And does it have controlled access? Controlled access is recommended to limit access to the rooftop. There does not appear to be any type of fencing or gate prohibiting access to deter trespassing or loitering.

-If chairs and tables are to be left outside on the business sidewalk or on the rooftop deck, they should be chained down to prevent theft; or brought inside when the business is closed to deter theft and/or damage. Outdoor seating can become an attractive nuisance during overnight hours.

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

- The addition of Trespass signage is recommended. Consider posting no trespassing / loitering/ no unauthorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, underage drinking, drug use, etc.

Fig #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

D. H. #557
Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

- 1. Fill in all information by tabbing to each field.
- 2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>17-015</u>	P.I.N.# <u>0329324001</u>
Petitioner: <u>Keith Ginnodo, Architect</u>	Location: <u>132 W Northwest Hwy</u>
<u>33 N Hickory Ave</u>	Rezoning: <u> </u> Current: <u>B-5</u> Proposed: <u>B-5</u>
<u>Arlington Heights, IL 60004</u>	Subdivision: <u> </u>
Owner: <u>Ellen and Mike Para</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>132 W Northwest Hwy</u>	PUD: <u>✓</u> For: <u>Mixed Use</u>
<u>Arlington Heights, IL 60004</u>	Special Use: <u> </u> For: <u> </u>
Contact Person: <u>Keith Ginnodo</u>	Land Use Variation: <u> </u> For: <u> </u>
Address: <u>33 N Hickory Ave</u>	Land Use: <u> </u> Current: <u> </u>
<u>Arlington Heights, IL 60004</u>	Proposed: <u> </u>
Phone #: <u>847975.5008</u>	Site Gross Area: <u>5580</u>
Fax #: <u> </u>	# of Units Total: <u>1</u>
E-Mail: <u>Keith@kingsleyginnodo.com</u>	1BR: <u>x</u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

Must provide a solid waste storage site meeting the following requirements:

- Container Site
 - Area shall be of a sufficient size to easily accommodate the container.
 - The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
 - Visual screening of the site shall be provided.
- Access to Container
 - Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
 - Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

See the attached accessibility comments.

Sean Freres, LEHP

Environmental Health Officer

12/19/17

Date

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DEC 11 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

James McCalister

for

12/19/17 Direc

Date

Plan Review for Accessibility

Address: 132 W. Northwest Hwy
Para Residence PUD
Setback Variations

P.C. #17-015

Round 1

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: December 18, 2017

Re: Illinois Accessibility Code (IAC):
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

Sheet A100:
First Floor Plan

1. The Single-User Restroom adjacent to the Foyer appears to lack adequate wheelchair maneuvering space (30 by 48 inches) outside the swing of the door, for a person using a wheelchair to enter and close the door, per IAC Section 400.310(n)(3).
2. Identify the "accessible route" from the "Accessible Reserved Parking Space" to the business entrance, per IAC Section 400.310(a)(1)(A).

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 0329324001
Petitioner: Keith Ginnodo, Architect	Location: 132 W Northwest Hwy
33 N Hickory Ave	Rezoning: _____ Current: B-5 Proposed: B-5
Arlington Heights, IL 60004	Subdivision: _____
Owner: Ellen and Mike Para	# of Lots: _____ Current: _____ Proposed: _____
132 W Northwest Hwy	PUD: _____ For: _____
Arlington Heights, IL 60004	Special Use: _____ For: _____
Contact Person: Keith Ginnodo	Land Use Variation: _____ For: _____
Address: 33 N Hickory Ave	Land Use: _____ Current: _____
Arlington Heights, IL 60004	Proposed: _____
Phone #: 847975.5008	Site Gross Area: 5580
Fax #: _____	# of Units Total: 1
E-Mail: Keith@kingsleyginnodo.com	1BR: x 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

- | | YES | NO | |
|----|----------|----------|---|
| 1. | <u>X</u> | _____ | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | _____ | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | _____ | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | _____ | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | _____ | <u>X</u> | SUBDIVISION REQUIRED? |
| 6. | _____ | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments:

SEE COMMENTS ATTACHED.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

[Signature]

12/28/17 Date

Planning & Community Development Dept. Review

November 28, 2017



REVIEW ROUND 1

Project: 132 W. Northwest Highway – Para Residence

Case Number: PC 17-015

General:

7. The following approvals are needed:
 - a. PUD to allow a residential addition to the existing building on the subject property.
 - b. Variation to Chapter 28, Section 5.1-14.6, Required Minimum Yard, to allow a rear yard setback of 1.8' for a dwelling unit where code requires a 30' rear yard setback for residential units above the first floor.
8. Please revise Sheet T102 to include the below Zoning Data chart and fill in all data that is missing and verify that the data included on the chart is accurate:

	B-5 District Code Required	Proposed
Minimum Lot Size	300 sq. ft.	5,573 sq. ft.
Setbacks		
North (side)	0'	
South (side)	0'	
East (rear)	30'	
West (front)	0'	
F.A.R.	None	
Building Lot Coverage	None	
Impervious Surface Coverage	None	84.46%
Building Height	None	26.66'
Off-street Parking Spaces	2	4

9. Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Please provide the required schedule, which includes information on the approximate date of construction start, the number of construction phases and the starting and completion date for each phase, as well as a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, location of construction fences and construction entrances, and information on anticipated lane closures, including info on where the closures will take place and the timeframe for each closure.
10. Please outline how deliveries will function for the retail business. Where will delivery vehicles park, how frequent are deliveries anticipated, and at what time will deliveries occur?

11. Please confirm the size of the gutters on the rear of the building. Gutters in excess of 4" are not permitted encroachments in a rear yard.
12. The proposed sidewalk encroachment within the Northwest Highway ROW will require an IDOT permit. In addition, the proposed plantings within the Northwest Highway ROW will require the property owner to obtain an easement from IDOT to allow the planting within their ROW.
13. Please provide a detail of the proposed fence (materials, style, height, etc.).
14. The parking requirements are shown below. Please confirm that the square footage below is accurate, and note that the square footage for parking requirements is measured from exterior walls.

Space	Code Uses	Gross Square Footage	Parking Ratio (1:X)	Parking Required
1st Floor	Retail and Office	1,755*	<u>Retail</u> : 1 space per every 500 sq. ft. of floor area in excess of 1,500 sq. ft. <u>Office</u> : 1 space per every 600 sq. ft. of floor area in excess of 1,500 sq. ft.	1
Single-Family Unit	B-5 "Efficiency and One Bedroom Apartments"	1,158	1 space per unit	1
Total Parking Required				2
Total Parking Provided*				4
Surplus/(deficit)				2

* Includes interior garage space

15. The Wheeling Township Assessor's office has been provided with information on the proposed development and has compiled a list of all PIN #'s of property within 250' of the subject property. Please obtain the list from the Assessor's office and provide it to me so that I can double check to ensure that all necessary PIN's have been included on the list. In addition, please note that when the mailing is sent out, it must go to the taxpayer of record who owns each property within 250' of the subject property, and not to the actual property address that is within 250' of the subject property.
16. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Prepared by: 

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17 - 015
 Petitioner: Keith Ginnodo, Architect
33 N Hickory Ave
Arlington Heights, IL 60004
 Owner: Ellen and Mike Para
132 W Northwest Hwy
Arlington Heights, IL 60004
 Contact Person: Keith Ginnodo
 Address: 33 N Hickory Ave
Arlington Heights, IL 60004
 Phone #: 847975.5008
 Fax #: _____
 E-Mail: Keith@kingsleyginnodo.com

P.I.N.# 0329324001
 Location: 132 W Northwest Hwy
 Rezoning: _____ Current: B-5 Proposed: B-5
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: ✓ For: Mixed Use
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 5580
 # of Units Total: 1
 1BR: x 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	_____	_____
2. Complies with Landscape Plan Ordinance	_____	_____
3. Parkway Tree Fee Required (See below.)	<u>X</u>	_____

Comments:

1. The property owner must obtain a landscape easement from the Illinois Department of Transportation (IDOT) to plant the landscape screening within the public right of way.
2. It is recommended that specialty pavement be provided within the plaza area on the west and south elevation.
3. Provide a detail of the proposed fence.

[Signature] 12/19/17
 Coordinator Date

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 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

ROUND 1 DEPARTMENT COMMENTS

January 12, 2018

Sam Hubbard, Development Planner
Village of Arlington Heights

RE: Para Live/Work – 132 W Northwest Hwy

RECEIVED
JAN 12 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Enclosed:

- A. Revised documents
- B. Lighting fixture cut sheets

Sam,

Building and Life Safety Department:

Thank you for your comments.

1. Shall comply. Number of employees shall be not more than 5 and allowable storage area shall be restricted to 10% of the first floor (maximum).
2. The existing construction type is Type III
3. The proposed construction type is Type III
4. Shall comply. The separation between S-2 and R-2 assemblies shall be 1 hour rated assemblies.
5. Shall comply. Exterior wall assemblies shall comply with Table 602.

Fire Safety Review:

Thank you for your comments.

1. Shall comply. The required fire suppression system and fire alarm system shall be provided throughout the building.
2. Shall comply. Fire department connections shall be fully visible and located at the main front entrance of the building.
 - a. The nearest fire hydrant appears to be at the northwest corner of Eastman and Vail.
3. Shall comply. Access and maintenance shall be provided.
4. Shall comply. Key box (Knox Box) shall be provided.
5. Shall comply. Exist signs shall be provided as required.
6. Shall comply. Building shall comply with current codes adopted by the Village as well as NFPA 101.
7. Shall comply. Fire department connections shall be located on the street side of buildings and fully visible as required.

Public Works:

Thank you for your comments.

1. Shall comply. Damaged sidewalk and ponding resulting from construction, if any, shall be repaired and/or replaced.
2. There are no existing parking drains. No new drainage structures are intended to be provided by the new construction.



Engineering Department:

Thank you for your comments.

11. Acknowledged and accepted.
12. Shall comply. The contractor's contract for construction will be provided at time of building permit application.
13. Owners shall provide the \$95 fee in lieu of detention.
14. No new site lighting is being provided. Existing lighting of the small parking lot is sufficiently provided by village lighting fixtures in immediately adjacent village property. (The lot is very small and irregularly shaped. The proposed project does not increase the parking lot area.) The building has exterior "can" type lighting and two areas of sign lighting. The light fixture schedule is included on sheet E100. Light fixture cut sheets are attached herein.
15. Shall comply. Handicap parking space is dimensioned 18' x 16', exclusive of overhang, indicated on T102. Other parking spaces (existing) have been dimensioned on T102.

Fire Department:

1. Fire Department has provided no comment provided at this time

Police Department:

Thank you for your comments.

1. No response required.
2. No new site lighting is being provided. Existing lighting of the small parking lot is sufficiently provided by village lighting fixtures in immediately adjacent village property. (The lot is very small and irregularly shaped.) Areas around the building are proposed to be lit by building-mounted "can" type lighting and two areas of sign lighting. The light fixture schedule is included on sheet E100 and light fixture cut sheets are attached herein. The landscaping design is mindful of stated cautions. The landscape plan is included in the drawing set, last sheet.
3. No response required.
4. No response required.
5. No response required.
6. General comments
 - a. Roof top deck access is for residents only. It has controlled access from the ground level through a locking gate.
 - b. Chairs and tables, if any, associated with the office or shop will be secured daily.
 - i. Chairs and tables associated with the second floor residence will not be accessible to the general public on the second floor balcony and roof deck area.
 - c. Owners shall provide information/contact card.
 - d. Trespass signage will be considered.
 - e. The landscape plan is included in the drawing set, last sheet.

Health Services Department:

Thank you for your comments.

1. Solid waste storage
 - a. Shall be contained within the enclosed garage. (Both the residence and the business are owned by Michael and Ellen Para.)
2. Access to container
 - a. Business/residence owner shall place standard residential-style garbage and recycling at curb for waste hauling service pickup.



- i. The residence is a 1 bedroom single family residence.
- ii. The business/retail has a sales area of only 441 square feet and will not typically generate more waste than can be accommodated by the proposed residential-style receptacles.

Plan Review for Accessibility:

Thank you for your comments.

1. Adequate wheelchair maneuvering space has been provided. Door swings out. (See A100)
2. Accessible Route has been indicated. (see A100).

Planning and Community Development:

Thank you for your comments.

7. No response required.
8. Zoning data matrix has been added to sheet T102
9. Preliminary Phasing plan and schedule are attached.
10. Deliveries for the retail business
 - a. It is anticipated to be fairly infrequent, approximately 1 or 2 times per week.
 - b. It is anticipated that delivery vehicles will park in a parking space in the parking lot or in a parking space on Eastman.
 - c. It is anticipated that deliveries will occur during regular weekday business hours and occasionally during business hours on the weekend.
11. Gutters shall be 4". See A200 and A201.
12. IDOT ROWs shall be obtained.
13. Fence details have been provided. See 3, 4, 5, on sheet A201.
14. Please modify Gross Square Footage for first floor to 1,722.22 s.f. and for single-family unit to 1,362 s.f.
15. PIN numbers shall be provided by owners.
16. Revision date shall be indicated.

Landscape and Tree Preservation:

Thank you for your comments.

1. IDOT ROWs shall be obtained for landscaping in public right of way.
2. The plaza area on the west and south elevation is intended to be patterned concrete.
3. The fence details are included on sheet A201, details 3, 4, and 5.

Please call with any other questions or comments you may have.

Thank you for your consideration, sincerely,

Keith Ginnodo, Architect
Kingsley + Ginnodo Architects

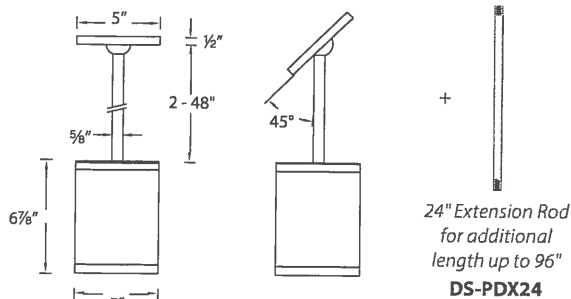


TUBE ARCHITECTURAL DS-PD05

LED Pendant Mounts

WAC LIGHTING

Responsible Lighting®



Seismic swivel tilts up to 45° to accommodate sloped ceiling

Fixture Type:

Catalog Number:

Project:

Location:

PRODUCT DESCRIPTION

The latest energy efficient LED technology in an appealing cylindrical profile delivers accent and wall wash lighting. Comes in various light distribution and beam angle options.

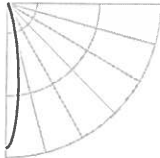
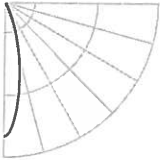
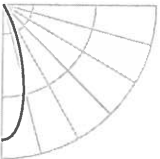
FEATURES

- High performance exterior rated LED pendant
- Includes 45° swivel canopy and two field cuttable 24" rods
- Rods extendable up to 96" using DS-PDX24 accessory
- Solid aluminum construction
- 39° visual cutoff angle for glare control
- 5 year warranty

SPECIFICATIONS

Input: Universal voltage 120V - 277VAC, 50/60Hz
Dimming: Electronic low voltage (ELV) : 100% - 5% (120V only)
 0-10V: 100% - 0% (120-277V)
Light Source: High output 3 Step Mac Adam Ellipse COB
 Rated life of 60,000 hours at L70
Finish: Electrostatically powder coated, white, black, bronze and graphite
Standards: IP65 rated, ETL & cETL wet location listed
Operating Temperature: -40°F to 122°F (-40°C to 50°C)

ORDERING NUMBER

Model	Diameter	Watt	Color Temp	CRI	Lumen	CBCP	Efficacy (Lm/W)	Light Distribution	Finish	
DS-PD05	5"	27W	S927	2700K	90	1680	8526	62		BK Black  WT White  BZ Bronze  GH Graphite 
			S27	2700K	85	1800	9151	67		
			S930	3000K	90	1700	8639	63		
			S30	3000K	85	1995	10126	74		
			S35	3500K	85	2190	11118	81		
			S40	4000K	85	2260	11483	84		
			N927	2700K	90	1730	5513	64		
			N27	2700K	85	1855	5918	69		
			N930	3000K	90	1750	5587	65		
			N30	3000K	85	2055	6548	76		
			N35	3500K	85	2255	7190	84		
			N40	4000K	85	2330	7426	86		
			F927	2700K	90	1725	4246	64		
			F27	2700K	85	1850	4557	69		
			F930	3000K	90	1745	4302	65		
			F30	3000K	85	2045	5043	73		
			F35	3500K	85	2245	5537	83		
			F40	4000K	85	2320	5719	86		

DS-PD05-_____ - _____

Example: DS-PD05-S930-WT

wacighting.com
 Phone (800) 526.2588
 Fax (800) 526.2585

Headquarters/Eastern Distribution Center
 44 Harbor Park Drive
 Port Washington, NY 11050

Central Distribution Center
 1600 Distribution Ct
 Lithia Springs, GA 30122

Western Distribution Center
 1750 Archibald Avenue
 Ontario, CA 91760

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement program. APR 2017

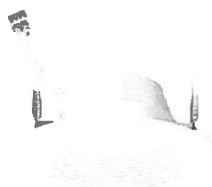
4RLD

Saves up to
80%
in energy costs
when compared to
equivalent incandescent
light source

Juno® 4" Retrofit LED Basics Series Trim Modules

These LED retrofit trim modules are the easy, economical way to upgrade existing 4" recessed downlight housings to ultra-efficient LED illumination. Available in two lumen packages, they produce 650 lumens from just 10-watts or up to over 900 lumens from only 13.5 watts, offering energy cost savings of up to 80% compared to equivalent incandescent fixtures. With a rated service life of 44,000 hours, they provide many years of maintenance-free operation while delivering exceptionally accurate color rendering of 90 CRI minimum.

Product Specifications 4RLD



Medium-base socket whip
adapter included with trims

- Delivers 650 lumens at 10-watts input, or up to over 900 lumens from 13.5-watts with 90 CRI minimum
- 2700K, 3000K or 3500K color temperatures
- Fast, easy, retrofit installation in almost any medium-base 4" housing using included socket adapter and quick connect
- Very affordable with no compromise in Juno quality
- Durable die-cast aluminum construction
- Knife-edge, white baffle trim with regressed lens
- Dimmable to 5% with many incandescent, magnetic low-voltage, or electronic low-voltage wall box dimmers
- Rated for use in IC (insulated ceiling) or non-IC housings
- 5-year limited warranty

Compatible Housings

Compatible with many 4" standard or shallow Juno-brand and alternative housings:

- Juno housings: IC1 and TC1 Series
- VuLite® housings: V4IC and V4TC Series
- Juno Quick-Connect LED housings: IC1 LEDT24 and IC1R LEDT24
- Lithonia® housings: L3 Series
- Halo® housings: H99 Series
- Thomas® housings: PS4 Series
- Capri® housings: P4 Series, R4 Series

Juno Dedicated LED T24 Housings

Catalog #: IC1 LEDT24

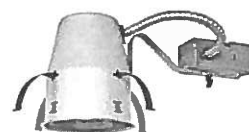
Description: 4" IC New Construction



12¼" L x 6¼" W x 6" H
Ceiling cutout: 4½" diameter

Catalog #: IC1R LEDT24

Description: 4" IC Remodel



12" L x 4¼" W x 5½" H
Ceiling cutout: 4¾" diameter

Regulatory Listings & Standards



Approved for use
in Wet Locations
(indoor covered ceilings only)



ENERGY STAR®
Certified



Meets IECC air leakage requirements
per ASTM E283

UL and C-UL Classified

RoHS Compliant

Catalog #	CI Code	Description
4RLD G2 06LM 27K 90CRI 120 FRPC WWH	*243V4K	4" LED retrofit baffle trim, 650 Lumens, 2700K
4RLD G2 06LM 30K 90CRI 120 FRPC WWH	*243V4M	4" LED retrofit baffle trim, 650 Lumens, 3000K
4RLD G2 06LM 35K 90CRI 120 FRPC WWH	*243V4P	4" LED retrofit baffle trim, 650 Lumens, 3500K
4RLD G2 09LM 27K 90CRI 120 FRPC WWH	*243V4L	4" LED retrofit baffle trim, 900 Lumens, 2700K
4RLD G2 09LM 30K 90CRI 120 FRPC WWH	*243V4N	4" LED retrofit baffle trim, 900 Lumens, 3000K
4RLD G2 09LM 35K 90CRI 120 FRPC WWH	*243V4R	4" LED retrofit baffle trim, 900 Lumens, 3500K

Qualified Dimmers

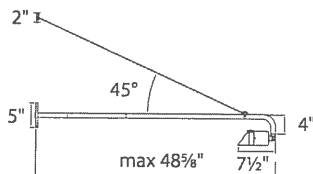
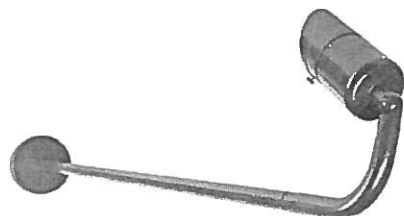
Compatible with incandescent, magnetic low voltage or electronic low voltage wall box dimmers. See specifications for a list of factory recommended dimmer models.

SINGLE ADJUSTABLE FLOOD LIGHT

Endurance™ - WP-LED514

WAC LIGHTING

Responsible Lighting®



Fixture Type:

Catalog Number:

Project:

Location:

PRODUCT DESCRIPTION

Die cast aluminum factory sealed luminaire with patent pending design for a water and dust proof IP66 rated outdoor.

FEATURES

- Rotate to continuously adjust beam angles indexed at 15°, 25°, 40°, 60°
- IP66 and ETL & cETL Wet Location Listed
- Factory-Sealed LED Light Engine
- Die-Cast Aluminum Construction
- 120V Direct Wire - No Driver Needed
- Safety cable and canopy included
- Comes with extension rod kit to extend up to 44" total
- Detachable Shroud
- Safety cable recommended for extensions over 36"
- One 6", one 12", one 24" field interchangeable rods included

SPECIFICATIONS

Construction: Die-cast aluminum

Power: Line Voltage input (120V)

CRI: 85

Dimming: 100% - 10% with Electronic Low Voltage (ELV) dimmer

Finish: Architectural Bronze, Black, Graphite and White

Operating Temp: -40°F to 122°F (-40°C to 50°C)

Standards: IP66, Wet Location, ETL & cETL Listed

Rated Life: 50,000 hours

ORDER NUMBER

	Power	Comparable	Beam	Delivered Lumens	CBCP	Color Temp	Finish
WP-LED514 Single	15W	150W PAR38	15°	600	4145	30 3000K	ABZ Architectural Bronze
			60°	985	875		ABK Architectural Black
			15°	695	4800	40 4000K	AGH Architectural Graphite
			60°	1140	1015		AWT Architectural White

Example: WP-LED514-40-AGH

WAC Lighting
www.waclighting.com
Phone (800) 526.2588 • Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive • Port Washington, NY 11050
Phone (516) 515.5000 • Fax (516) 515.5050

Western Distribution Center
1750 Archibald Avenue • Ontario, CA 91760
Phone (800) 526.2588 • Fax (800) 526.2585

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement program. FEB 2017



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building & Life Safety Department
Subject: 132 W Northwest Hwy – PUD & Setback Variations
PC#: 17-015 – Round 2
Date: January 22, 2018

Sam:

I have reviewed the documents submitted for the above referenced project and offer the following comment, which was not addressed on the response:

1. Based on the height of the roof, permanent access to the RTU's is required to be provided.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Department of Building & Life Safety**



Fire Safety Review

Date: 1/17/2018

P.C. Number: 17-015 Rev. 2

Project Name: 132 W Northwest Hwy

Project Location: 132 W Northwest Hwy

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. A fire sprinkler system is NOT required since this is an alteration and not a new building. Owners may, however, install one at their choice.

Date 01-17-18

Reviewed By:

Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: January 23, 2018
Subject: 132 W Northwest Highway, P.C. #17-015 – Round 2



With regard to the proposed PUD setback variation, I have the following comments:

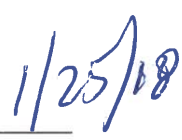
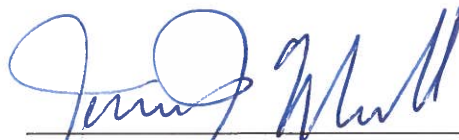
- 1) If there is going to be a new water service as a result of the fire department requiring a fire suppression system, please provide a set of plans illustrating the proposed layout so a meter and RPZ can be specified.

If you have any questions, please feel free to contact me.

C. file

PLAN COMMISSION PC #17-015
Para Residence
132 W. Northwest Hwy.
PUD, Setback Variations
Round 2

16. The responses made by the petitioner to comments #11-15 are acceptable.



James J. Massarelli, P.E.
Director of Engineering

Date



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

A handwritten signature in black ink, appearing to be 'SF' or similar initials, is written over the name 'Sean Freres'.

Date: January 23, 2018

Re: PC# 17-015. Para Residence PUD, 132 W. Northwest Hwy. Round 2

-
- Since this property is not zoned residential, and there is a business on the property, the property cannot participate in the single-family residential solid waste contract. The owners must contract for solid waste services with a scavenger service licensed to do business in the Village of Arlington Heights.

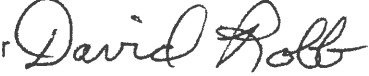
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JAN 23 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review for Accessibility

Address: 132 W. Northwest Hwy
Para Residence PUD
Setback Variations
P.C. #17-015

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: January 25, 2018

Re: Illinois Accessibility Code (IAC):
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

1. Identify the "accessible route" from the "Accessible Reserved Parking Space" to the business entrance, per IAC Section 400.310(a)(1)(A).
2. Replace the "step" with an "accessible route" from the public sidewalk to the accessible entrance as required by IAC Section 400.310(a)(1)(A).

Planning & Community Development Dept. Review

January 26, 2018



REVIEW ROUND 2

Project: 132 W. Northwest Highway – Para Residence

Case Number: PC 17-015

General:

- 17. Comments #7, #8, #10, #11, #13, #14, #15, and #16 are acceptable.
- 18. The response to comment #9 is noted. Staff notes that street parking on Eastman Street is limited to two-hours. On-street parking will be limited to Eastman adjacent to the site, and may be made available for construction parking, provided that during your building permit application you clearly request specific spaces that you would like to use for construction parking.
- 19. The response to comment #12 is noted. IDOT permit approval and easement will be required prior to building permit approval for this project.

Prepared by:



PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17 - 015
 Petitioner: Keith Ginnodo, Architect
33 N Hickory Ave
Arlington Heights, IL 60004
 Owner: Ellen and Mike Para
132 W Northwest Hwy
Arlington Heights, IL 60004
 Contact Person: Keith Ginnodo
 Address: 33 N Hickory Ave
Arlington Heights, IL 60004
 Phone #: 847975.5008
 Fax #: _____
 E-Mail: Keith@kingsleyginnodo.com

P.I.N.# 0329324001
 Location: 132 W Northwest Hwy
 Rezoning: _____ Current: B-5 Proposed: B-5
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: ✓ For: Mixed Use
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: 5580
 # of Units Total: 1
 1BR: x 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

1. Complies with Tree Preservation Ordinance
2. Complies with Landscape Plan Ordinance
3. Parkway Tree Fee Required
(See below.)

YES	NO
<u>X</u>	_____
<u>X</u>	_____
<u>X</u>	_____

Comments:

- 1) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.

[Signature] 1/26/18
 Coordinator Date