



Agenda
Village of Arlington Heights
Design Commission
Community Room, 3rd Floor

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
January 9, 2018
6:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Minutes - 12/12/17

IV. REPORTS

V. OLD BUSINESS

- A. DC#17-156 - Sigwalt Apartments - 45 S. Chestnut Ave. - Multi-Family

VI. NEW BUSINESS

- A. DC#17-136 - 523 W. Ridge Ct. - SF/Teardown
- B. DC#17-149 - 504 S. Mitchell Ave. - SF/New
- C. DC#17-153(H) - 223 S. Dunton Ave. - SF/Teardown
- D. DC#17-154 - 626 N. Harvard Ave. - SF/New
- E. DC#17-155 - 132 W. Northwest Highway - CBD Commercial Addition

VII. OTHER BUSINESS

VIII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33

S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: Minutes - 12/12/17

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes 12/12/17

Type

Minutes

DRAFT

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
DECEMBER 12, 2017

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: Kevin Davis, Fairfield Homes for *815 N. Hickory Ave.*
Matt & Andrea Izenstark. Owners of *815 N. Hickory Ave.*
Jim Cochran, JRC Design Build for *1176 N. Beverly Ln.*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM NOVEMBER 28, 2017

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE MEETING MINUTES OF NOVEMBER 28, 2017. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. SINGLE-FAMILY TEARDOWN REVIEWDC#17-147 – 815 N. Hickory Ave.

Kevin Davis, representing *Fairfield Homes*, and Matt & Andrea Izenstark, the owners, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to demolish an existing one-and-a-half-story residence to allow construction of a new two-story residence with an attached, two-car garage. The project does comply with the R-3 zoning requirements. The subject property is on a long street that includes a wide variety of houses including single-story, one-and-a-half-story, split-level, and two-story homes with a mix of attached and detached garages. There have been numerous teardowns and second floor additions previously completed on this block, but the subject property is located within a row of smaller scale, one-and-a-half story houses.

Overall, the proposed design is nicely done with a single story front porch and a single story garage roof that fits in well with the scale of the adjacent houses. Additionally, the main side-to-side roof gable is recessed towards the back of the house, so the massing of the two-story home along the street frontage will have a diminished scale. The front porch extends out in front of the garage wall, keeping the focal point on the entry instead of the garage door. The stone base has been returned down the side walls, and the shingle siding accent material is used on all four sides of the house.

The only Staff comments on the design are as follows:

- The first floor plan does not allow for many windows on the left side elevation, so it is recommended that landscaping be provided to soften the blank wall space.
- It is recommended to move the house forward on the site so that the front of the porch is on the 25 foot front setback line, and more in line with the adjacent homes.

Staff recommends approval of the proposed design with the comments previously stated.

Mr. Davis was fine with the Staff comments and added that the setback of the new home is a result of the average of the block.

Commissioner Kingsley said the design was nice and pointed out that this neighborhood is going through change and it was nice to see good people moving in. She agreed with Staff's recommendation to add landscaping on the left side elevation to help soften the appearance of the wall, and Mr. Davis agreed as well. Commissioner Kingsley suggested adding a window on either side of the range in the kitchen, which will gain an outside view to the north from both the kitchen and the great room. She also recommended that the garage roof, porch roof and entry gable on the front elevation be brought down to have less height difference above the garage door, and have the eave height of the garage be closer in line to the homes on either side. She also felt that overall the design and color palette are nice, and she was in support of the home being brought closer to the 25-foot setback line.

Commissioner Eckhardt agreed with Staff comments and encouraged the petitioner to bring the home forward to get more back yard. He suggested adding a small window in the mud room, which currently has no natural light, and he also agreed with the suggestion to add windows on the left side elevation in the kitchen. In lieu of windows, he would suggest evergreens and landscaping to soften the solid wall on the north elevation. Aside from these comments, he was fine with the rest of the home.

Commissioner Coon agreed with Commissioner Eckhardt and Staff regarding the north elevation, and felt it was a good suggestion to add a smaller window above the cabinetry in the mud room, along with adding landscaping just north of the kitchen on the north elevation. He pointed out that there is a narrow amount of space between the 2 homes, and possible future renovations to the adjacent home would see more of the blank wall on the north elevation.

He also agreed with the suggestion to bring the home up to the 25-foot setback line. He felt it was a very attractive home and he had no further comments.

Commissioner Kubow agreed that the new home was very attractive; however, he disagreed with Staff's comments. He was fine with the new home as proposed, and pointed out that the garage of the home to the north is set back quite a bit, and bringing the new home forward will create more separation from the adjacent homes; he supported the setback being proposed. He disagreed with the suggestion to add windows on the north side because there is not much space between the homes and not much exposure; he felt that windows were not necessary and adding landscaping would only minimize the usable space in the side yard. He recommended adding a trellis structure above the back door on the rear elevation to create some protection and decoration. In general, he approved the project as proposed.

Chair Fitzgerald agreed with the comments already made.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER COON, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR THE NEW SINGLE-FAMILY HOME LOCATED AT 815 N. HICKORY AVENUE, AS SUBMITTED. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE ARCHITECTURAL AND SITE PLANS RECEIVED 11/16/17, 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 ADD SMALL CLERESTORY WINDOWS IN THE MUD ROOM, AND HIGHER WINDOWS IN THE KITCHEN ON THE NORTH WALL.
2. IN LIEU OF WINDOWS, A RECOMMENDATION TO ADD LANDSCAPING ON THE NORTH ELEVATION TO SOFTEN THE WALL.
3. A RECOMMENDATION TO ADD SOME TYPE OF COVER ABOVE THE REAR DOOR, EITHER A TRELLIS OR SMALL ROOF FOR PROTECTION FROM WEATHER.
4. A RECOMMENDATION TO MOVE THE HOME FORWARD ON THE SITE.
5. 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.

Mr. Hautzinger asked whether bringing the home forward meant moving it up to the 25-foot setback line, and Commissioner Eckhardt said that it could be moved anywhere up to the 25-foot setback. Chair Fitzgerald preferred that adding landscaping on the north elevation be a requirement, to be reviewed by Staff.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT TO AMEND THE MOTION AS FOLLOWS:

2. A REQUIREMENT TO ADD LANDSCAPING ON THE NORTH ELEVATION, TO BE REVIEWED BY STAFF.

COMMISSIONER COON SECONDED THE MOTION.

Commissioner Kingsley said that in light of the comment she previously made about bringing down the major eave line on the west elevation, which the other commissioners did not feel strongly about, she suggested moving the frieze

board down to a more traditional location instead, so the head height above the garage is perceived to be less, similar to the rear elevation above the sunroom windows.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT TO AMEND THE MOTION AS FOLLOWS:

6. A REQUIREMENT THAT THE FASCIA BOARD ABOVE THE GARAGE DOOR BE MOVED DOWN AND BE COMPATIBLE WITH THE BIRDS NEST RETURN AT THE GUTTER LINE.

COMMISSIONER KINGSLEY SECONDED THE MOTION.

KUBOW, AYE; KINGSLEY, AYE; COON, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. SINGLE-FAMILY ADDITION REVIEWDC#17-148 – 1176 N. Beverly Ln.

Jim Cochran, representing *JRC Design Build*, was present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing an addition to the front of an existing single-story house as well as a new full second floor. An existing two-car detached garage will be replaced with a new two-car detached garage. This project is scheduled for review by the Zoning Board of Appeals on January 8, 2018 due to the following non-compliant zoning issues:

- The east side yard setback is 3.13 feet, where 5 feet minimum is required.
- The proposed one-foot and two-foot deep roof eaves encroach into the required setback on the east side.
- The proposed building height is 26.5 feet, where 25 feet is the maximum allowed.
- The proposed 5' x 8' front entry portico encroaches into the required front setback, where the maximum allowed portico encroachment is 4' x 8'.
- The proposed deck on the rear of the home has a 3.13 foot setback, where 5 feet minimum is required.
- The location of the air conditioning compressor is not indicated, but it is not allowed within the required side yard setback.

Mr. Hautzinger said the petitioner has advised Staff that the last 3 zoning items listed have been resolved, and that only the first 3 items will be moving forward to the ZBA in January.

The existing neighborhood consists of primarily single-story and one-and-a-half-story houses with detached garages. However, there has been one teardown and numerous second story additions previously completed on this block, including the house directly east of the subject site.

Overall, the proposed design is nicely done, except for the following concerns:

- The brick height on the sides of the house awkwardly steps down to partial height brick at the front addition. For a more cohesive appearance, it is recommended that the brick height on the first floor addition align with the existing brick height.
- All of the existing windows on the first floor of the east elevation are proposed to be infilled with brick. To avoid having a blank wall of brick, it is recommended that the three existing windows remain.

Staff recommends approval, with the previous 2 concerns stated.

Mr. Cochran said that he is living in this home right now while he is building another home on Vail. He was not opposed to the suggestion to align the brick height on the first-floor addition with the existing brick height, although he preferred it as proposed, and he preferred to infill the windows on the east side of the home to mitigate noise and lights from the driveway of the adjacent home. He pointed out the large window on the front of the home in the dining room and the doors on the back of the home in the family, which provide plenty of natural light. He added that the plans were revised to include a tall fixed window in the great room on the rear elevation, to the right of the fireplace, instead of the door shown on the drawings.

Chair Fitzgerald asked if the existing brick is being painted white and Mr. Cochran said that all of the existing brick and the new brick will be painted white. He provided a material sample board that included black standing seam roofs, all white siding, black windows, and a black front door.

Commissioner Eckhardt's opinion about the level of the brick was that it added some interest and he was okay with it as proposed. He questioned whether the window sills on the east elevation would be removed, and Mr. Cochran said that they would be. Commissioner Eckhardt asked if there was room for landscaping between the existing home

and the adjacent driveway and Mr. Cochran replied that landscaping already exists there. Commissioner Eckhardt felt that some windows were needed along the first-floor of the east elevation, and he suggested adding one window at each end. Mr. Cochran suggested adding a couple of high awnings because of furniture arrangement in the dining room and great room. Commissioner Eckhardt had no further comments.

Commissioner Coon agreed with Commissioner Eckhardt that the first-floor east elevation needed some windows; he disagreed with Staff's suggestion to align the brick height and felt it was more attractive with the lower wainscot of brick in the front because the proportions are better with more siding rather than half brick and half siding. He felt there might be a better way to stop the brick on the west elevation, perhaps bringing the brick all the way to the outside corner of the home. Mr. Cochran said that he is trying to bring light into the staircase at the front of the home with the 3 small windows being proposed above the front entrance.

Commissioner Kubow said that knowing the home will be all white and black, he was fine with the elevations as proposed; it blends well and will be a cool, contemporary, modern look. He could go either way with windows on the first-floor of the east elevation, and he agreed with the suggestion to add a small window at the corners. His only comment was to consider dropping the roof height down to be more in context with the homes on either side, and Mr. Cochran replied that although he liked the roof pitch being proposed, he was not opposed to dropping it down 1-1/2-feet, and he pointed out the new home located 2 sites to the west that is bigger, as well as other 2-story additions on the block. Commissioner Kubow had no further comments.

Commissioner Kingsley liked the black and white color palette being proposed, and agreed that a couple of small windows on the first-floor east elevation would be nice. She was in favor of doing something with the roof pitch or roof height, because the extra height being proposed is receding, and she pointed out that the pitch of the front gable does not match the pitch of the roof, which is a little odd. Mr. Cochran reiterated that he could alter the main roof pitch and put a flat spot up there to match. Commissioner Kingsley asked about the depth of the porch on the west side, and Mr. Cochran replied that it is currently shown at 5-feet. Commissioner Kingsley suggested shortening the length of the porch, picking up the same line as the dormer roof above. Commissioner Eckhardt agreed and felt this would be aesthetically pleasing. Commissioner Kingsley was also in favor of the muntin pattern shown in the windows, which Mr. Cochran liked as well.

Chair Fitzgerald agreed with everything that was already said. He also felt that either the front porch columns or the roof are a little out of scale; the pitch of the roof could look better if it were bulkier, and the trim on the porch looks tiny, which Mr. Cochran agreed with.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE DESIGN OF THE PROPOSED ADDITION TO THE EXISTING SINGLE-FAMILY HOME LOCATED AT 1176 N. BEVERLY LANE. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE ARCHITECTURAL PLANS DATED 11/16/17 AND RECEIVED 11/17/17, 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 SHORTEN THE FRONT PORCH AND PULL IT BACK IN LINE WITH THE SECOND-STORY ROOF OVERHANG.
2. A REQUIREMENT TO RE-SCALE THE FRONT PORCH COLUMNS TO BE HEAVIER.
3. A REQUIREMENT TO EXTEND THE BRICK ON THE EAST AND WEST ELEVATION FORWARD TO THE CORNER WITH A SMALL WOOD RETURN WITH TRIM IN AN APPEALING DETAIL.
4. A REQUIREMENT TO ADD 2 WINDOWS AT THE OUTSIDE CORNERS OF THE FIRST-FLOOR EAST ELEVATION.
5. AN ACKNOWLEDGEMENT THAT THE PETITIONER IS CHANGING THE PLANS TO PROVIDE FOR A TALL FIXED WINDOW IN THE GREAT ROOM TO THE RIGHT OF THE FIREPLACE, IN LIEU OF THE DOOR CURRENTLY SHOWN.

6. A REQUIREMENT TO LOWER THE ROOF HEIGHT BY PROVIDING A FLAT AREA ON THE TOP, TO AVOID A ZONING VARIATION FOR HEIGHT.
7. 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.

Mr. Hautzinger asked for clarification on the requirement to add windows on the east elevation. Commissioner Eckhardt explained that there should be 2 windows that are separated; they could almost be where they are, since the openings are there, but it is up to the petitioner to decide their location. Mr. Hautzinger suggested amending the motion to reflect this clarification. Chair Fitzgerald asked if the requirement was to extend the brick at the same level to the west and the east elevations, and Commissioner Eckhardt said that it was, and they should match.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO AMEND THE MOTION AS FOLLOWS:

4. A REQUIREMENT TO HAVE 2 WINDOWS ON THE FIRST-FLOOR EAST ELEVATION, AT A LOCATION THAT IS CODE COMPLIANT AND ACCEPTABLE TO THE PETITIONER.

KUBOW, AYE; KINGSLEY, AYE; COON, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 3. GENERAL MEETING

Commissioner Kingsley asked when the commissioners will be reviewing LED rope lighting and new Design Guidelines; she did not want these items to be forgotten. Mr. Hautzinger replied that these items are next on the list for review, as soon as the workload and meeting agenda allows. Commissioner Eckhardt asked if Staff was consulted about the Village's updated digital sign, and why the commissioners were not. Mr. Hautzinger stated that the new sign is intended to comply with the new electronic sign ordinance, and it will be a high resolution, full color display, same size as the existing sign. Currently, there is a temporary sign panel affixed to the face of the old sign until Village Board approval next week for the new sign, which will take approximately 6 weeks to be installed. Commissioner Kingsley asked if the commissioners will see all new electronic signs and Mr. Hautzinger said that they will. Commissioner Kingsley asked if the Park District or Library could put up electronic signs since they are not private businesses, and Mr. Hautzinger replied that the Library and the Park District are required to follow the sign regulations. Commissioner Eckhardt also wanted to revisit discussions about electronic ink signs for schools and churches.

Mr. Hautzinger stated that the next meeting on January 9th has a full agenda, including a project that both Commissioner Kingsley and Chair Fitzgerald will need to recuse themselves, so the other three commissioners will all need to be in attendance in order to have a quorum for that project.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO ADJOURN THE MEETING AT 7:20 P.M. ALL WERE IN FAVOR. THE MOTION CARRIED.



Item: DC#17-156 - Sigwalt Apartments - 45 S. Chestnut Ave. - Multi-Family

Department: Planning & Community Development

REQUESTED ACTION

Approval of the architectural design for a new multi-family apartment building.

RECOMMENDATION

It is recommended that the Design Commission approve the proposed design for Sigwalt Apartments to be located at 45 S. Chestnut Avenue. This recommendation is subject to compliance with 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. It is recommended that additional windows be added to the top floor to break up the amount of wall siding.
2. 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.
3. All signage must meet code, Chapter 30.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Location Map, Plat of Survey, Site Photos	Exhibits
New Exhibits	Exhibits
Exhibits 8-8-17	Exhibits
Exhibits 9-12-17	Exhibits

DC Minutes 8-8-17
DC Minutes 9-12-17
PC Minutes 9-27-17
VB Minutes 10-16-17

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STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Sigwalt Apartments
Project Address: 45 S. Chestnut Avenue
Prepared By: Steve Hautzinger

Date Prepared: December 21, 2017

PETITION INFORMATION:

DC Number: 17-156
Petitioner Name: Michael Porto
Petitioner Address: CA Ventures
130 E. Randolph Street, Suite 2100
Chicago, IL 60601
Original Meeting Date: January 9, 2018

Requested Action(s):

1. Approval of the architectural design for a new multi-family apartment building.

ANALYSIS:

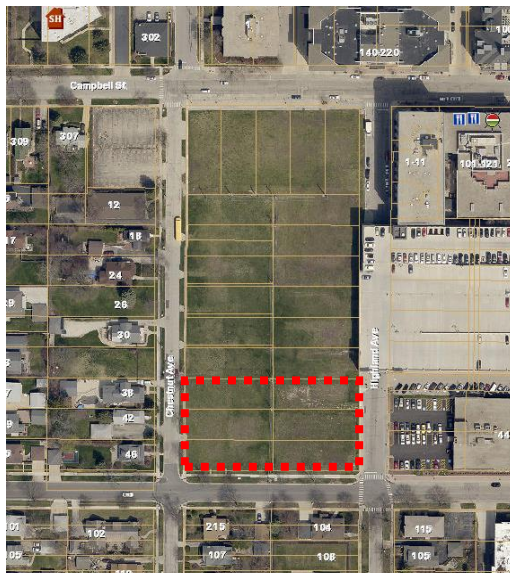
Summary

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."

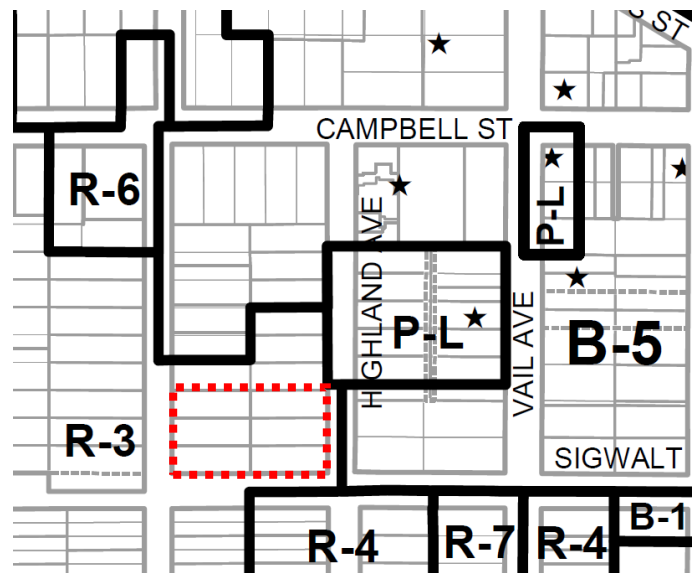
The petitioner is seeking approval of the architectural design for a new five-story apartment building with 80 residential apartment units and 120 indoor parking spaces. Parking will be located in the basement and first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown.

The Downtown Master Plan identifies the southern quarter of this block for 4 to 6 story development. This project requires Plan Commission review and Village Board approval for the following: rezone the property from R-3 One-Family Dwelling District to R-7 Multiple-Family Dwelling District, Planned Unit Development, lot consolidation, and miscellaneous zoning variations.

SITE:



Aerial of Property



Zoning Map of Property

SURROUNDING LAND USES:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
Subject Property	R-3, One-Family Dwelling District (R-7, Multi-Family Dwelling District proposed)	Vacant	High Density Multi-Family
North	R-3, One-Family Dwelling District / B-5, Downtown District	Vacant	Mixed Use
South	R-3, One-Family Dwelling District / R-4, Two Family Dwelling Units	Single Family Residences	Single Family Attached / High Density Multi-Family
East	B-5, Downtown District	AT&T office building	Mixed Use
West	R-3, One-Family Dwelling District	Single Family Residences	Single Family Attached

BACKGROUND:

This project was previously reviewed by the Design Commission on August 8, 2017 and again on September 12, 2017. At that time, the Design Commission recommended approval of the design with the following conditions:

1. **A REQUIREMENT TO ADD AT LEAST ONE FALSE WINDOW ON THE EAST ELEVATION, FIRST FLOOR.**
2. **A REQUIREMENT TO CHANGE THE MORTON SWEETSPIRE SHRUBS AROUND THE ELECTRICAL TRANSFORMER TO EVERGREEN SHRUBS FOR YEAR-ROUND SCREENING.**
3. **A REQUIREMENT TO CHANGE THE CANDYTUFT PERENNIALS ALONG THE FRONT OF THE BRICK GARDEN WALLS TO A DIFFERENT PERENNIAL THAT HAS MORE HEIGHT TO SOFTEN THE WALL.**
4. **A REQUIREMENT THAT THE NORTH WALL BE REVISITED WITH THE SAME UNDULATION AS THE EAST AND WEST WALLS.**
5. **THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'HARMONY AND COMPATIBILITY', SPECIFICALLY REGARDING HEIGHT AND SETBACK.**
6. **THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'CONFORMANCE TO ORDINANCES AND COMPREHENSIVE PLAN'**

Following the Design Commission review, the project was reviewed by the Plan Commission on September 27, 2017. The Plan Commission recommended approval. The project was then reviewed by the Village Board on October 16, 2017. The project was denied primarily due to concerns about parking and zoning variations. On December 4, 2017 the petitioner presented revisions to the project to the Village Board during early review.

PROJECT UPDATE:

At this time, the developer has made changes to the proposed development and has submitted new plans for review. A summary of the changes is as follows:

1. The top floor of the building has been stepped back, and the wall material has been changed from brick to fiber cement horizontal siding. The walls are stepped back ten feet on the east and west sides, and 13.5 feet on the south. The center portion of the building on the south remains setback above the first floor.
2. The brick on the first floor has been changed from a black color to a brownish color, and the black granite at the building entrance has been changed to the brownish brick.
3. The entire building has been shifted approximately 4 feet to the east on the site providing a larger setback to the west.

4. The pergola feature on the second floor recreation deck was moved south, and the parapet wall opened up for a view of the recreation deck from the main entrance landing below.
5. The number of residential units has been reduced from 88 to 80, and the number of interior parking spaces has been increased from 110 to 120.
6. Street parking and loading has been added in front of the building along Sigwalt Street.
7. Per the previous Design Commission approval requirement, partially recessed balconies have been added to the north elevation.
8. Per the previous Design Commission approval requirement, an additional false window has been added to the east elevation, first floor.
9. The landscaping has been revised in accordance with the Design Commission's requirements.

STAFF COMMENTS:

Overall, the proposed changes to the design are positive improvements to reduce the scale and massing.

- The shifted building position on the site and the stepped back top floor reduces the overall mass and scale of the building, which helps to address the Design Commission's previous concerns about "harmony and scale" relative to height and setback.
- The brown brick color on the first floor has a softer appearance than the previous black brick, and the brown brick fits better with the color tones of the adjacent residential neighborhood.
- The new brick main entrance design has a more traditional appearance than the previous black granite entry feature.

The only suggestion to improve the design is to add more windows on the top floor to break up the amount of wall siding and lighten the appearance.

Rooftop Mechanical Unit Screening:

Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens.

Dumpster and Utility Screening:

Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building is fully screened with landscaping.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed design for *Sigwalt Apartments* to be located at 45 S. Chestnut Avenue. This recommendation is subject to compliance with 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:

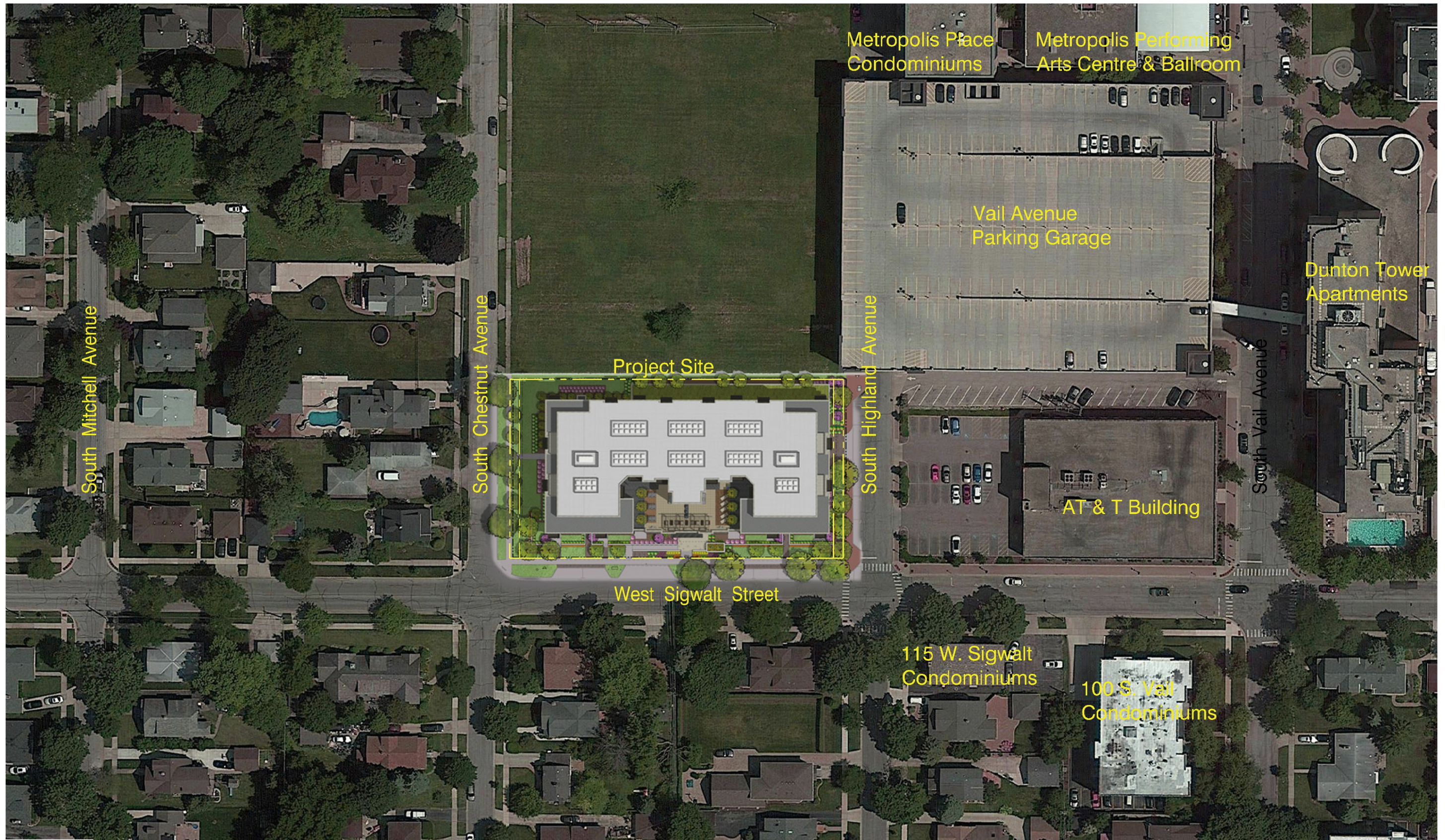
1. It is recommended that additional windows be added to the top floor to break up the amount of wall siding.
2. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed 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.
3. All signage must meet code, Chapter 30.

December 21, 2017

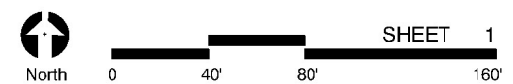
Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 17-156



Sigwalt Apartments
Arlington Heights, IL

Location Map

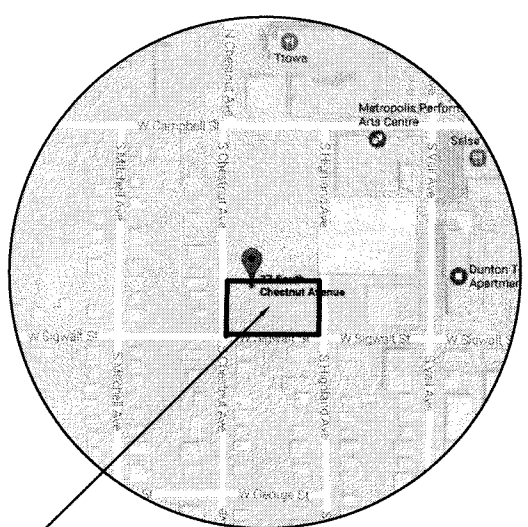


43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017



December 11, 2017 ARCHITECTS + PLANNERS, INC.

VICINITY MAP



SURVEY SITE

PROFESSIONALS ASSOCIATED SURVEY, INC.

PROFESSIONAL DESIGN FIRM NO: 184-003023
7100 N. TRIPP AVE., LINCOLNWOOD, ILLINOIS 60712
TEL.: (847) 675-3000, FAX: (847) 675-2167
E-mail: pa@professionalsassociated.com
www.professionalsassociated.com

ALTA/NSPS LAND TITLE SURVEY
OF

LEGAL DESCRIPTION AS PER TITLE POLICY:

LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

METES AND BOUNDS LEGAL DESCRIPTION:

THAT PART OF LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 15; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOTS 15, 16 AND 17, BEING ALSO THE EAST RIGHT-OF-WAY LINE OF SOUTH CHESTNUT AVENUE, A DISTANCE OF 150.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 17; THENCE NORTH 89 DEGREES 56 MINUTES 43 SECONDS EAST ALONG THE NORTH LINE OF SAID LOTS 12 AND 17, A DISTANCE OF 279.93 FEET TO THE NORTHEAST CORNER OF SAID LOT 12; THENCE SOUTH 00 DEGREES 00 MINUTES 35 SECONDS WEST ALONG THE EAST LINE OF SAID LOTS 12, 13 AND 14, BEING ALSO THE WEST RIGHT-OF-WAY LINE OF SOUTH HIGHLAND AVENUE, A DISTANCE OF 150.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 14; THENCE SOUTH 89 DEGREES 56 MINUTES 43 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOTS 14 AND 15, BEING ALSO THE NORTH RIGHT-OF-WAY LINE OF WEST SIGWALT STREET, A DISTANCE OF 279.90 FEET TO THE POINT OF BEGINNING, ALL IN SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

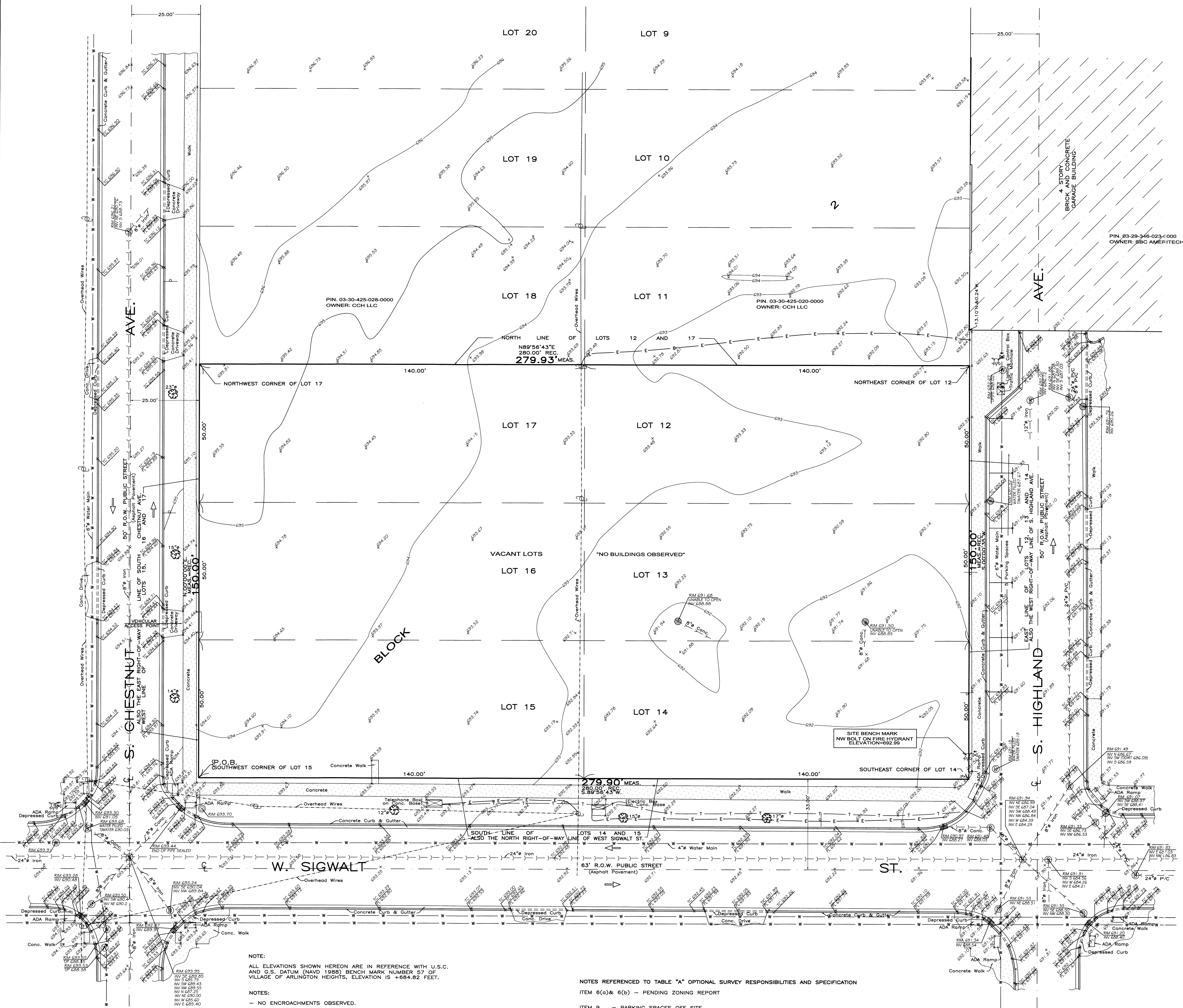
LAND TOTAL AREA: 41,987 SQ. FT. = 0.964 ACRE.

COMMONLY KNOWN AS: 37-45 SOUTH CHESTNUT AVENUE, ARLINGTON HEIGHTS, ILLINOIS AND
36-40 SOUTH HIGHLAND AVENUE, ARLINGTON HEIGHTS, ILLINOIS

NORTH
GRAPHIC SCALE

15 0 15 30
(IN FEET)
1 inch = 15 Ft.

PERMANENT INDEX NUMBERS: 03-30-425-012-0000
03-30-425-013-0000
03-30-425-014-0000
03-30-425-021-0000
03-30-425-022-0000
03-30-425-023-0000



NOTE:

ALL ELEVATIONS SHOWN HEREON ARE IN REFERENCE WITH U.S.C. AND G.S. DATUM (NAVD 1988) BENCH MARK NUMBER 57 OF VILLAGE OF ARLINGTON HEIGHTS, ELEVATION IS +894.82 FEET.

NOTES:

- NO ENCROACHMENTS OBSERVED.
- BY OBSERVATION THERE IS DIRECT PEDESTRIAN ACCESS FROM SUBJECT PROPERTY TO PUBLIC RIGHT-OF-WAY STREETS, SOUTH CHESTNUT AVENUE, SOUTH HIGHLAND AVENUE AND WEST SIGWALT STREET.
- BY OBSERVATION THERE IS DIRECT VEHICULAR ACCESS TO SOUTH CHESTNUT AVENUE BY WAY OF THE CONCRETE DRIVEWAY AND DEPRESSIONED CURB.
- UNINTERRUPTED BARRIER CURBING RESTRICTS ACCESS TO SOUTH HIGHLAND AVENUE AND WEST SIGWALT STREET.
- LOCATION OF UTILITIES SHOWN HEREON ARE TAKEN FROM OBSERVED EVIDENCE VISIBLE ON THE SITE, MARKINGS BY UTILITY COMPANIES AND FROM VARIOUS UTILITY COMPANY RECORDS. INFORMATION TAKEN FROM RECORDS IS DEEMED APPROXIMATE. FOR MORE ACCURATE LOCATIONS FIELD EXCAVATE OR CONTACT RESPECTIVE UTILITY COMPANY.
- THERE IS VISIBLE EVIDENCE (OVERHEAD ELECTRICAL WIRES AND SUPPORTING POLES ACROSS THE SUBJECT PROPERTY RUNNING NORTH FROM SIGWALT STREET) OF A UTILITY EASEMENT. NO DOCUMENTATION FOR AN EASEMENT WAS PROVIDED TO THE SURVEYOR.
- NO VISIBLE EVIDENCE OF UNDERGROUND UTILITY LINES CROSSING THE SUBJECT PROPERTY WAS OBSERVED IN THE COURSE OF THE SURVEY. LOCATION OF UNDERGROUND UTILITIES (IF ANY) WILL BE PLOTTED IF THEY ARE MARKED IN THE FIELD BY THE RESPECTIVE UTILITY AND/OR MUNICIPAL ENTITIES AND SUBSEQUENTLY A REVISION TO THIS PLAT OF SURVEY WILL BE ISSUED.

LEGEND:

- = SEWER MANHOLE
- ⊙ = STORM MANHOLE
- ⊕ = CATCH BASIN
- ⊖ = INLET
- ⊗ = MANHOLE
- ⊕ = WATER MANHOLE
- ⊗ = FIRE HYDRANT
- ⊕ = WATER VALVE
- ⊗ = POWER POLE
- ⊕ = TRAFFIC SIGN
- ⊗ = TREE
- ⊕ = SPOT ELEVATION
- ⊗ = CONTOUR LINE
- TC = TOP OF CURB ELEVATION
- FL = FLOW LINE ELEVATION
- = SEWER LINE
- = STORM LINE
- = WATER LINE
- = ELECTRIC LINE
- = TELEPHONE LINE

NOTES REFERENCED TO TABLE "A" OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATION

- ITEM 6(a)& 6(b) - PENDING ZONING REPORT
- ITEM 9 - PARKING SPACES OFF SITE REGULAR.
- ITEM 16 - BY OUR OBSERVATION THERE ARE NO VISIBLE SIGNS OF ANY CURRENT BUILDING CONSTRUCTION OR EARTH MOVEMENT ON THIS PROPERTY.
- ITEM 17 - BY OUR OBSERVATION AND INFORMATION THERE ARE NO RECENT STREET RIGHT OF WAY CHANGES OR ANY SIDEWALK REPAIRS OR CONSTRUCTION.
- ITEM 18 - NO INFORMATION SHOWING WETLANDS DELINEATION MARKERS COMPLETED BY QUALIFIED PERSONNEL. WAS PROVIDED BY CLIENT FOR THE SUBJECT PROPERTY.
- ITEM 19 - THERE ARE NO RECORD DOCUMENTS PROVIDED TO THE SURVEYOR OF ANY OFFSITE EASEMENTS OR SERVITUDES BENEFITING PROPERTY.
- ITEM 20 - PROFESSIONAL LIABILITY INSURANCE POLICY HAS BEEN OBTAINED BY THE SURVEYOR IN THE AMOUNT OF \$2,000,000.00

FLOOD CERTIFICATE:

ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP OF VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS DATED AUGUST 19, 2008, THIS PROPERTY IS IN A MINIMUM FLOODING AREA AND IS DESIGNATED AS ZONE "X" COMMUNITY PANEL NUMBER 170055.0203 J (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD)

NO FIELD SURVEYING WAS PERFORMED BY UNDERSIGNED SURVEYOR TO DETERMINE THIS ZONE.

TO CLARK STREET HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY
- FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 6(b), 8, 9, 11, 13, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 13, 2017.

DATE OF PLAT

IL PROF LAND SURVEYOR NUMBER 35-2281
MY LICENSE EXPIRES NOVEMBER 30, 2018.
Drawn By: ZZ

REVISED: APRIL 18, 2017.
(ADDED METES AND BOUNDS LEGAL DESCRIPTION)

REVISED: APRIL 11, 2017.
(ADDED NOTES)

BASIS:
FIRST AMERICAN TITLE INSURANCE COMPANY,
ORDER NO. NCS-828605-CH12,
EFFECTIVE DATE: DECEMBER 9, 2016.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

ORDER NO.: 17-91627

SCALE: 1 INCH = 15 FEET.

DATE OF FIELD WORK: February 13, 2017.

ORDERED BY: POLSINELLI
Attorneys at Law



View 2



View 1



View 9



View 3



View 8



View 4



View 7



View 5



View 6



Sigwalt Apartments
Arlington Heights, IL

Context Site Plan



0 40' 80' 160'

SHEET 2

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017



June 29, 2017 ARCHITECTS + PLANNERS, INC.

South Chestnut Ave

Hydrant
Utilities

South Highland Ave

8.0' ROW Dedication

Project Data

	Provided	R-7 Required
Site		
Site Area (Gross, prior to Dedication)	± 41,987 sf	
Site Area (Net, after Dedication)	± 39,587 sf	± 61,500 sf (Per Unit Count)
Lot Size (Gross, prior to Dedication)	± 150' x ± 280'	
Lot Size (Net, after Dedication)	± 150' x ± 264'	
East (front) Setback	± 6.7'	47'
West (front) Setback	± 20'	47'
North (side) Setback	± 5'	37'
South (exterior side) Setback	± 20'	20'
Residential Site Data		
Dwelling Units	80	
Building Footprint	± 28,605 sf	
Gross Building Area	± 140,955 sf	
Building Area (Not Including Parking)	± 95,220 sf	
% Building Lot Coverage (Building Footprint / Net Site Area)	± 72%	45%
Impervious Surface Coverage (Building and Pavement)	± 28,500 sf	
% Impervious Surface Coverage	± 73%	50%
Floor Area Ratio (FAR) (Building Area / Net Site Area)	± 2.42	2.00
One Bedroom Min. SF	650 sf	650 sf
Two Bedroom Min. SF	950 sf	750 sf
Parking	120	120
Stalls/Unit	1.50	1.50

8.0' ROW Dedication

New Hydrant

Exist. Utilities

Exist. Utilities
Bollard, Typ.

35.0' Loading Layby

West Sigwalt Street

Exist. Utilities

Exist. Tree

Pervious Pavers, Typ.

New Tree &
Tree Grate

North

0 10' 20' 40'

SHEET 3

Sigwalt Apartments
Arlington Heights, IL

Site Plan

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017
December 11, 2017
HKM
ARCHITECTS + PLANNERS, INC.



Sigwalt Apartments
Arlington Heights, IL

South West Sigwalt

SHEET 5a

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Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

SHEET 5b

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December 11, 2017



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Sigwalt Apartments
Arlington Heights, IL

Entry

SHEET 5c

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December 11, 2017



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Sigwalt Apartments
Arlington Heights, IL

South Context Elevation

SHEET 9a
0 20' 40' 80'

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East Context Elevation



Sigwalt Apartments
Arlington Heights, IL

SHEET 9b
0 20' 40' 80'

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South Elevation



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Arlington Heights, IL

SHEET 6
0 10' 20' 40'

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North Elevation



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Arlington Heights, IL

SHEET 8
0 10' 20' 40'

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East Elevation



Sigwalt Apartments
Arlington Heights, IL

SHEET 7
0 10' 20' 40'

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West Elevation



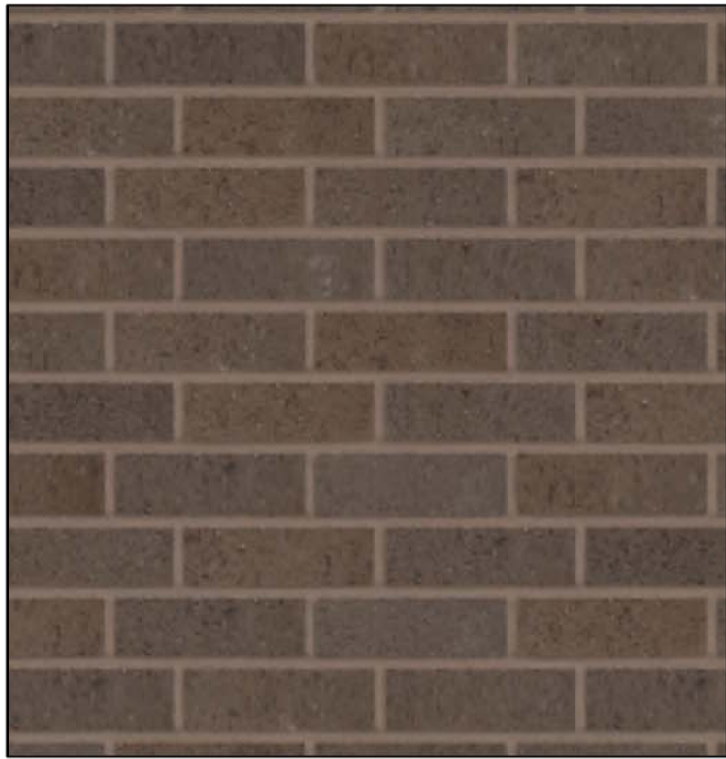
Sigwalt Apartments
Arlington Heights, IL

SHEET 9
0 10' 20' 40'

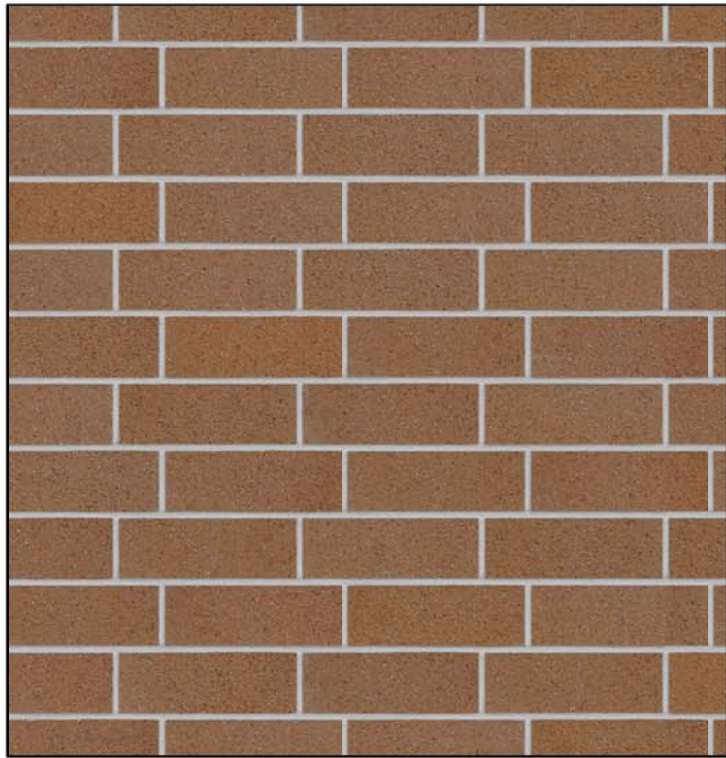
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Utility Size Face Brick A



Utility Size Face Brick B

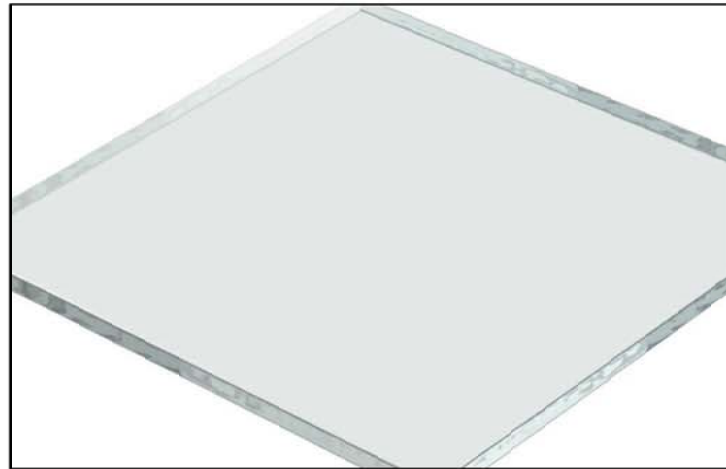


Fiber Cement Lap Siding

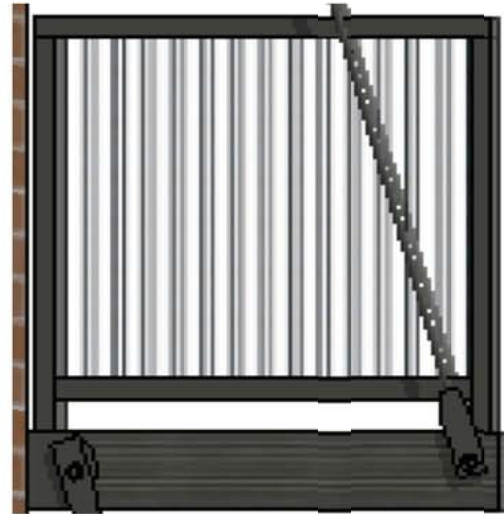


Building Materials





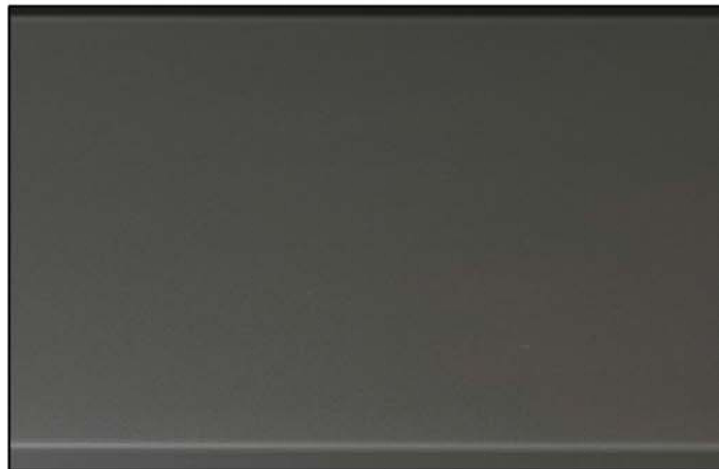
Low E coated Glass



Square Metal Picket Balcony Rail



Cast Stone Headers & Banding



Pre-Finished Metal Balcony



Building Materials

SHEET 11a

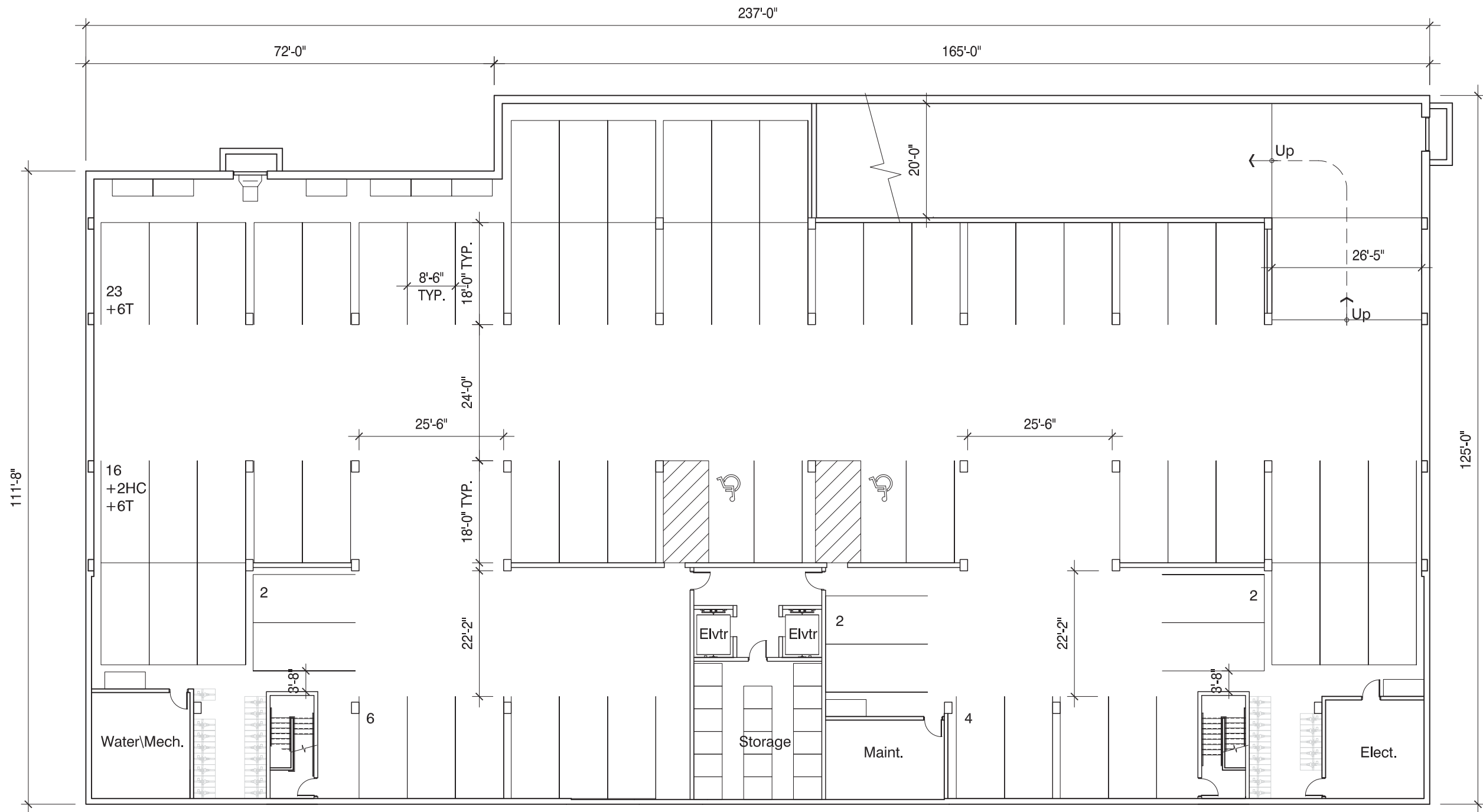


Sigwalt Apartments
Arlington Heights, IL

43 South Vail Avenue
Arlington Heights, Illinois 60005
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Sigwalt Apartments
Arlington Heights, IL

Basement Plan



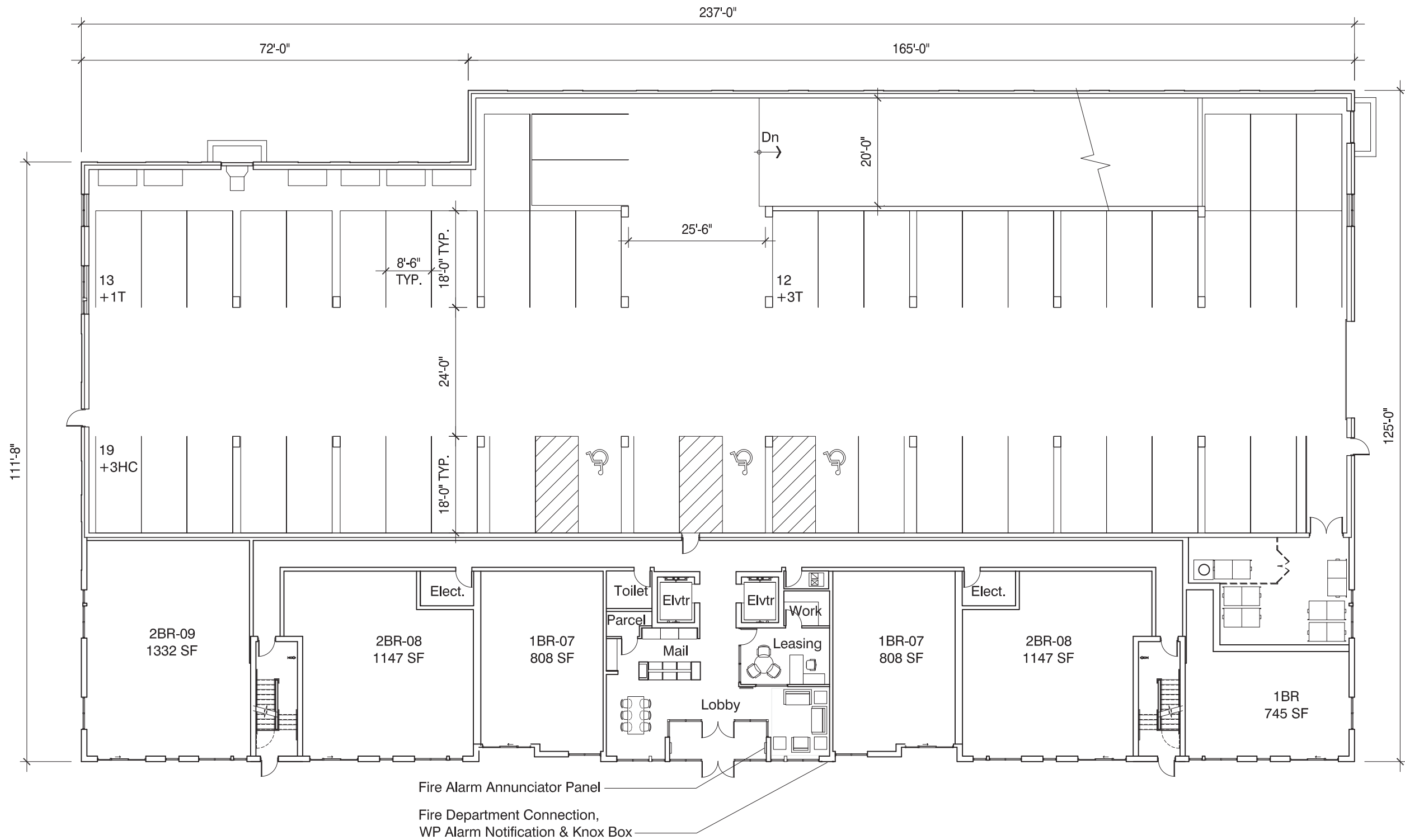
0 10' 20' 40'

SHEET 12

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First Floor Plan



Sigwalt Apartments
Arlington Heights, IL



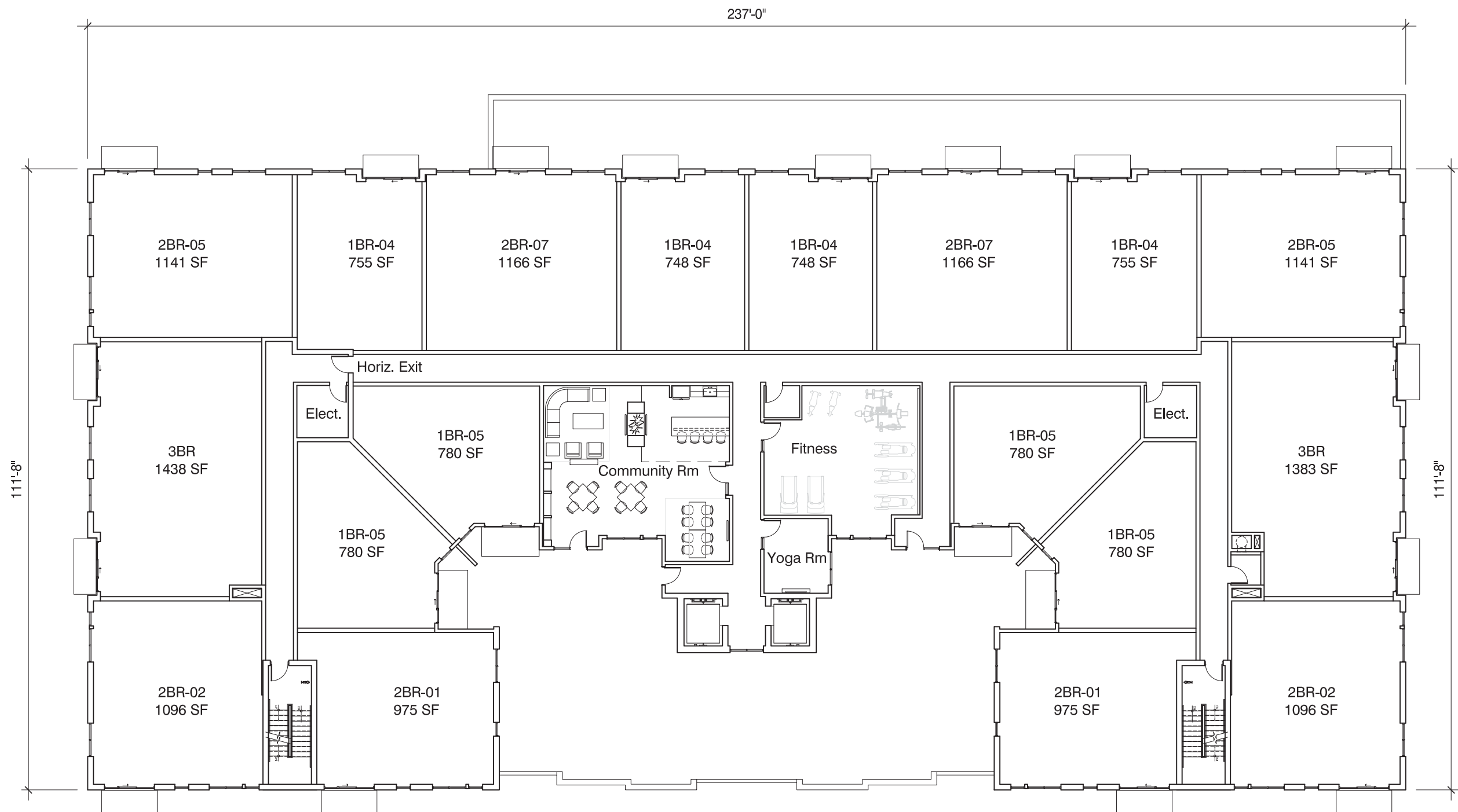
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SHEET 13

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Sigwalt Apartments
Arlington Heights, IL

Second Floor Plan



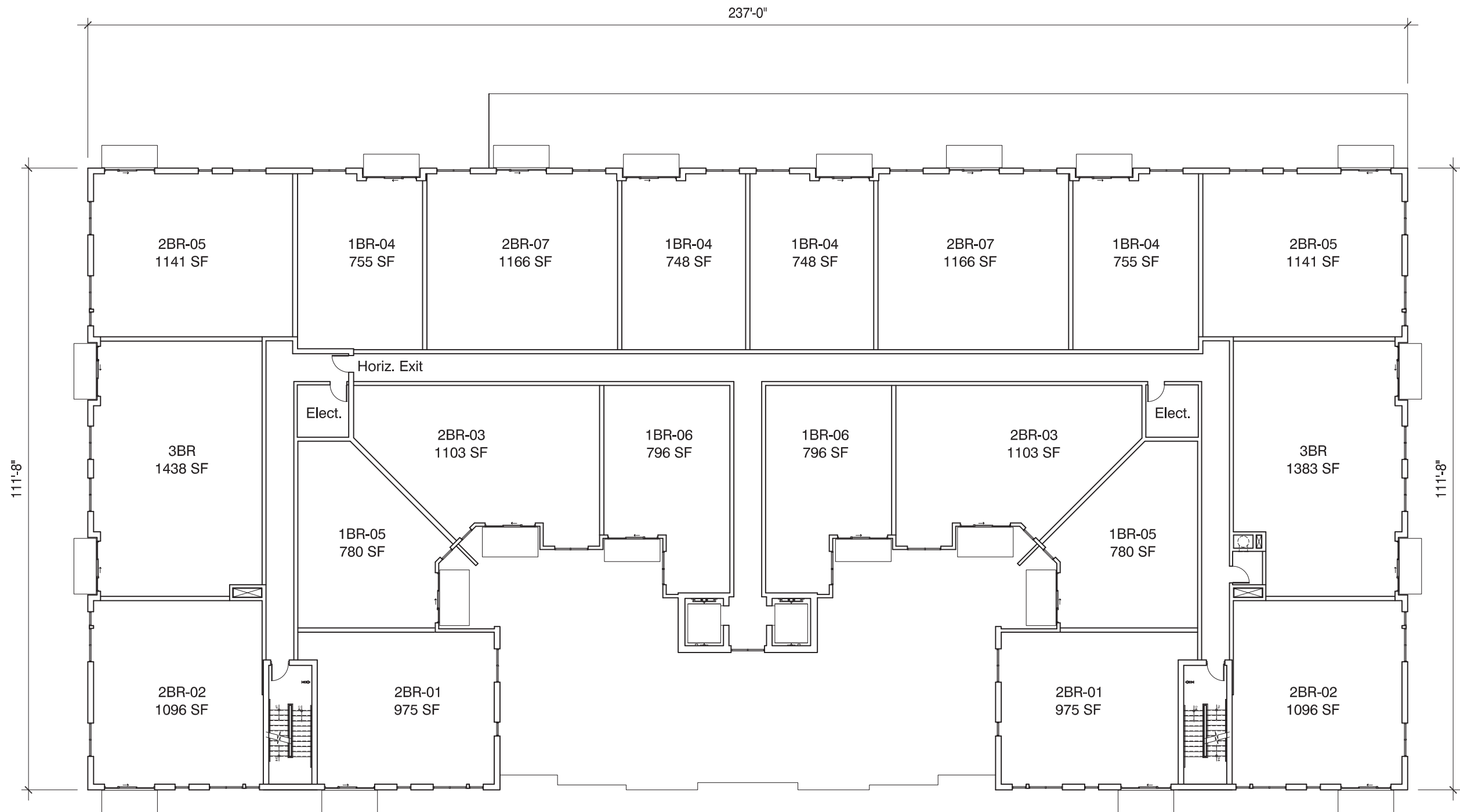
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SHEET 14

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Sigwalt Apartments
Arlington Heights, IL

Third Floor Plan



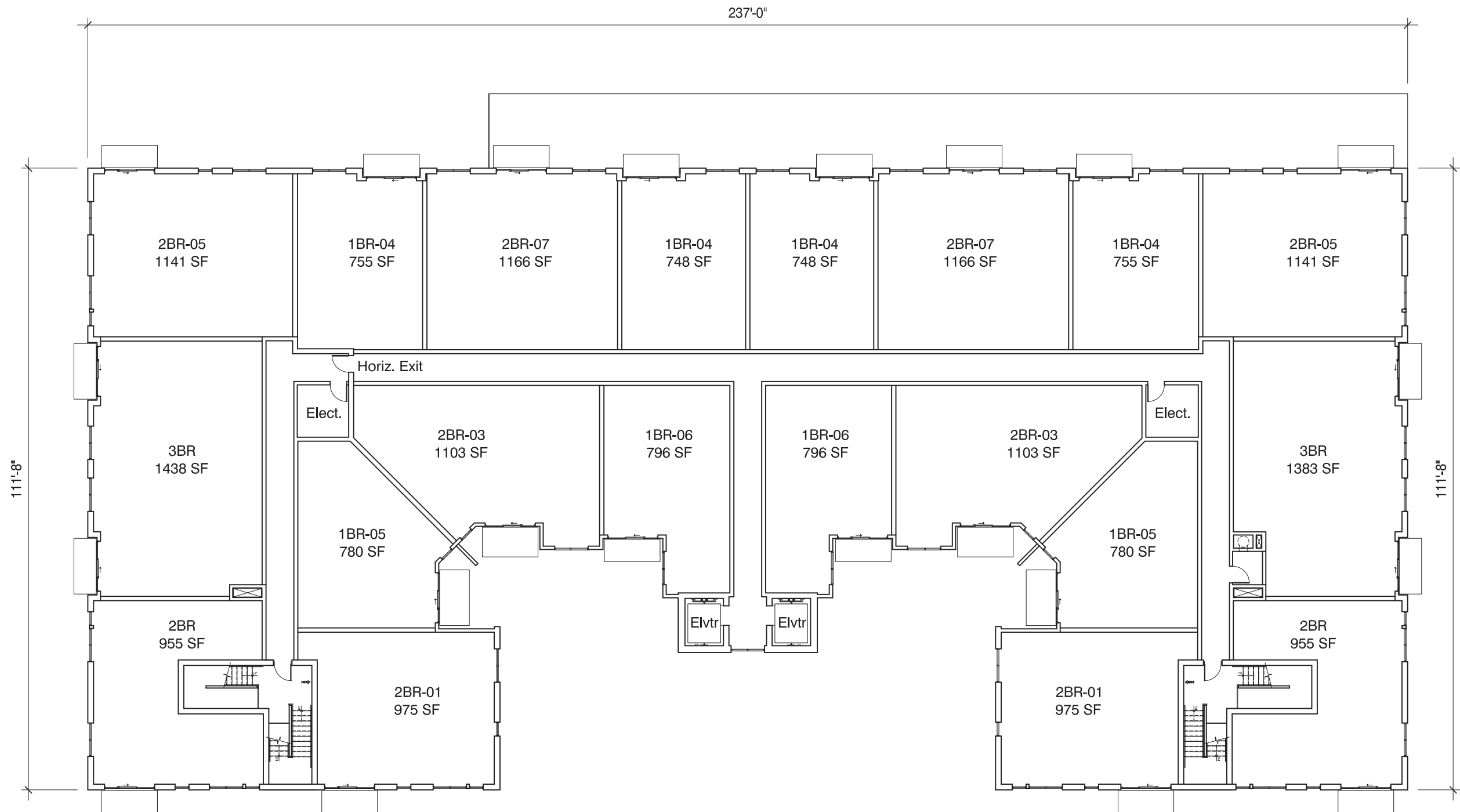
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SHEET 15

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Sigwalt Apartments
Arlington Heights, IL

Fourth Floor Plan



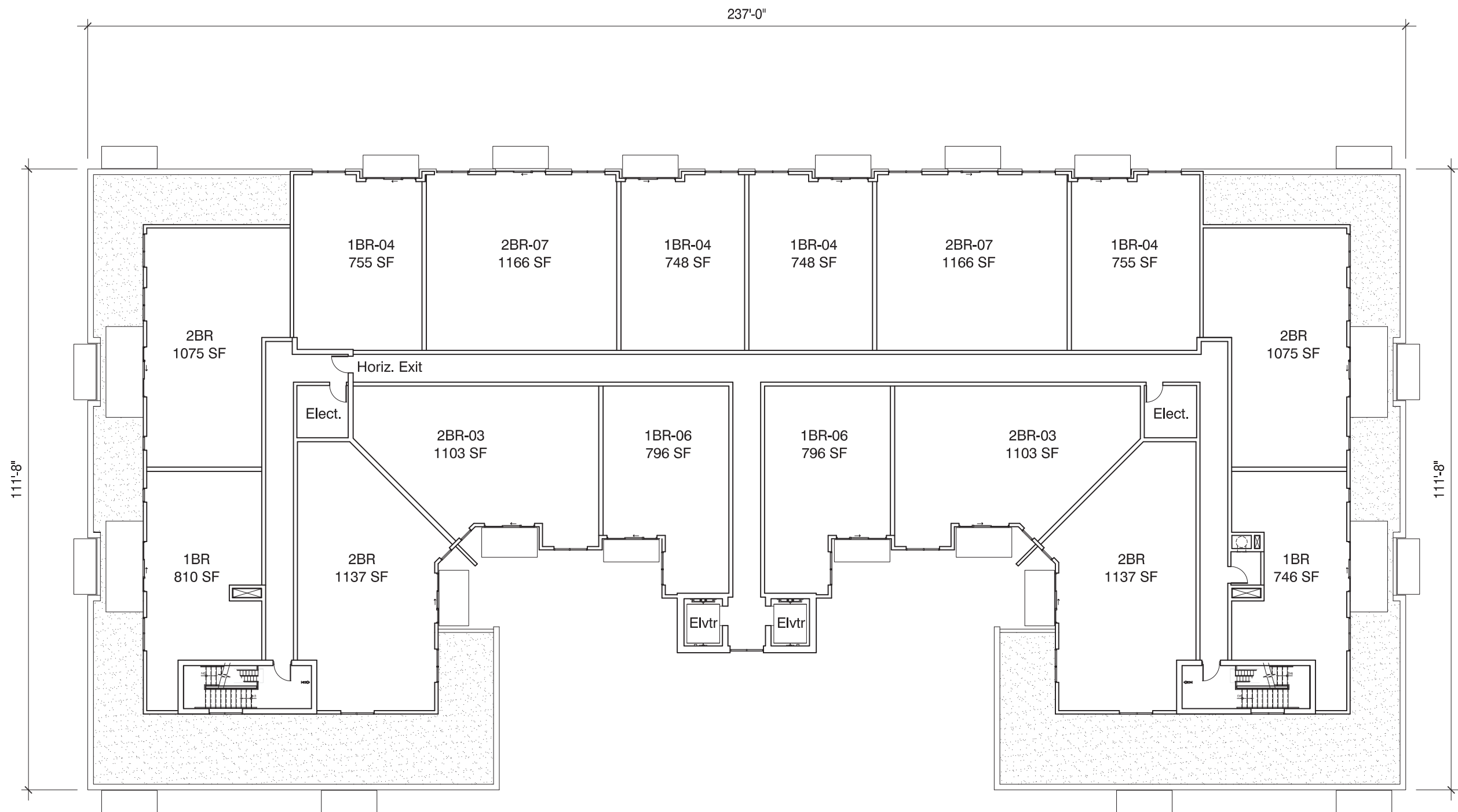
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SHEET 15a



Sigwalt Apartments
Arlington Heights, IL

Fifth Floor Plan



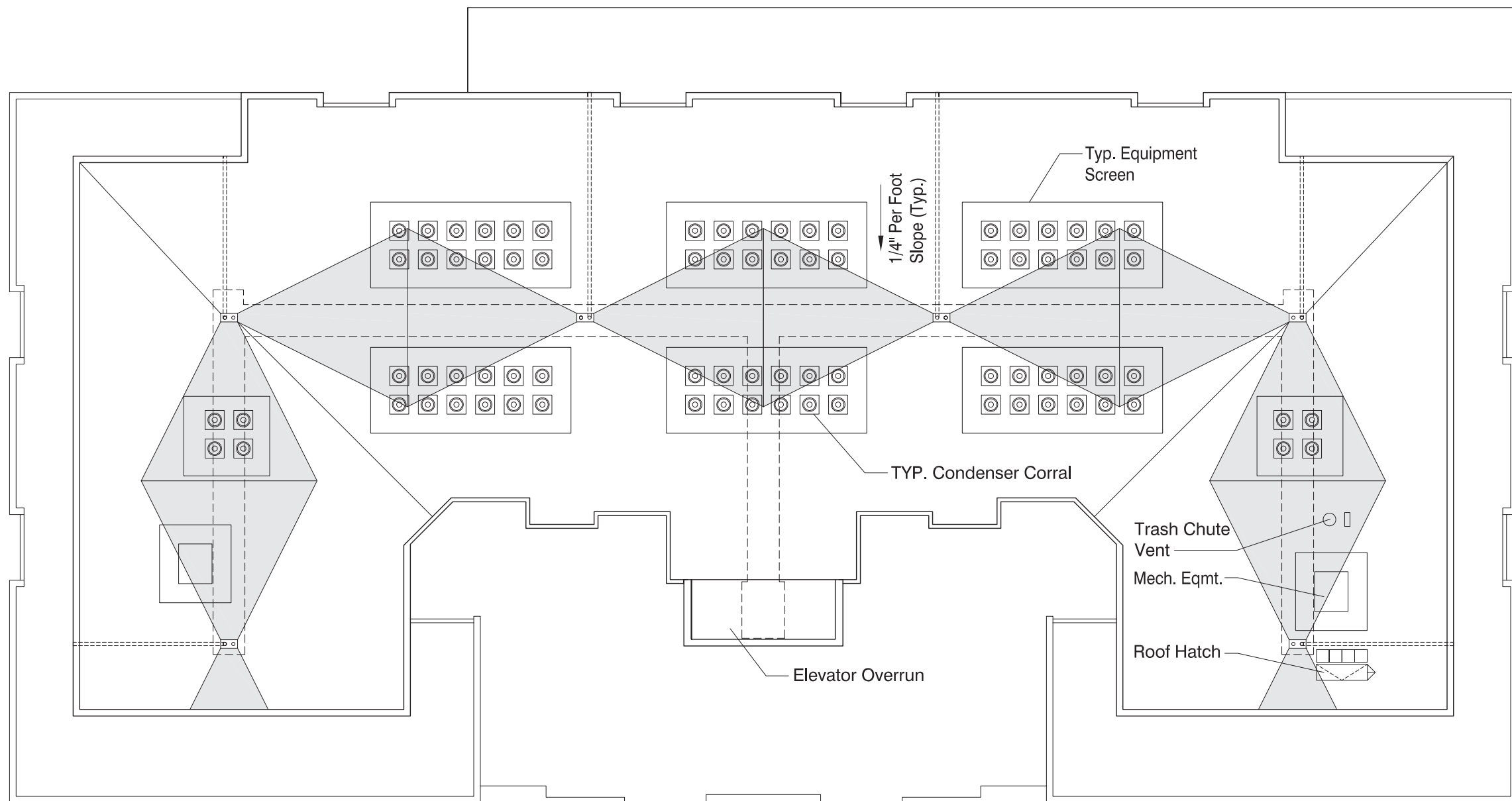
0 10' 20' 40'

SHEET 15b

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Roof Plan



Sigwalt Apartments
Arlington Heights, IL



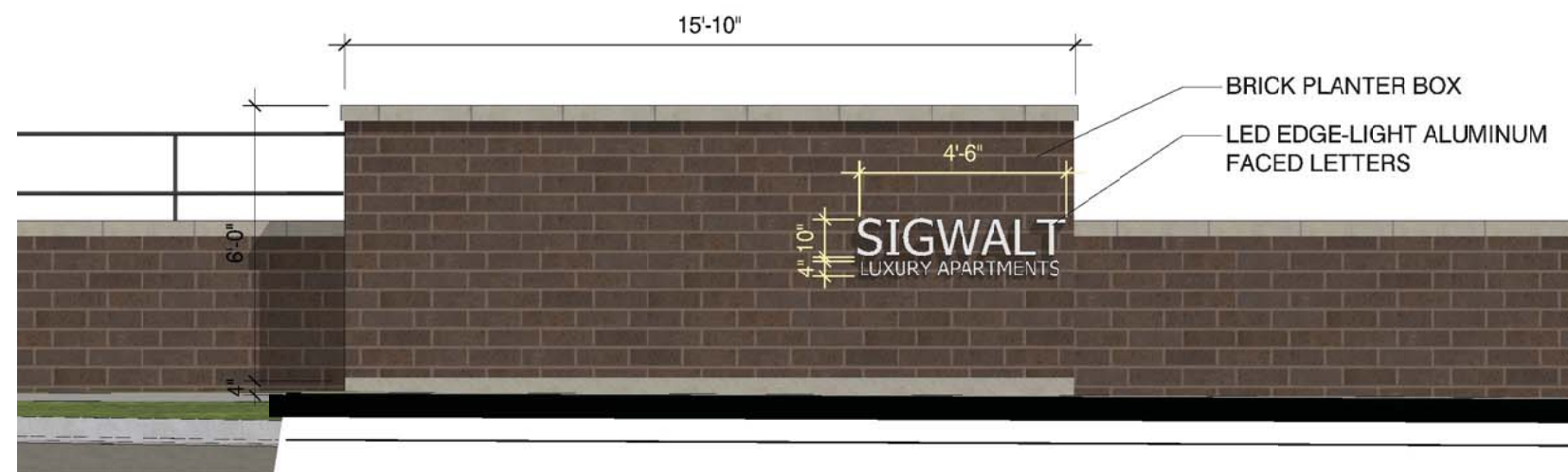
0 10' 20' 40'

SHEET 16

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Project Sign



Sigwalt Apartments
Arlington Heights, IL

MATERIAL LIST

1. Petitioner Name: CA Ventures "Clark Street Holdings, LLC"
2. Date: 12-18-2017
3. Project: Sigwalt Apartments

Multi-Family Residential

Brick A: Utility Size Face Brick from Interstate Brick "Walnut-matte finish" (or similar)

Brick B: Utility Size Face Brick from Interstate Brick "Golden Buff-matte finish" (or similar)

Fiber Cement Lap Siding: Hardie Lap Siding Smooth, 7in Exposure, "Iron Gray" (or similar)

Storefront: "To Match Fiber Cement Siding" Aluminum

An affordable solution for equipment screening is finally here...

Envivor equipment screens now offer architects the flexibility to create affordable, elegant, **customized screening solutions** that integrate with their building design, all with **no rooftop penetration**.

Our patented equipment screens also provide a viable solution for **municipal screening code requirements** on everything from HVAC units to



52" Louver Panels

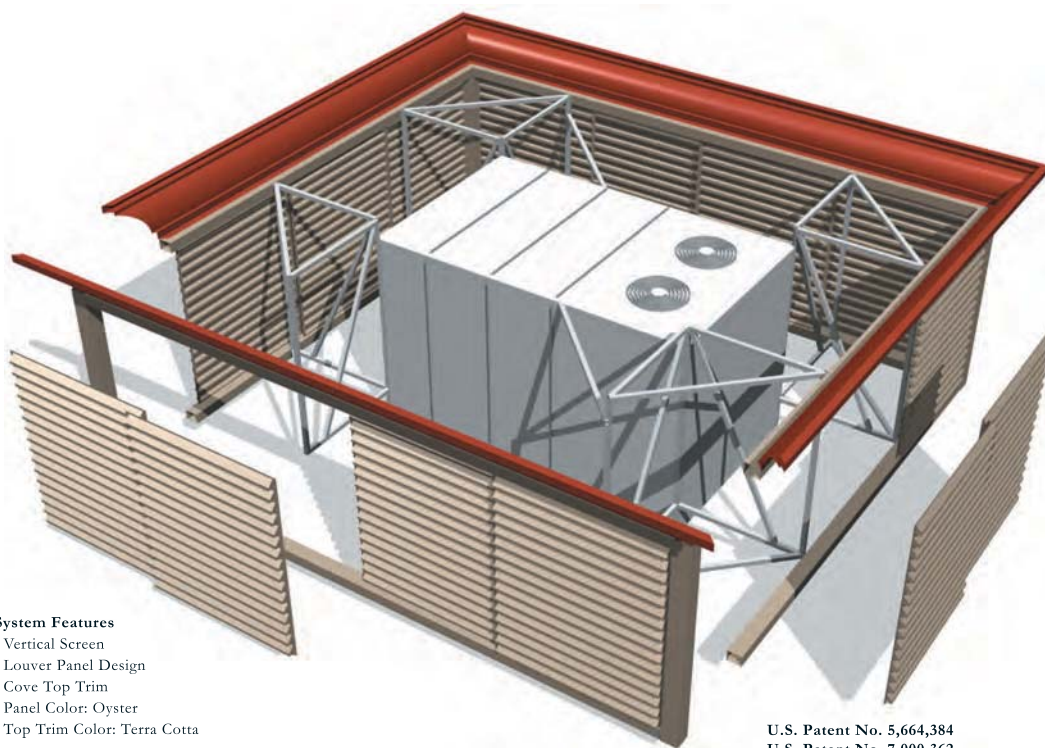


The Ohio State University Foundation - Columbus, Ohio

chillers, air handlers, power exhausts, roof stacks, communication equipment, dumpsters - you name it!

Customizing a screen to fit your needs is easy...

Simply choose between canted or vertical, decide on a panel design, select a top trim (optional), and pick a color. It's that simple! **We can customize any feature** to your particular design requirements, including custom panel designs, custom colors, and custom top trim designs. If you don't see what you need, tell us what you want. We'll build it for you.



System Features

- Vertical Screen
- Louver Panel Design
- Cove Top Trim
- Panel Color: Oyster
- Top Trim Color: Terra Cotta

U.S. Patent No. 5,664,384
U.S. Patent No. 7,000,362
U.S. Patent No. 7,707,798

Step 1: Choose a Canted or Vertical System



Enviro screens are the perfect alternative to parapet walls and they satisfy even the strictest screening code requirements. Both styles feature our patented attachment method, which secure our screens directly to the equipment with no rooftop penetration. Screen heights are available to screen virtually anything you desire.

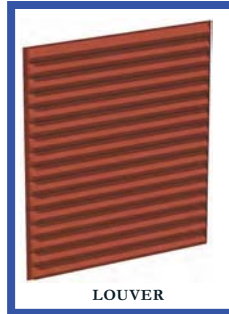
Step 2: Decide on a Panel Design



WIDE RIB



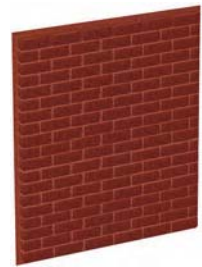
BATTEN



LOUVER



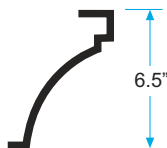
PAN



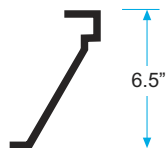
BRICK

Panels are available in **5 standard styles** allowing you to control the project without sacrificing the essential elements of the building design. The panels are constructed of thermoformed high impact ABS with a **co-extruded UV protective layer** on both sides. The panels are held firmly in place using a rust-free, double tracked aluminum rail system. This enables the panels to slide side-to-side for easy access to the unit during servicing and maintenance. Don't see a panel that fits your project? Tell us and we'll make one that you design.

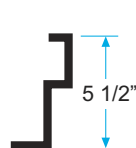
Step 3: Select a Top Trim (optional)



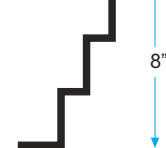
COVE



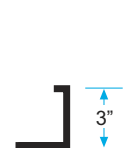
ALAMO



STEP 1



STEP 2



FLAT

Decorative top trim options offer the flexibility to further customize the elegant appearance of the screens by **picking up on your building design elements** and incorporating those details into the screen itself. Although optional, they offer one more way to make screens part of the design, not part of the problem. We can manufacture any size and shape top trim you create.

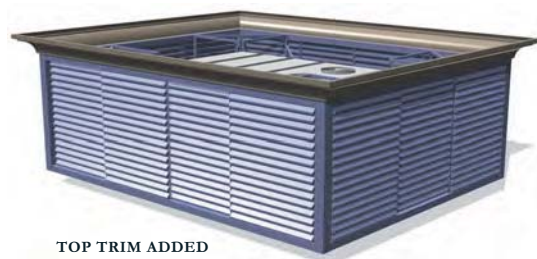
Step 4: Pick a Designer Color



Our designer colors complement most architectural applications, but don't let standard colors limit your creativity. We have the ability to **match to any cross-referenced color specification**. Send us samples to match. We've even matched a color to a rock! *Colors shown are only approximate. Please call for actual samples.*

Color to Match Siding

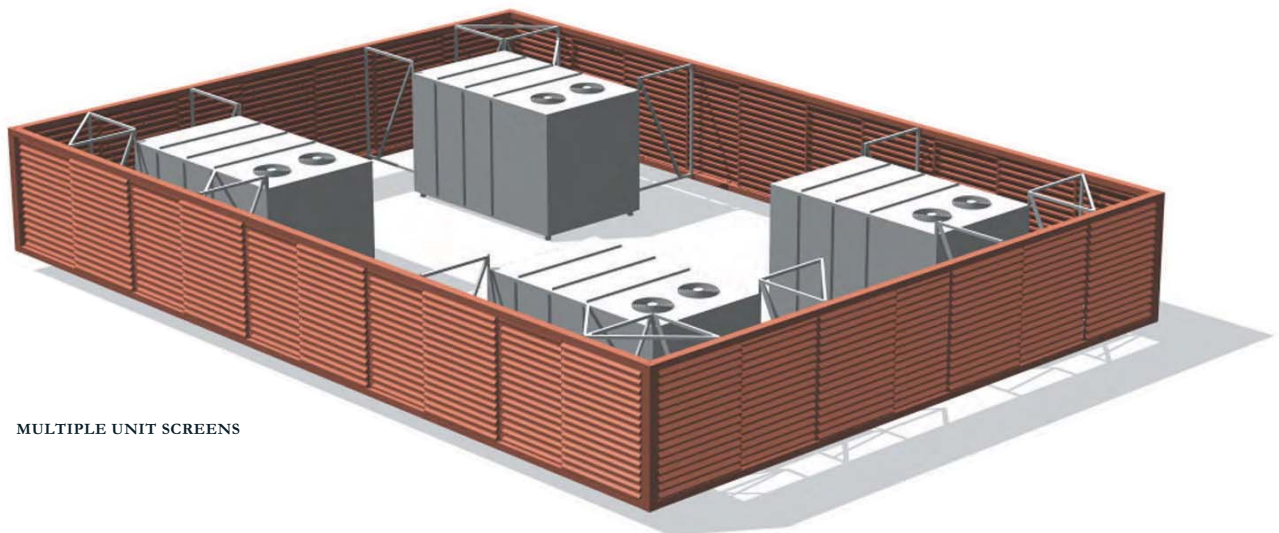
Step 5: Custom Designed Solutions



TOP TRIM ADDED



CUSTOM PANELS



MULTIPLE UNIT SCREENS

Envisor equipment screens can be manufactured in a limitless combination of shapes and configurations to help reduce cost, add to the aesthetics of a building, or both. Let us design one for you! Just tell us the equipment manufacturer, the model numbers, and the special requirements you might have. Call for a complete design kit today or visit our website at www.cityscapesinc.com.

South Chestnut Ave

West Sigwalt Street

South Highland Ave



Sigwalt Apartments
Arlington Heights, IL

Site Plan



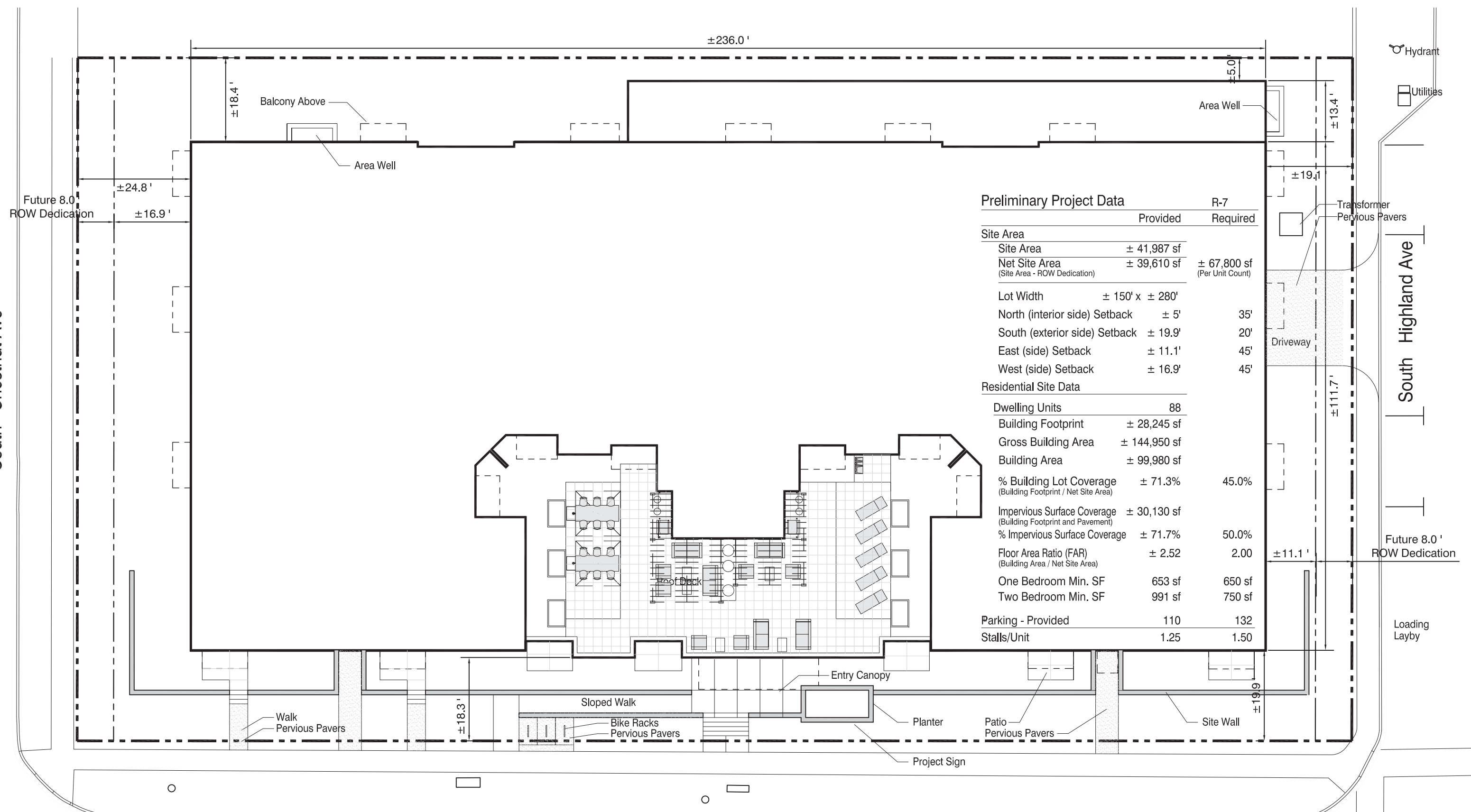
0 10' 20' 40'

SHEET 3

43 South Vail Avenue
Arlington Heights, Illinois 60005
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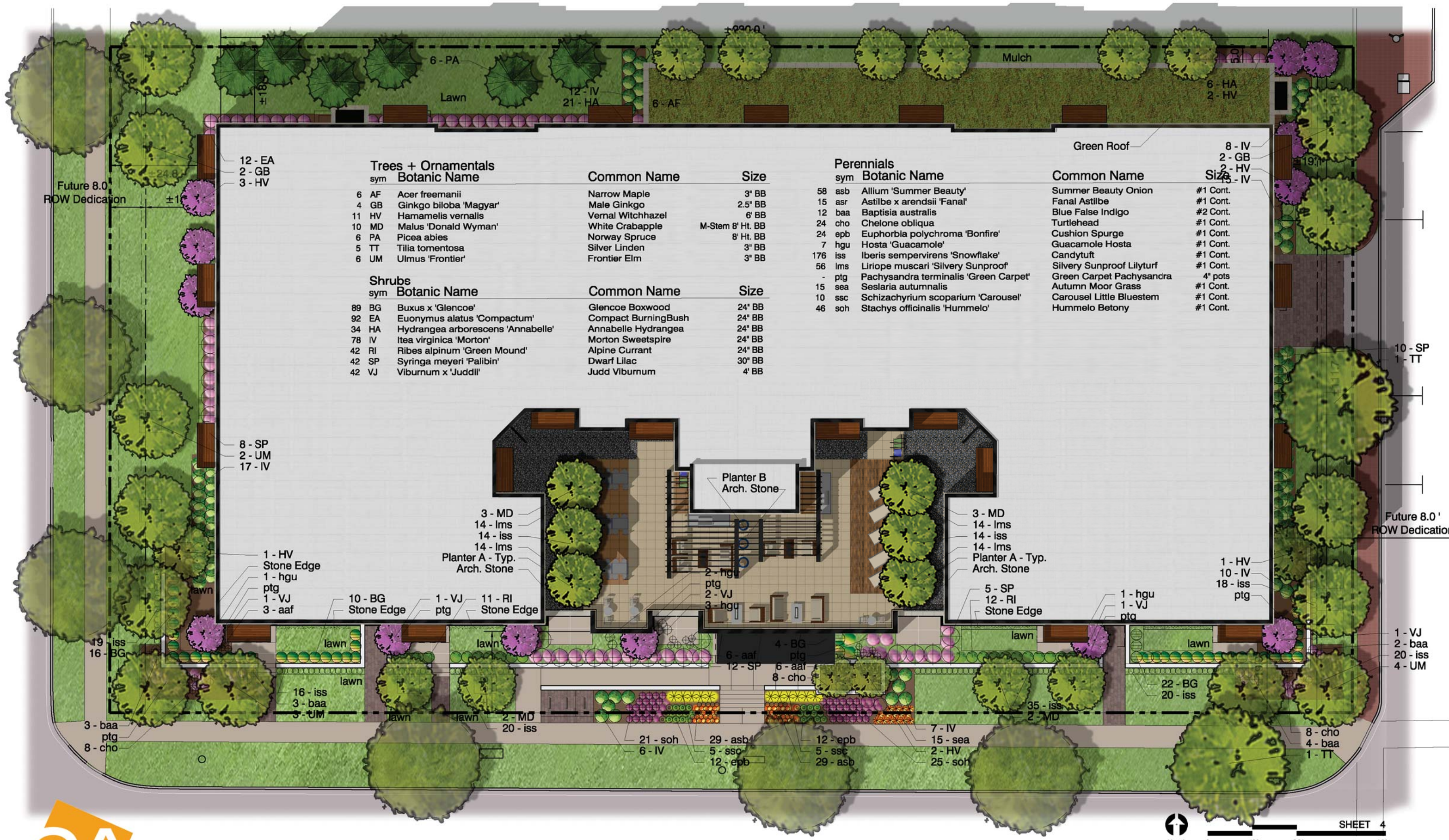


June 29, 2017 ARCHITECTS + PLANNERS, INC.



Preliminary Project Data

	Provided	R-7 Required
Site Area		
Site Area	± 41,987 sf	
Net Site Area (Site Area - ROW Dedication)	± 39,610 sf	± 67,800 sf (Per Unit Count)
Lot Width		
North (interior side) Setback	± 5'	35'
South (exterior side) Setback	± 19.9'	20'
East (side) Setback	± 11.1'	45'
West (side) Setback	± 16.9'	45'
Residential Site Data		
Dwelling Units	88	
Building Footprint	± 28,245 sf	
Gross Building Area	± 144,950 sf	
Building Area	± 99,980 sf	
% Building Lot Coverage (Building Footprint / Net Site Area)	± 71.3%	45.0%
Impervious Surface Coverage (Building Footprint and Pavement)	± 30,130 sf	
% Impervious Surface Coverage	± 71.7%	50.0%
Floor Area Ratio (FAR) (Building Area / Net Site Area)	± 2.52	2.00
One Bedroom Min. SF	653 sf	650 sf
Two Bedroom Min. SF	991 sf	750 sf
Parking - Provided	110	132
Stalls/Unit	1.25	1.50



Trees + Ornamentals				
sym	Botanic Name	Common Name	Size	
6 AF	Acer freemanii	Narrow Maple	3" BB	
4 GB	Ginkgo biloba 'Magyar'	Male Ginkgo	2.5" BB	
11 HV	Hamamelis vernalis	Vernal Witchhazel	6" BB	
10 MD	Malus 'Donald Wyman'	White Crabapple	M-Stem 8' Ht. BB	
6 PA	Picea abies	Norway Spruce	8' Ht. BB	
5 TT	Tilia tomentosa	Silver Linden	3" BB	
6 UM	Ulmus 'Frontier'	Frontier Elm	3" BB	
Shrubs				
sym	Botanic Name	Common Name	Size	
89 BG	Buxus x 'Glencoe'	Glencoe Boxwood	24" BB	
92 EA	Euonymus alatus 'Compactum'	Compact BurningBush	24" BB	
34 HA	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	24" BB	
78 IV	Itea virginica 'Morton'	Morton Sweetspire	24" BB	
42 RI	Ribes alpinum 'Green Mound'	Alpine Currant	24" BB	
42 SP	Syringa meyeri 'Palibin'	Dwarf Lilac	30" BB	
42 VJ	Viburnum x 'Juddii'	Judd Viburnum	4" BB	

Perennials				
sym	Botanic Name	Common Name	Size	
58 asb	Allium 'Summer Beauty'	Summer Beauty Onion	#1 Cont.	
15 asr	Astilbe x arendsii 'Fanal'	Fanal Astilbe	#1 Cont.	
12 baa	Baptisia australis	Blue False Indigo	#2 Cont.	
24 cho	Chelone obliqua	Turtlehead	#1 Cont.	
24 epb	Euphorbia polychroma 'Bonfire'	Cushion Spurge	#1 Cont.	
7 hgu	Hosta 'Guacamole'	Guacamole Hosta	#1 Cont.	
176 iss	Iberis sempervirens 'Snowflake'	Candytuft	#1 Cont.	
56 lms	Liriope muscari 'Silvery Sunproof'	Silvery Sunproof Lilyturf	#1 Cont.	
ptg	Pachysandra terminalis 'Green Carpet'	Green Carpet Pachysandra	4" pots	
15 sea	Sesleria autumnalis	Autumn Moor Grass	#1 Cont.	
10 ssc	Schizachyrium scoparium 'Carousel'	Carousel Little Bluestem	#1 Cont.	
46 soh	Stachys officinalis 'Hummelo'	Hummelo Betony	#1 Cont.	

sym	Botanic Name	Common Name	Size
8 - IV			
2 - GB			
2 - HV			
15 - IV			



Sigwalt Apartments
Arlington Heights, IL

Landscape Plan





Sigwalt Apartments
Arlington Heights, IL

South West Sigwalt

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017





Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

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Sigwalt Apartments
Arlington Heights, IL

Entry

5c

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017





Sigwalt Apartments
Arlington Heights, IL

South Context Elevation

SHEET 9a
0 20' 40' 80'

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017
June 29, 2017
HKM
ARCHITECTS + PLANNERS, INC.



East Context Elevation



Sigwalt Apartments
Arlington Heights, IL

SHEET 9b
0 20' 40' 80'

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South Elevation



Sigwalt Apartments
Arlington Heights, IL

SHEET 6
0 10' 20' 40'

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North Elevation



Sigwalt Apartments
Arlington Heights, IL

0 10' 20' 40'
SHEET 8

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East Elevation



Sigwalt Apartments
Arlington Heights, IL



West Elevation



Sigwalt Apartments
Arlington Heights, IL

SHEET 9
0 10' 20' 40'

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Sigwalt Apartments
Arlington Heights, IL

Building Section - North South

SHEET 10
0 5' 10' 20'

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Utility Size Face Brick - Ginger



Granite - Charcoal Black



Utility Size Face Brick - Heirloom

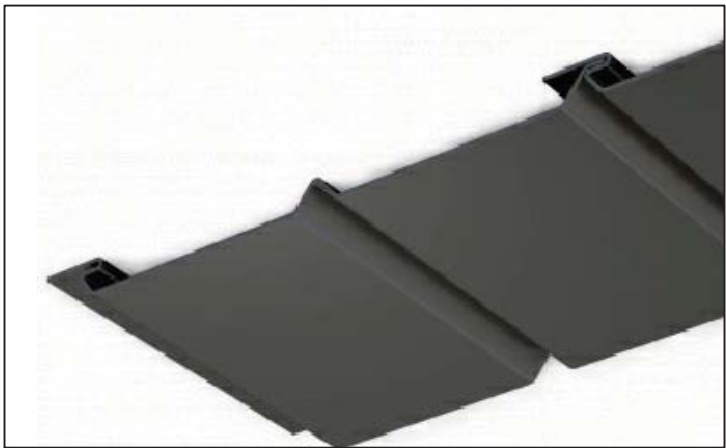


Metal Panel - Midnight Bronze



Sigwalt Apartments
Arlington Heights, IL

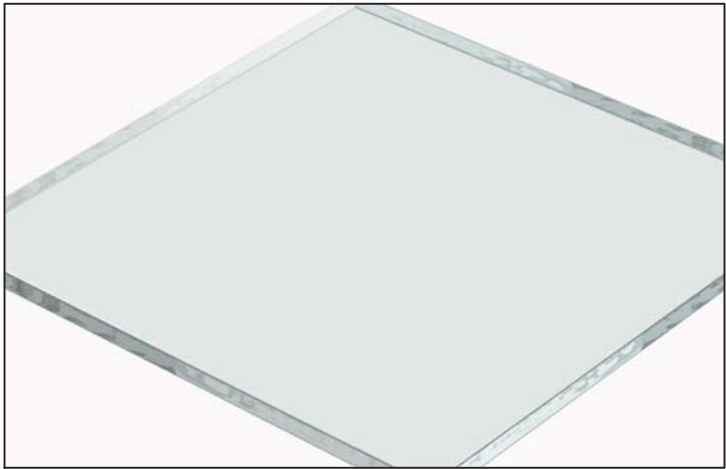
Building Materials



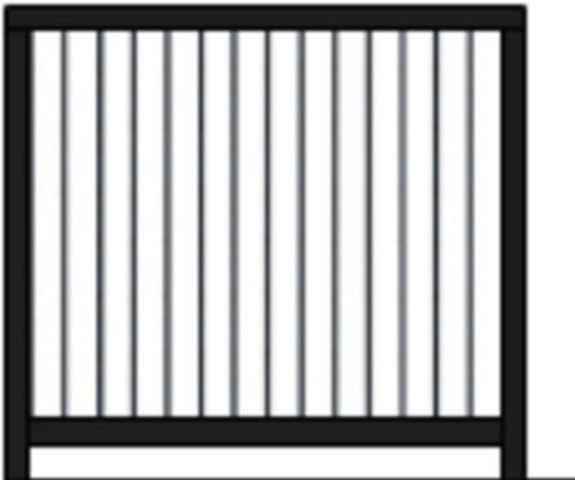
Pre-Finished Metal Balcony Soffit
- Midnight Bronze



Pre-Finished Metal Balcony Trim
- Midnight Bronze



Low E coated Glass



Square Metal Picket Balcony Rail- Black



Cast Stone Sills, Headers, & Banding



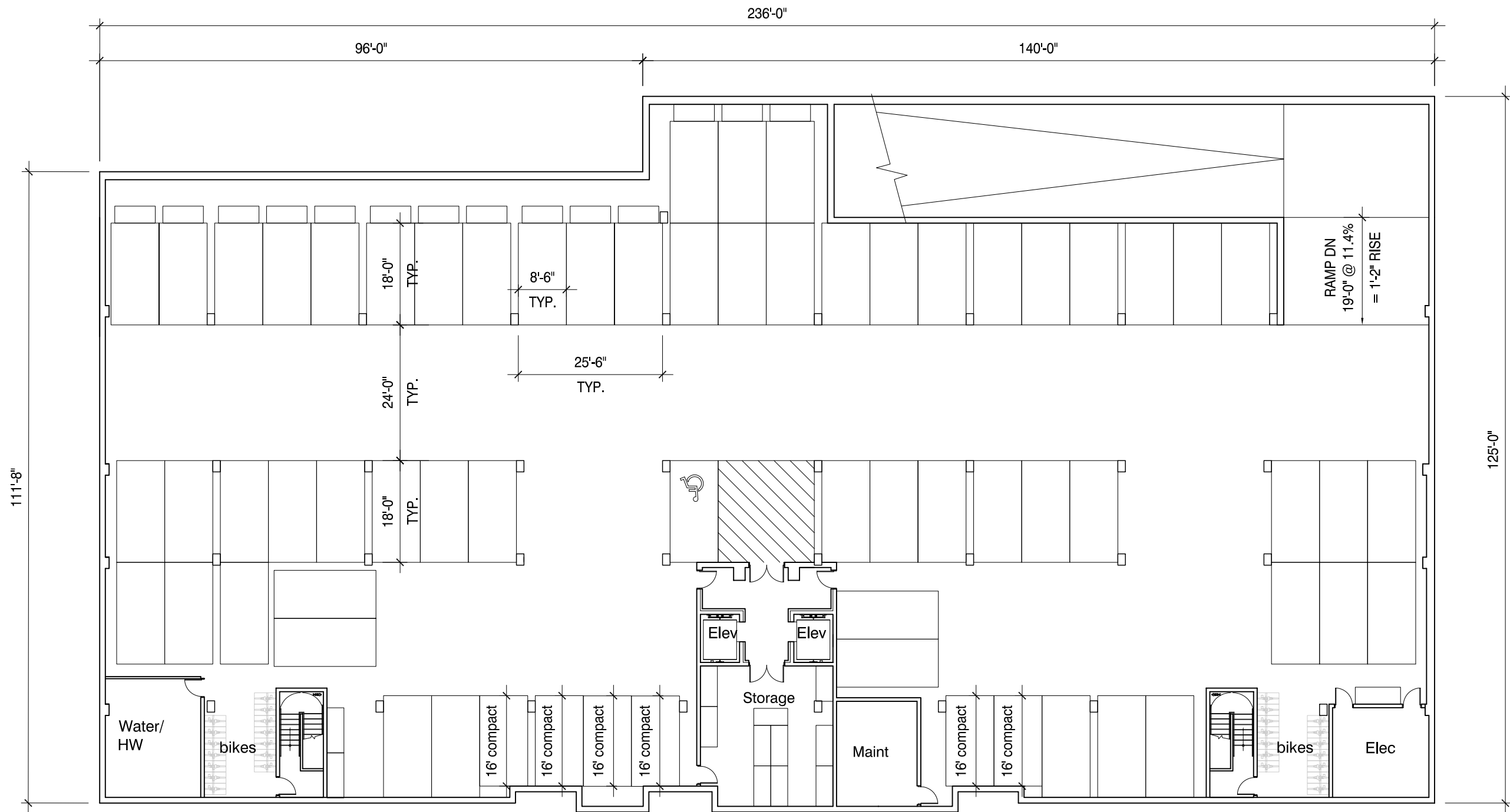
PVC/ Composite Decking - Warm Sienna



Sigwalt Apartments
Arlington Heights, IL

Building Materials





Sigwalt Apartments
Arlington Heights, IL

Basement Plan



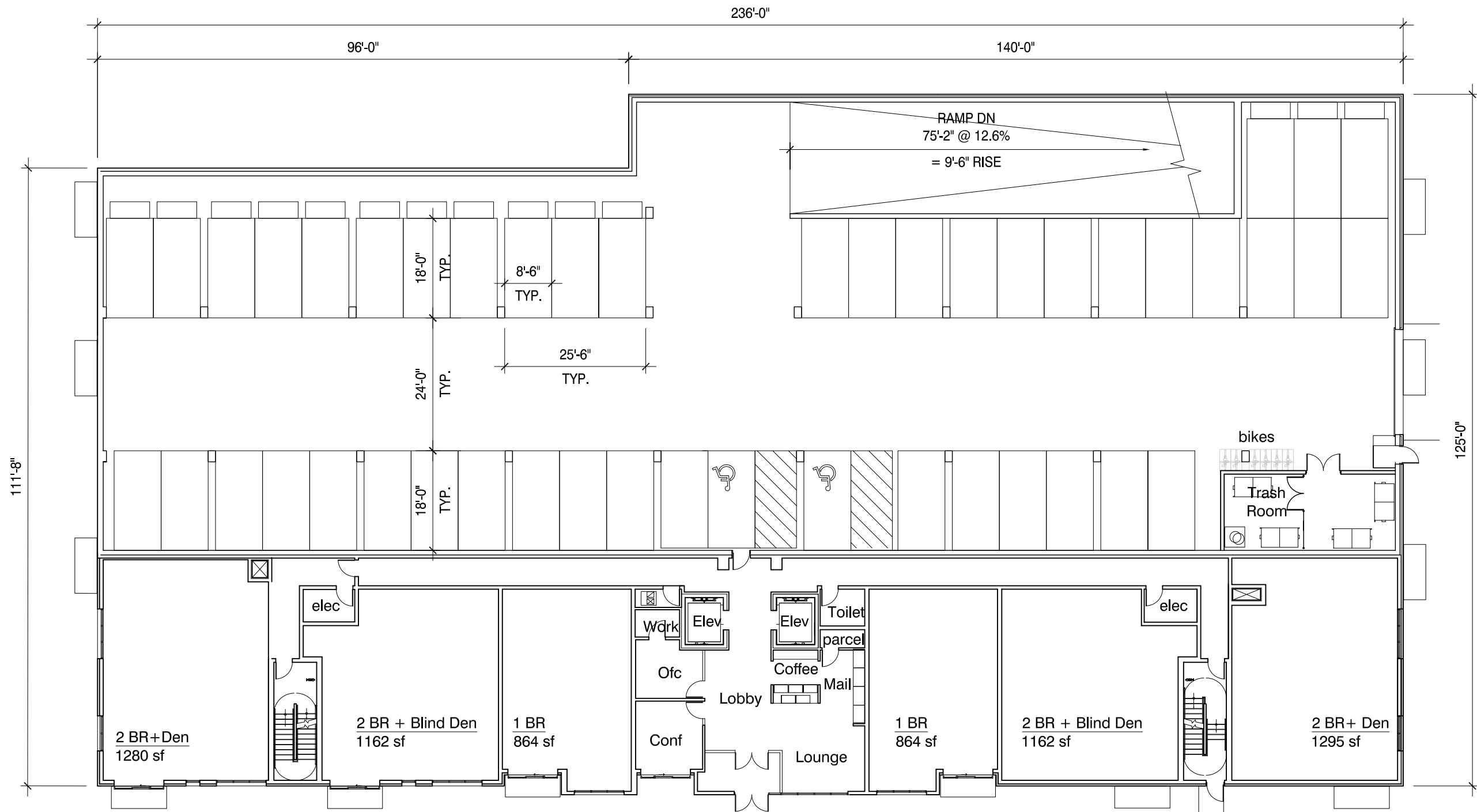
0 10' 20' 40'

SHEET 12

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First Floor Plan



Sigwalt Apartments
Arlington Heights, IL



0 10' 20' 40'

SHEET 13

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Sigwalt Apartments
Arlington Heights, IL

Second Floor Plan



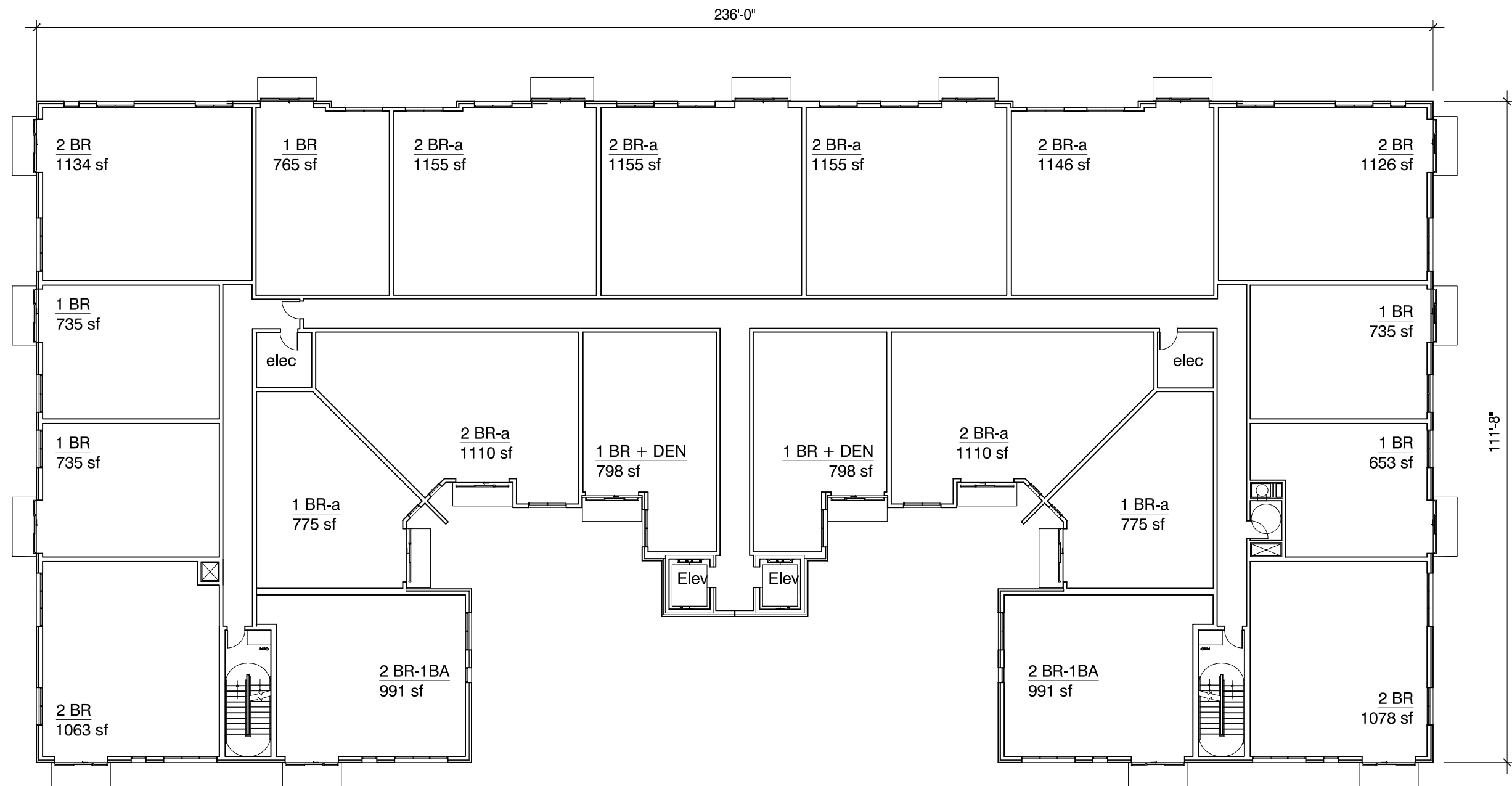
0 10' 20' 40'

SHEET 14

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Sigwalt Apartments
Arlington Heights, IL

Third - Fifth Floor Plan



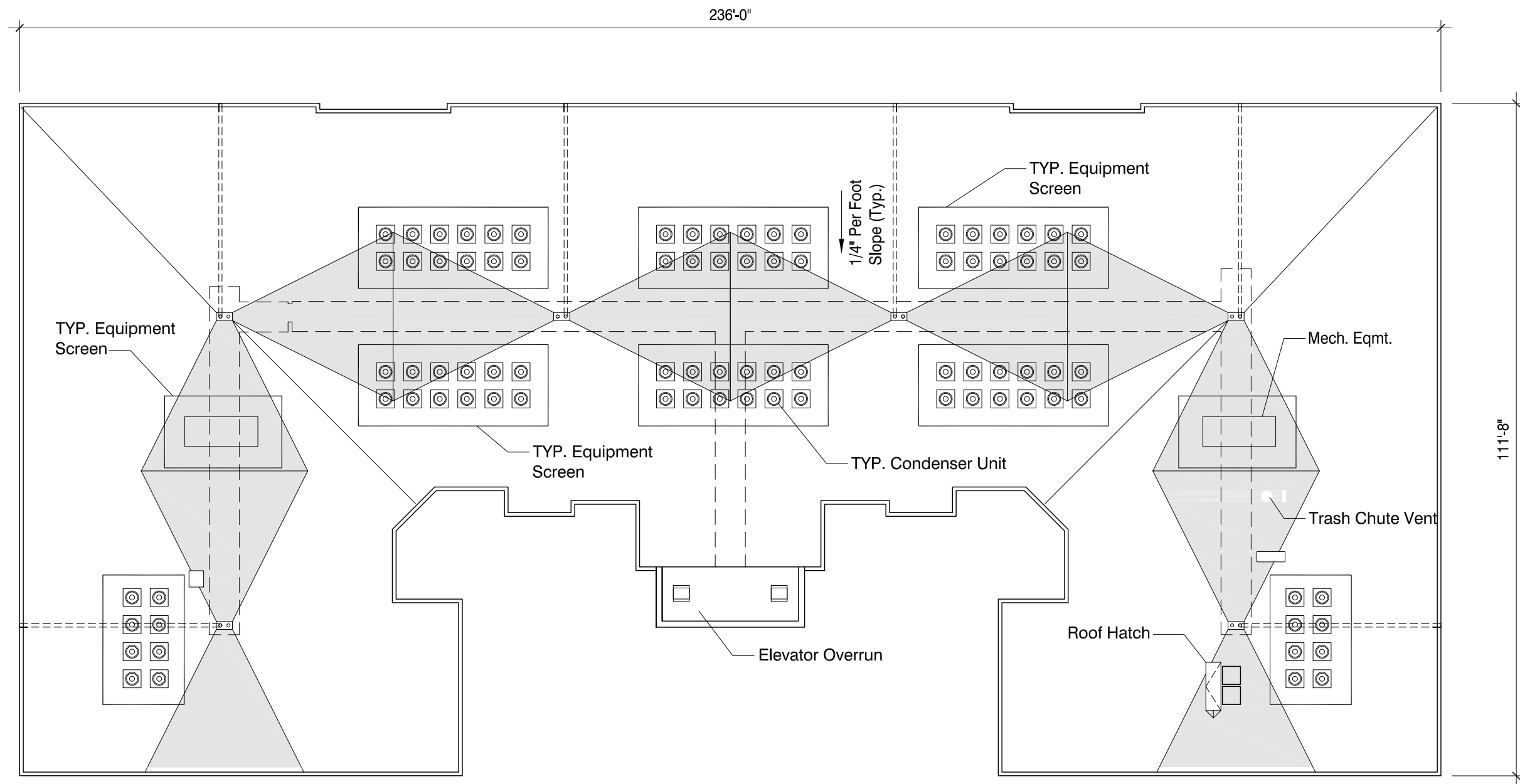
0 10' 20' 40'

SHEET 15

43 South Vail Avenue
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Roof Plan



Sigwalt Apartments
Arlington Heights, IL



0 10' 20' 40'

SHEET 16

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Arlington Heights, Illinois 60005
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South Chestnut Ave

8.0' ROW Dedication

±237.0'

Balcony Above
Area Well

Area Well

Hydrant
Utilities

Transformer
Pervious Pavers
Ped. Alert Bollards

South Highland Ave

Loading Layby

8.0' ROW Dedication

Hydrant

New Hydrant

West Sigwalt Street

Site Plan

Sigwalt Apartments
Arlington Heights, IL

Preliminary Project Data

	Provided	R-7 Required
Site		
Site Area	± 39,586 sf	± 67,800 sf (Per Unit Count)
Lot Width	± 150' x ± 263.9'	
North (interior side) Setback	± 5'	35'
South (exterior side) Setback	± 18.3'	20'
East (side) Setback	± 10.5'	45'
West (side) Setback	± 16.35'	45'
Residential Site Data		
Dwelling Units	88	
Building Footprint	± 28,366 sf	
Gross Building Area	± 145,348 sf	
Building Area	± 100,165 sf	
% Building Lot Coverage (Building Footprint / Net Site Area)	± 72%	45%
Impervious Surface Coverage (Building and Pavement)	± 28,500 sf	
% Impervious Surface Coverage	± 73%	50%
Floor Area Ratio (FAR) (Building Area / Net Site Area)	± 2.53	2.00
One Bedroom Min. SF	650 sf	650 sf
Two Bedroom Min. SF	975 sf	750 sf
Parking - Provided	110	132
Stalls/Unit	1.25	1.50

Driveway

±111.7'

±10.5'

±19.9'

Roof Deck

Fire Dept Connection
Conc. Pavers

Entry Canopy

Sloped Walk

Bike Racks
Pervious Pavers

Planter

Patio
Pervious Pavers

Site Wall

Project Sign



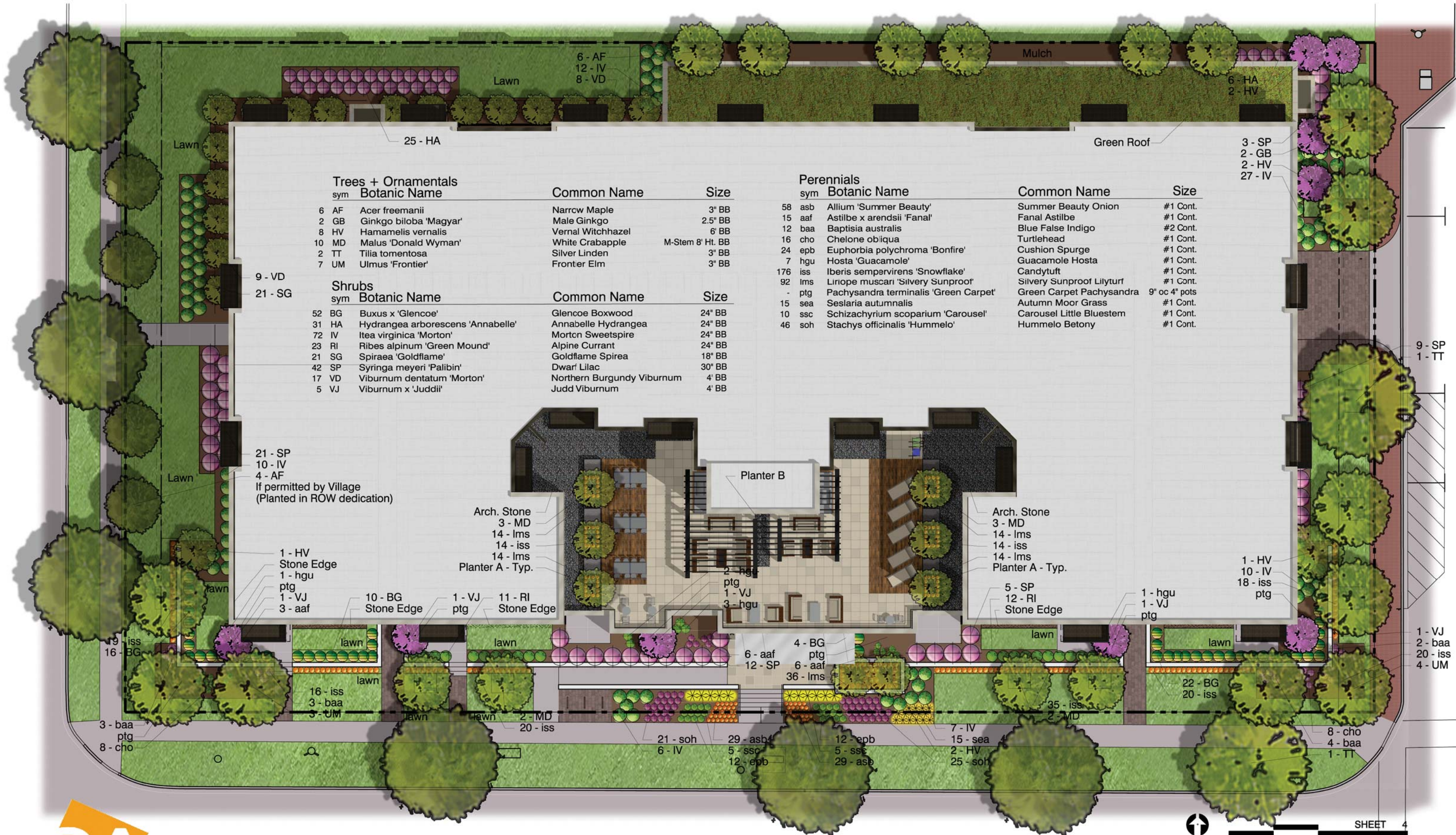
0 10' 20' 40'

SHEET 3

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017



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Trees + Ornamentals

sym	Botanic Name	Common Name	Size
6 AF	Acer freemanii	Narrow Maple	3" BB
2 GB	Ginkgo biloba 'Magyar'	Male Ginkgo	2.5" BB
8 HV	Hamamelis vernalis	Vernal Witchhazel	6" BB
10 MD	Malus 'Donald Wyman'	White Crabapple	M-Stem 8' Ht. BB
2 TT	Tilia tomentosa	Silver Linden	3" BB
7 UM	Ulmus 'Frontier'	Frontier Elm	3" BB

Shrubs

sym	Botanic Name	Common Name	Size
52 BG	Buxus x 'Glencoe'	Glencoe Boxwood	24" BB
31 HA	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	24" BB
72 IV	Itea virginica 'Morton'	Morton Sweetpire	24" BB
23 RI	Ribes alpinum 'Green Mound'	Alpine Currant	24" BB
21 SG	Spiraea 'Goldflame'	Goldflame Spirea	18" BB
42 SP	Syringa meyeri 'Palibin'	Dwarf Lilac	30" BB
17 VD	Viburnum dentatum 'Morton'	Northern Burgundy Viburnum	4" BB
5 VJ	Viburnum x 'Juddii'	Judd Viburnum	4" BB

Perennials

sym	Botanic Name	Common Name	Size
58 asb	Allium 'Summer Beauty'	Summer Beauty Onion	#1 Cont.
15 aaf	Astilbe x arendsii 'Fanal'	Fanal Astilbe	#1 Cont.
12 baa	Baptisia australis	Blue False Indigo	#2 Cont.
16 cho	Chelone obliqua	Turtlehead	#1 Cont.
24 epb	Euphorbia polychroma 'Bonfire'	Cushion Spurge	#1 Cont.
7 hgu	Hosta 'Guacamole'	Guacamole Hosta	#1 Cont.
176 iss	Iberis sempervirens 'Snowflake'	Candytuft	#1 Cont.
92 lms	Liriope muscari 'Silvery Sunproof'	Silvery Sunproof Lilyturf	#1 Cont.
- ptg	Pachysandra terminalis 'Green Carpet'	Green Carpet Pachysandra	9" oc 4" pots
15 sea	Seslaria autumnalis	Autumn Moor Grass	#1 Cont.
10 ssc	Schizachyrium scoparium 'Carousel'	Carousel Little Bluestem	#1 Cont.
46 soh	Stachys officinalis 'Hummelo'	Hummelo Betony	#1 Cont.

3 - SP
2 - GB
2 - HV
27 - IV

21 - SP
10 - IV
4 - AF
If permitted by Village
(Planted in ROW dedication)

Arch. Stone
3 - MD
14 - lms
14 - iss
14 - lms
Planter A - Typ.
1 - VJ
11 - RI
Stone Edge

Arch. Stone
3 - MD
14 - lms
14 - iss
14 - lms
Planter A - Typ.
5 - SP
12 - RI
Stone Edge

1 - HV
10 - IV
18 - iss
ptg

1 - VJ
2 - baa
20 - iss
4 - UM



Sigwalt Apartments
Arlington Heights, IL

Landscape Plan





Sigwalt Apartments
Arlington Heights, IL

South West Sigwalt

SHEET 5a

43 South Vail Avenue
Arlington Heights, Illinois 60005
Job No. 16031 © 2017

September 6, 2017



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Sigwalt Apartments
Arlington Heights, IL

South East Sigwalt

SHEET 5b

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September 6, 2017



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Sigwalt Apartments
Arlington Heights, IL

Entry

SHEET 5c

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September 6, 2017



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Sigwalt Apartments
Arlington Heights, IL

South Context Elevation

SHEET 9a
0 20' 40' 80'

43 South Vail Avenue
Arlington Heights, Illinois 60005
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September 6, 2017
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East Context Elevation



Sigwalt Apartments
Arlington Heights, IL

SHEET 9b
0 20' 40' 80'

43 South Vail Avenue
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South Elevation



Sigwalt Apartments
Arlington Heights, IL

SHEET 6
0 10' 20' 40'

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Arlington Heights, Illinois 60005
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North Elevation



Sigwalt Apartments
Arlington Heights, IL

0 10' 20' 40' SHEET 8

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East Elevation



Sigwalt Apartments
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0 10' 20' 40' SHEET 7

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September 6, 2017
HKM ARCHITECTS + PLANNERS, INC.



West Elevation



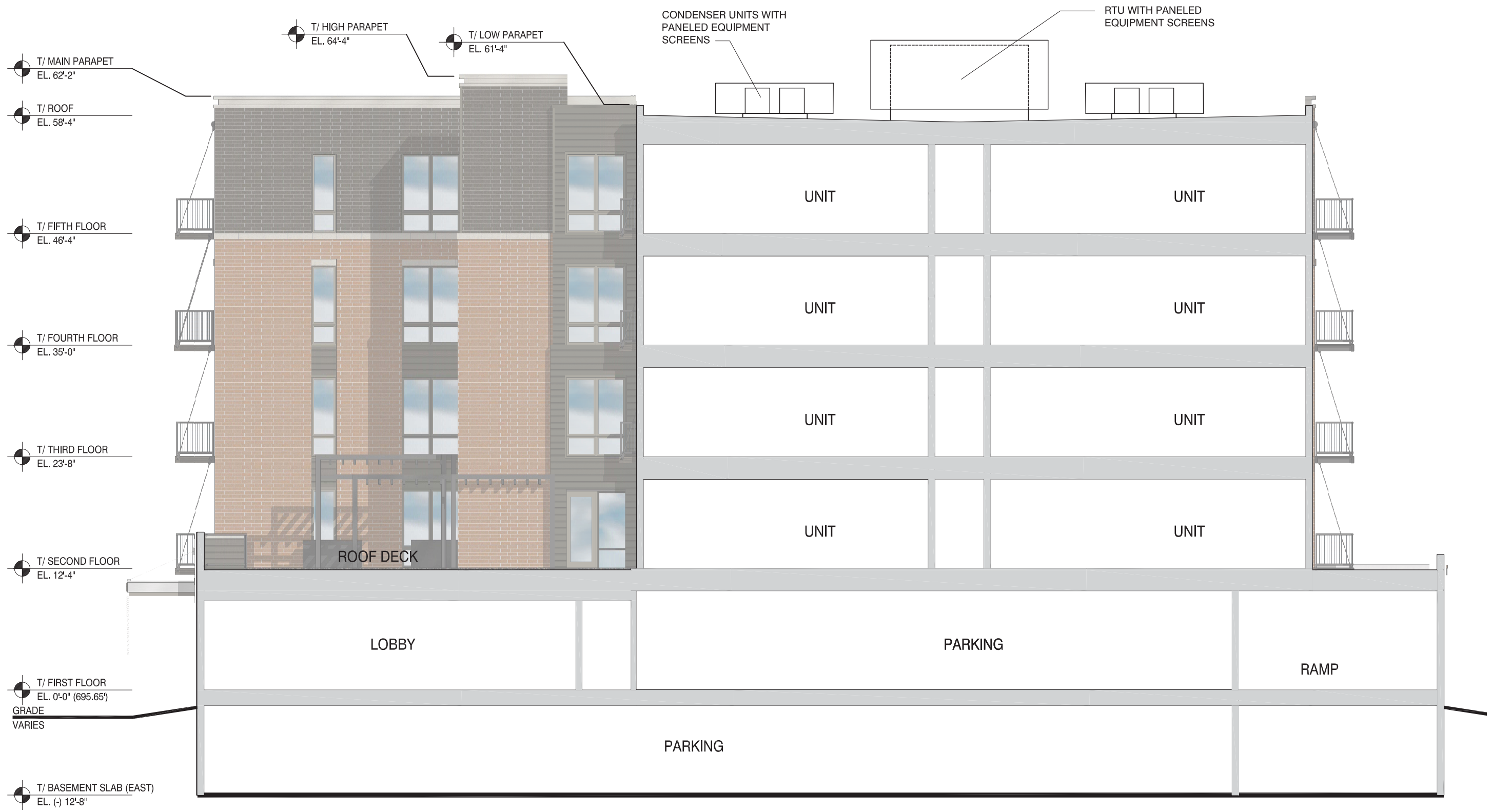
Sigwalt Apartments
Arlington Heights, IL

0 10' 20' 40' SHEET 9

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Arlington Heights, Illinois 60005
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Sigwalt Apartments
Arlington Heights, IL

Building Section - North South

SHEET 10
0 5' 10' 20'

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August 22, 2017 ARCHITECTS + PLANNERS, INC.



Utility Size Face Brick A



Granite Cladding



Utility Size Face Brick B

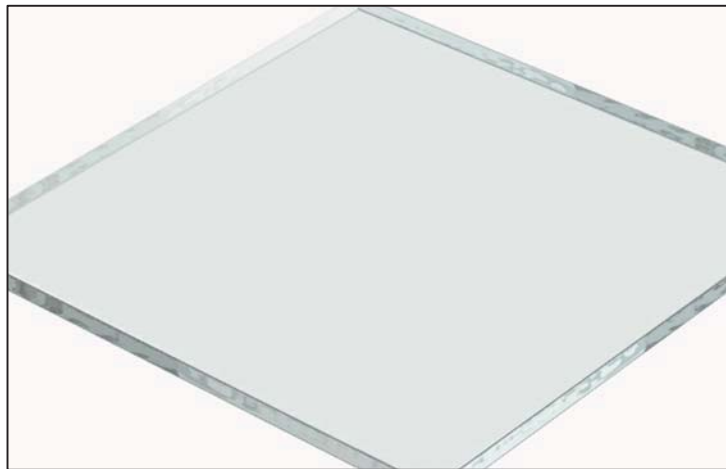


Fiber Cement Lap Siding

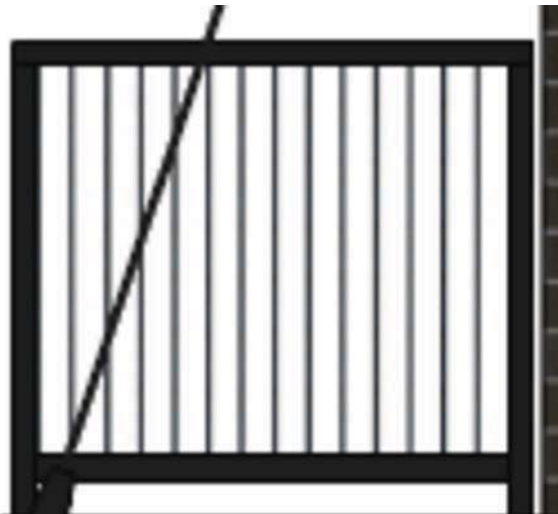


Sigwalt Apartments
Arlington Heights, IL

Building Materials



Low E coated Glass



Square Metal Picket Balcony Rail



Cast Stone Sills, Headers, & Banding

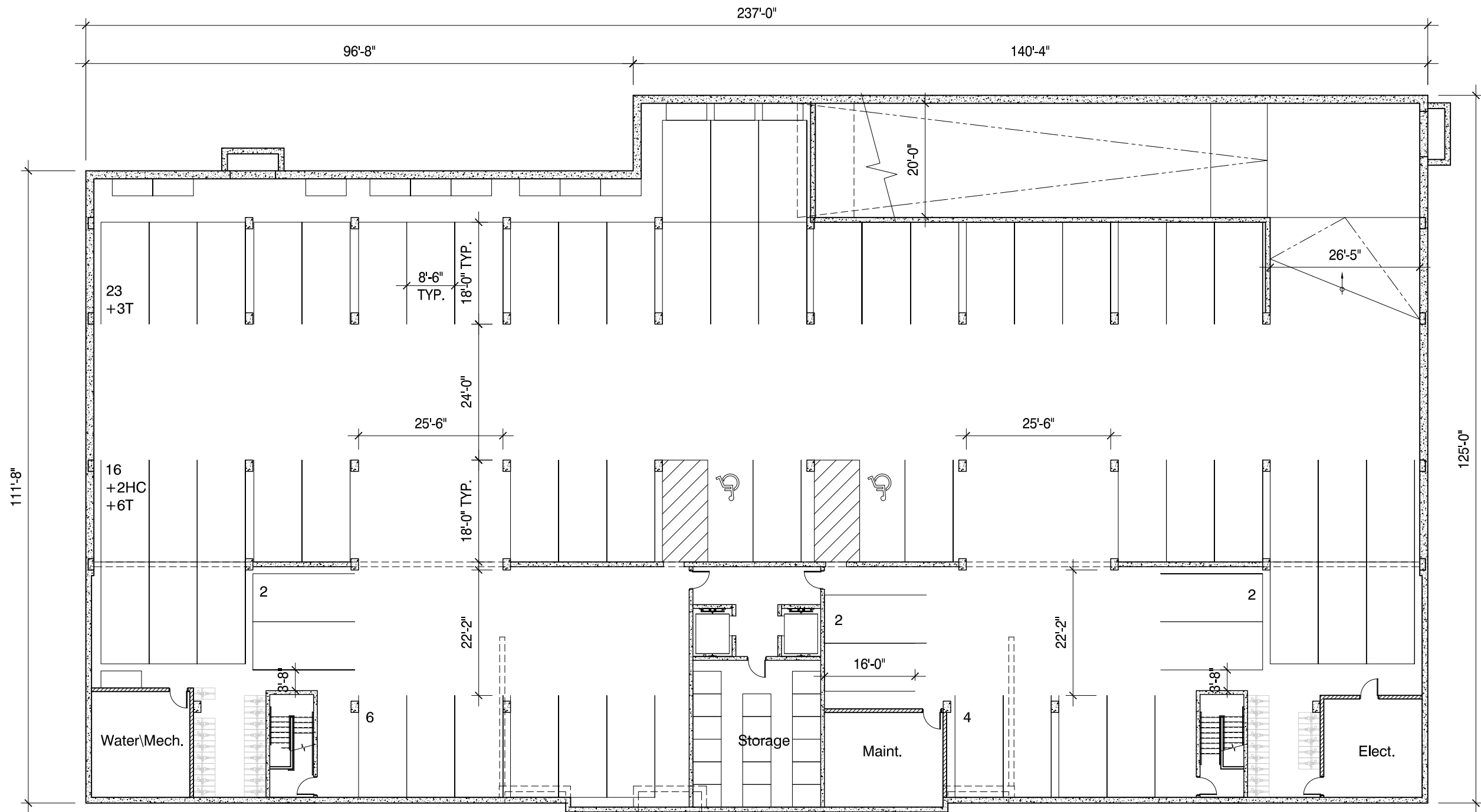


Pre-Finished Metal Balcony



Building Materials





Sigwalt Apartments
Arlington Heights, IL

Basement Plan



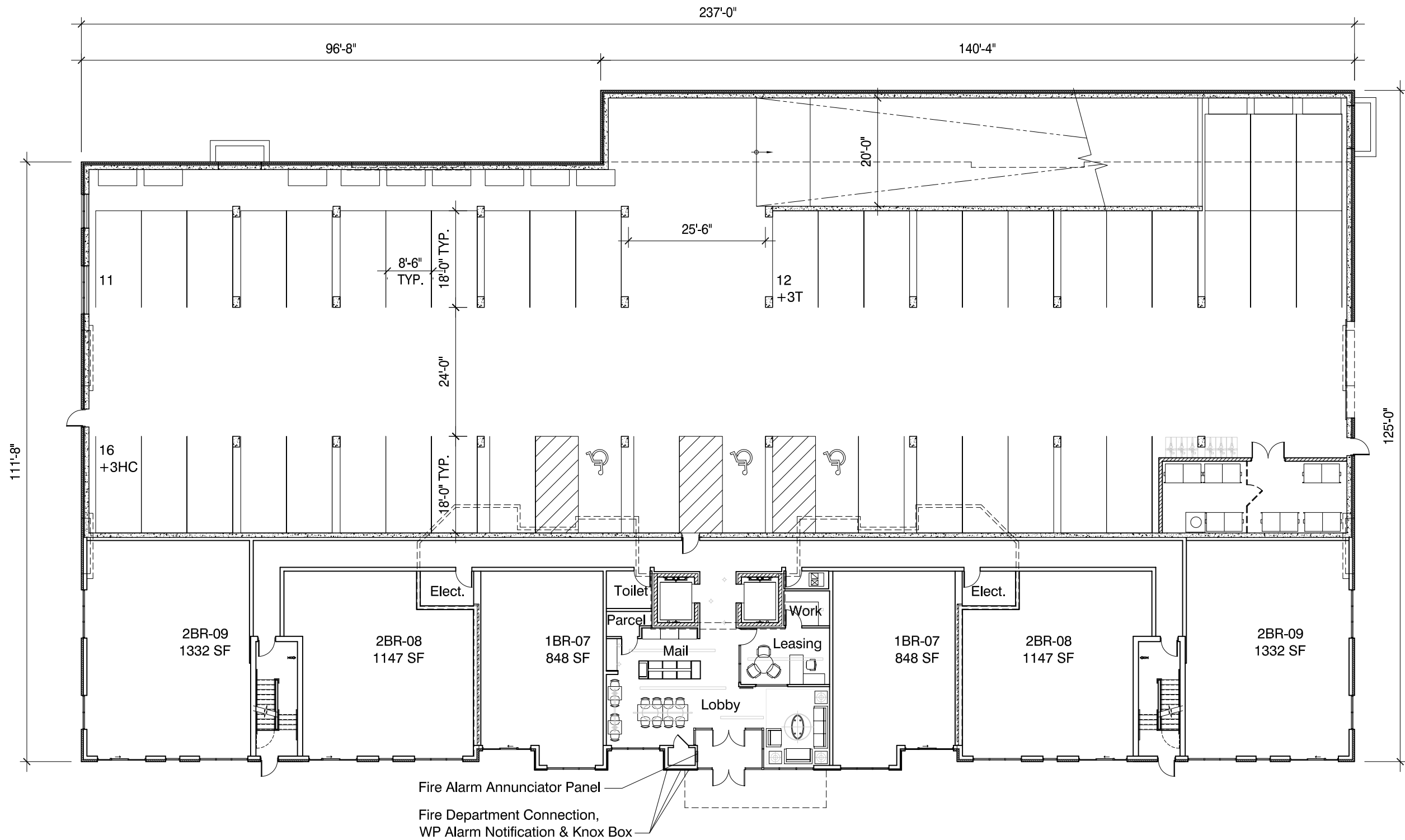
0 10' 20' 40'

SHEET 12

43 South Vail Avenue
Arlington Heights, Illinois 60005
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September 6, 2017 ARCHITECTS + PLANNERS, INC.



First Floor Plan



Sigwalt Apartments
Arlington Heights, IL



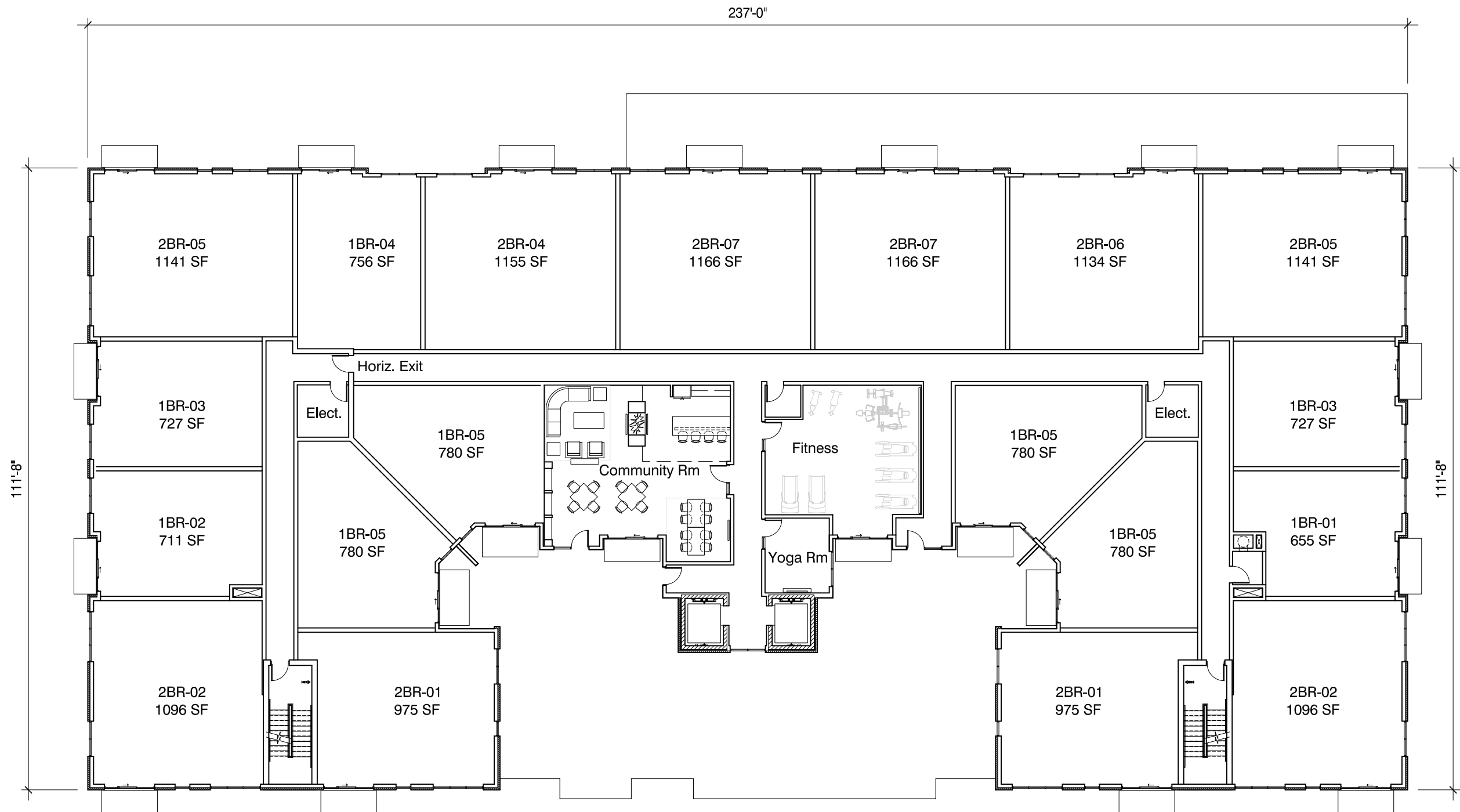
0 10' 20' 40'

SHEET 13

43 South Vail Avenue
Arlington Heights, Illinois 60005
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Sigwalt Apartments
Arlington Heights, IL

Second Floor Plan



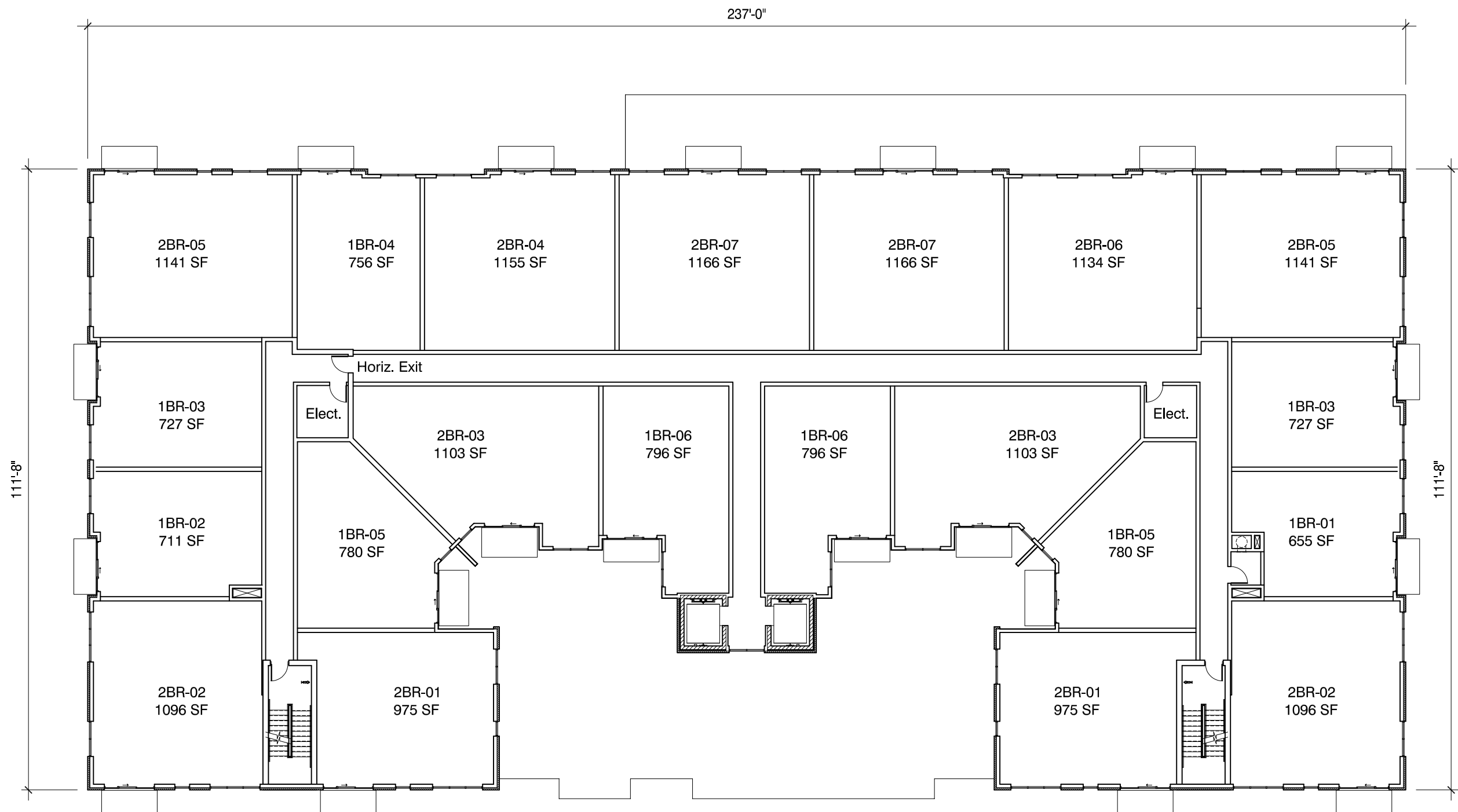
0 10' 20' 40'

SHEET 14

43 South Vail Avenue
Arlington Heights, Illinois 60005
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Sigwalt Apartments
Arlington Heights, IL

Third - Fifth Floor Plan



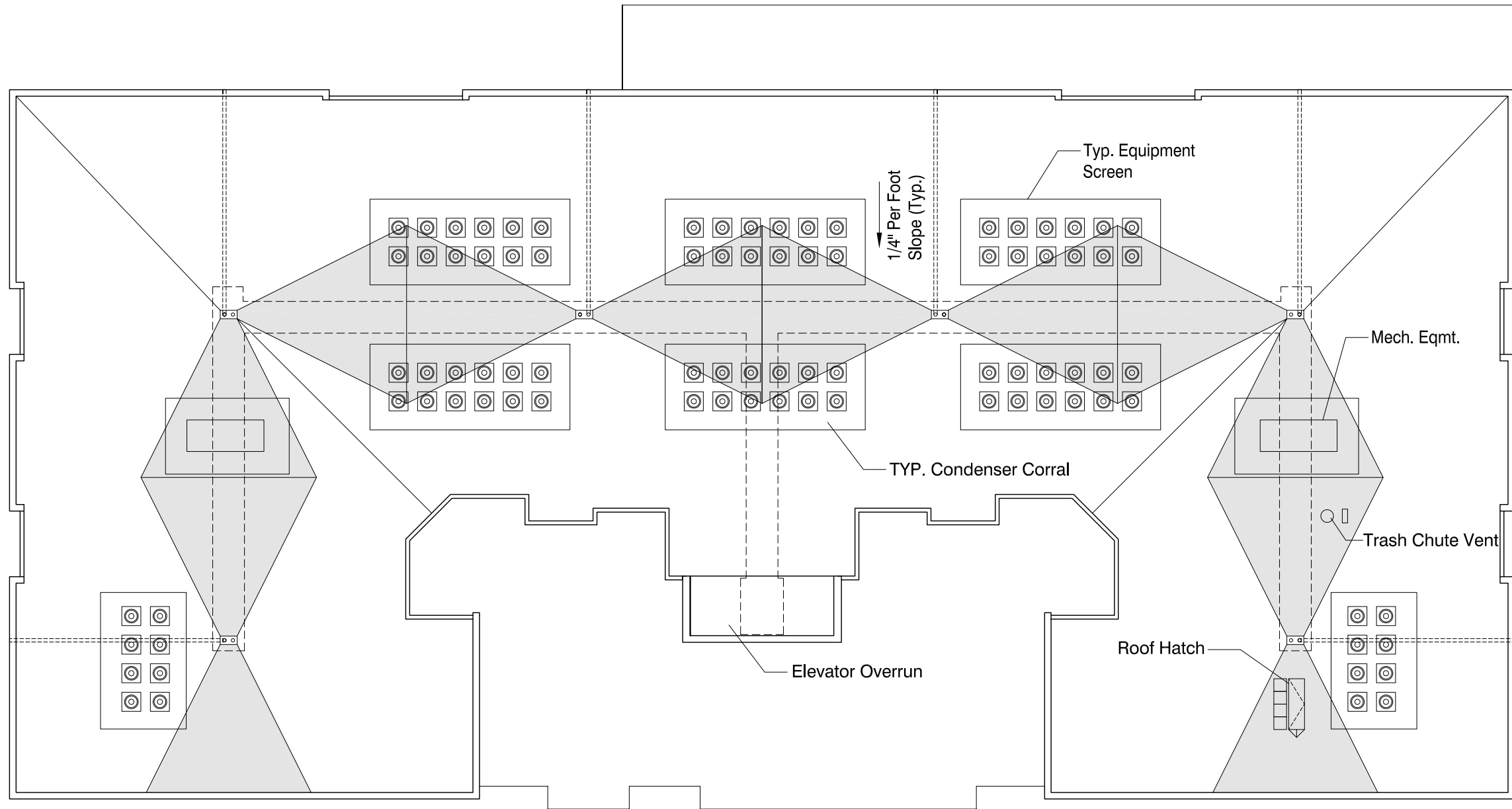
0 10' 20' 40'

SHEET 15

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Arlington Heights, Illinois 60005
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Roof Plan



Sigwalt Apartments
Arlington Heights, IL



0 10' 20' 40'

SHEET 16

43 South Vail Avenue
Arlington Heights, Illinois 60005
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September 6, 2017 ARCHITECTS + PLANNERS, INC.

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
AUGUST 8, 2017

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

Members Present: Ted Eckhardt, Acting Chair
Aaron Coon
Kirsten Kingsley

Members Absent: John Fitzgerald
Jonathan Kubow

Also Present: Robert Lisk, DRH Cambridge Homes for 225 S. *Waterman Ave.*
Don Meyers, Vital Signs USA for *Popeye's Restaurant*
Mike Henderson, STR Partners for *Greenbrier School*
Ryan Schultz, School District 25 for *Greenbrier School*
Mark Hopkins, HKM Architects for *Sigwalt Apartments*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JULY 11, 2017

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF JULY 11, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

REVIEW OF MEETING MINUTES FROM JULY 25, 2017

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF JULY 25, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

Acting Chair Eckhardt explained that with 2 commissioners not here tonight, a unanimous vote from all 3 commissioners is required for approval of a project tonight. Petitioners have the option to continue their project to a future meeting when more commissioners are present.

ITEM 5. CBD MULTI-FAMILY NEW REVIEWDC#17-089 – Sigwalt Apartments – 45 S. Chestnut Ave.

Mark Hopkins, representing *HKM Architects*, was present on behalf of the project.

Acting Chair Eckhardt asked if there was any public comment on the project and there was response from the large audience.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue, just west of the Downtown. The project requires Plan Commission review and Village Board approval for zoning approval including, rezoning from R-3 to R-7, PUD approval, lot consolidation, and various zoning variations. Mr. Hautzinger clarified that all matters regarding zoning, setbacks and density will be reviewed in detail at the Plan Commission level, as well as by the Village Board, and the goal tonight is to review the aesthetic design of the proposed new building. In response to an inquiry from one of the Design Commissioners, Mr. Hautzinger explained that the Village has a comprehensive long range plan which is used to guide future development in the Village, and the 2015 Comprehensive Plan Map indicates the subject site to be high density multi-family which is consistent with the proposal being reviewed tonight.

Overall, the proposed design has a nice composition that relates well to the buildings located directly adjacent in the Downtown, such as the Vail Avenue parking garage, Dunton Tower Apartments, and Metropolis Loft condominium. The design includes a nice mix and balance of exterior materials. The colors work well together and complement the adjacent Downtown buildings. A similar example of scale and materials in this area is the existing multi-family building located at 110 S. Evergreen, which is in the neighborhood on the south end of the Downtown. 110 S. Evergreen is six-stories in height, and has a light colored base, brick body, and metal cladding on the top floor.

With regards to the proposed design, Staff would suggest the Design Commission evaluate the following:

1. Although there are examples of metal cladding in the Downtown, the Design Commission should evaluate the quantity and color of metal panel siding on the proposed design.
2. There appears to be a lot of wall space above the top floor windows. If possible, evaluate lowering the height of the top floor parapet walls one or two feet.
3. Evaluate stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.

Overall, Staff supports the proposed architectural treatment of the building and believes it will be a nice addition to the Downtown.

Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens. Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building should be fully screened with landscaping or other appropriate method. The proposed landscaping will be reviewed in detail as part of the Plan Commission review and Village Board approval, but overall the proposed landscaping is minimal and it is recommended that additional landscaping be provided. The landscaping should be layered to help soften the proposed building, and specialty paving should be considered at the main entrance. The rendering shows a modest-sized development identification sign adjacent to the main entrance facing Sigwalt Street, which is nicely designed, complies with code, and is appropriate in this location. Separate sign permit applications are required for all signage.

With the comments previously stated, Staff recommends approval.

Mr. Hopkins reviewed the colors and materials being proposed for the new building, and presented samples. He said that a dark color is being proposed for the new building because it is a reticent material that tends to recede. The windows will be black and go all the way to the floor for a more upscale appearance, the balconies will be a dark bronze color, the railings will be black, the siding at the top floor of the building will be dark bronze and consist of metal panels, and there will be 2 different brick colors, "Ginger" and "Heirloom" that will be separated by a cast stone band that will be repeated at the top. There will also be dark colored honed granite at the front entrance. Mr. Hopkins explained that the height of the landscape wall around the building tapers down along Sigwalt because there is approximately 3-feet of fall in the grade from the northwest corner to the southeast. Additional layered landscaping can be provided as suggested by Staff.

Acting Chair Eckhardt asked for clarification on the east and north elevations, with regards to materials. Mr. Hopkins stated that the same architectural theme is carried around the building, because they consider all four elevations to be the 'front'. Metal panels are used below the windows as a design feature to group windows together. Entrance to the parking will be on the east elevation, with an overhead door and recessed wall sections with lintels for articulation. The north elevation has parking all along the first floor with an enclosed parking ramp element at the northeast corner of the building. Acting Chair Eckhardt asked about future development plans to the north and Mr. Hautzinger stated that currently there are no formal plans for the property north of the site and the Village Comprehensive Plan calls for mixed-use to the north. Mr. Hopkins added that the west elevation will include live windows in the first floor garage area with obscured glass that will be lit, as well as recessed wall areas with landscaping. The parapet could be lowered approximately 1-foot if necessary; they want the building to be as low as it can be. The suggestion to recess the balconies is more difficult because it will take square footage out of the building and the owner is not in favor of doing so. The walk-out amenity deck on the second-floor, which will not be visible from the street except for the arbor element that will wrap around the first-floor of the structure, will consist of a combination of paver areas, seating groups, and outdoor grilling stations.

Commissioner Coon asked about the size of the brick and Mr. Hopkins replied that the sample brick is smaller than the utility size brick being proposed. Commissioner Coon said he is really excited to see an apartment building on this site and he understands that the future planning calls for high density residential, but he didn't realize that this proposal is exceeding the allowed FAR and site coverage area but that is an issue for Plan Commission. In terms of the quality of the building, in black and white elevation he saw good proportions and he liked the base-middle-top, and the ganging of the windows; however, he felt it started to fall apart in the renderings and the building does not belong in Downtown Arlington Heights. He was having a hard time with the idea of the light gauge metal siding; every building in our Downtown is a permanent material, and the light gauge metal panels would not hold up and are not in keeping with the quality of the Downtown. He gave an analogy that the proposed design is equivalent to the quality of a cardboard box of wine, as opposed to a nice bottle of wine. He said that the quality and the long term standing of the materials of our Downtown buildings is vitally important, and he could not vote for this project with the metal siding; it has to go masonry. He pointed out the precedence for this in the Commercial Design Guidelines, which discourages using light gauge metal and states that the upper facade should give the building its feeling of importance, it defines the architectural style, and it should relate in a coordinated manner to the neighboring buildings. He did not see anything with the upper floor on the new building that relates at all to any building in Downtown Arlington Heights.

Commissioner Coon said that he lives on Highland Avenue, directly south of the site, and the new building will be in his front yard. He has concerns about the lower balcony being problematic in terms of noise; this is a huge concern for him. He liked the relief of the Sigwalt facade and how it steps back, the proportions are great and he is not afraid of the building height or the massing; however, he is hugely concerned with water drainage and retention on the site and he does not know how that is being handled for this project. In terms of the other elevations, he felt the balconies on the Chestnut and Highland elevations needed to be pushed in because the building is very flat, and the scale of the overall elevation is monstrous compared to the adjacent single-family homes; scale is very important. He would vote no for this project unless the materials change and something changes at the top of the building.

Commissioner Kingsley had similar comments. She felt the building was nicely designed, although she was also taken back a bit when she did not see as much relief, or push and pull in the elevations. However, there are a lot of

elements about the building that she really likes, such as the front being terraced and the front wall, which if done well, could be very nice, which she knows is the intention; therefore, it should be reviewed to make sure the details actually come out. As far as massing, she did not want to see the building any taller; she felt the proportion was fine for this area and it fits with the long range plan. She acknowledged that Arlington Heights is all about brick, and although brick is a long lasting material and better than EIFS, she wants relief from brick, and she commended the petitioner for trying to bring in another material that will give relief to other buildings in Arlington Heights. She referred to the building at 110 S. Evergreen, which is an older but similar building with black windows, a cream colored base, a brick building, and metal at the top. Commissioner Coon commented that the use of metal on that building as a standing seam metal roof reads as a roof and not as a replacement to the brick wall. He sees value engineering pouring out of the proposed project, and from the start, he felt this was the wrong direction for our Downtown. This site has been an open lot the entire 12 years he has lived in his home, and if this is what the answer is, then he would wait another 10 years for the right answer.

Commissioner Kingsley agreed and reiterated that the materials on the building at 110 S. Evergreen are similar; however, she understood that the metal on that building looks like a roof, as opposed to the metal on the proposed building that looks like it is value engineered. She was not opposed to metal on the new building, a metal that looks like siding, although she suggested a different material such as a smooth panel. The way it terminates at the top could also be different; the building does not need to have a cornice, just some type of reveal to give it shadow, which is not being seen right now. She reiterated the suggestion to have the push-and-pull of the facade so it is not quite as massive, and although she was glad that the south and west elevations are being treated as 'front' elevations, she felt that the east and north elevations look like the back of a building and should include more fake windows in the recessed areas, and if possible the transformer moved to the north elevation. She also asked about the material for the wrap of the balconies and underneath the balconies, and Mr. Hopkins replied that the wrap would be smooth painted aluminum and a painted aluminum soffit system underneath the balconies; however, they are considering using hanger rods, which are not shown in the elevations. Commissioner Kingsley was glad to see the granite sample in person because the renderings did not do it justice; however, she was still unsure about using granite, although it did go with the brick. She also suggested using less of an 'old school' type of text for the name of the building at the front entrance. She encouraged a more contemporary font for the sign.

Acting Chair Eckhardt asked if the new building would include a dog run, and if there were underground tanks for storm water detention. Mr. Hopkins replied that there is no dog run proposed, and underground detention vaults would be located in the north yard and part of the west yard. Acting Chair Eckhardt said that he always starts with 3 color materials when designing a building, which the petitioner has done, and he generally supports the idea of a darker object on top of a building to make the building appear less tall. He referenced a new building proposal for the Hickory/Kensington redevelopment area that is very similar to this building and other buildings in Chicago. This design seems to be a trend in Chicago, and it is not a transition building. He wanted the building to appear richer, and felt the metal should be replaced with a richer product. He liked the granite at the front entrance, but felt there should be more of it at the ground level, like a wainscot around the building. He would not want to see smooth metal paneling at the entrance. He acknowledged that the building design is definitely more contemporary, but he felt the material at the top of the building needed more study. He sees the top floor being similar to an antique building in Chicago that has had a metal clad addition added on the top, which is appropriate in Chicago, but he maybe does not like that aesthetic for this building. The configuration of the second floor relief on the elevation is wonderful and creates an element of space for tenants. The tall windows are awesome. He asked the petitioner to comment about the monolithic, tall, smooth brick surfaces, which concerned him. He acknowledged the economy of the cantilevered balconies, but expressed concern about the flatness of the building walls, which he is not yet comfortable with; and he suggested adding some relief to the corner units or the larger units. The building is very symmetrical and well planned, and he felt the petitioner took a conservative attitude that is appropriate. Acting Chair Eckhardt said the design is not quite there yet, he is not afraid of the height, and the massing was okay; however, he was concerned about the direction on the skin treatment.

PUBLIC COMMENT

Mark Meskowskes, 100 S. Vail Avenue. He said this is an awesome project and he likes that it is different than everything else in the Downtown. He questioned why the new building should look like everything else in town, with brick at the top, although he agreed that maybe something different could be done at the top of the building.

Commissioner Coon replied that he is not advocating that the new building have a metal cornice with brackets underneath, nor is he advocating that the building look like the Wing Street building with the Italian entrance and the ornate stone; he is not looking for more detail. There are a lot of things he likes about the building, where he can see the architect's design touch, mainly with the streetscape and how the building meets the street, the landscaping, and the landscape walls; however, he wanted to see more relief in the overall massing to break down the general boxiness of the building. He was not advocating to replace the metal panels with brick per se, but felt that other quality materials should be considered, such as a terra cotta rain screen system that is a long standing material. He wanted to see a more permanent material, not necessarily more of the same brick; something that speaks to the longevity of the Downtown buildings.

Mark Meskowskes said that buildings in the Downtown all look the same to him in terms of buildings on Evergreen, Wing Street, and Vail Avenue. He liked the more contemporary look being proposed with the metal panels because it brings a change to the Downtown that is not currently there.

Mary Beth Delaney, 44 N. Vail Avenue. She asked what will happen with the power lines located on the site, and pointed out that there are existing parking problems in the Downtown and she is concerned about where guests of the new building will park, and whether the 110 parking spaces being proposed for the 88 units is sufficient. Acting Chair Eckhardt explained the purview of the Design Commission, which did not include issues such as parking, which are part of the Plan Commission and Village Board review. Mr. Hopkins replied that they are working in terms of code compliance with the number of cars needed on a per unit basis, and a traffic report that includes a parking component is part of the Plan Commission review process; however, he added that the neighborhood is going to absorb some of the parking. Acting Chair Eckhardt encouraged the resident to attend the Plan Commission hearing where these items will be addressed.

Tim Meyer, 29 S. Mitchell Avenue, said he had a lot of questions. He is confused by Architects calling what they do architecture, when all they are doing is taking a box and painting it different colors. Architecture should have shape and flow, and what is being shown tonight is a shoebox with different rectangles drawn on it, which is not architecture or design. He felt that better could be done in our town; he felt that Arlington Heights is more about shape and about history. Does anyone even know who Sigwalt was? There is history here and it is being ignored. He felt there was an opportunity to do something that could have a positive affect and reflect the community, not just paste over something that we have all seen somewhere else. This building is exactly the same design that the architect sold to Uptown in LaGrange; it was just built this past year, and has very slight differences. He has seen it on the architect's website and he drives past the building in LaGrange all the time. He is really disappointed that the Village is willing to accept a building that is already in a town within a 10 mile radius; this is not what Arlington Heights is about. We are a leader community, not a follower. He wanted to hear feedback from the commissioners about architectural standards in our Village, and history.

Ed Rojek, 104 S. Highland Avenue, lives directly across the street to the south. He pointed out that Sigwalt Street is not actually as wide as shown in the renderings. He is concerned about the units and the patio on the south elevation that will overhang his home, with people looking into his home. This situation is not found anywhere else in the Village. He has lost a lot of privacy already with the adjacent parking garage, and now with this new apartment building he will lose all of his privacy. You can hear the people cheering from Dunton Towers on nights when they are watching sporting events. He felt that better could be done in the Downtown and he is disappointed to see the proposed apartment building.

Amy Dempsey, 10 S. Dunton Avenue. She has lived in the Wing Street building and owns in Metro Lofts. She is all for condominiums, but she felt that people have invested in this area with rehabbed homes, custom homes, and vintage

homes with more brick, where each home is unique. She felt the similar referenced building at 110 S. Evergreen is awful, and Dunton tower has similar balconies as the proposed design, and they are rusted. She was also concerned about parking issues and the logistics of entering the parking garage directly across from the existing parking garage. She wanted to see more vintage or eclectic single-family homes on this site. She felt the proposed black balconies do not go, they will rust, and it is an eyesore.

Rosemary Rawleigh, 151 W. Wing Street. She lives on the south side of the Wing Street building, 8th floor, and will be looking at this new building constantly, since the northern portion of this site could be vacant for another 10 to 12 years. She has serious concerns about the ambience, the prettiness, the visual beauty, and the harshness of the north elevation, because it will be open perhaps to Campbell Street, for another decade. The new building is awfully close and the north elevation is not attractive. It was unfortunate that the Village felt that the 25 year old building located at 110 S. Evergreen, which is old and sad looking, is the best comparison of architecture being emulated using metal panels. She felt the building had a long way to go, especially for the people living in single-family homes in the area, to make this building a transition from multi-density to single-family.

Keith Allen, 46 S. Chestnut Avenue. He lives on the corner directly west of the site. He has heard no comments addressing context with the 100+ year old homes on Chestnut. His home was built in 1906, and the rest of the homes down the street are the same vintage. He has heard nothing from Staff addressing context towards the residents, or anything regarding the neighborhoods; everything was directed back toward Downtown. He lives 50-feet away from the new building; it is awful.

Ingrid Kubitz, 12 S. Chestnut Avenue. She lives at the north end of the block, across from the site. She reiterated the transition issue; she thinks that is all wrong, and the building is way too tall. She has a one-story single-family home and she believes the maximum height is 3-stories on the other side of the street. She did not know if the building had to be this tall. Acting Chair Eckhardt encouraged the neighbors to continue to express their concerns at future Village meetings. He pointed out that single-family homes previously existed on this property and were replaced with the Paddock Publication building. The single-family homes located directly west of the site are on the edge of a transition neighborhood, and the commissioners want to hear residents' concerns, and determine whether or not there is an architectural solution to perhaps step up the building and soften the elevations. Ms. Kubitz added that before she bought her home, she talked to Village Planning who told her that Norwood Builders owned the lot and that anything built here would transition to the single-family homes.

Mary Karavas, 115 S. Chestnut Avenue. She lives 4 lots south of the site and is a lifelong resident of Arlington Heights. She grew up in a 100+ year old home and now lives in a home that was built in 1974. Although she loves her home, she loves her neighborhood more, and her neighbors and her town, and she refers to her current home as being built in the 'coma period' for architecture, which is what she also felt when she saw the rendering of the new building; please do not make the same mistake.

Lou Greifenstein, 38 S. Chestnut Avenue. He lives directly across the street from the site to the west, and has lived in his 100+ year old home for about 15 years. He has never stopped working on his home, with updates consistent with the context and age of the home. His neighbors have done the same, all the way down the block it is the same, and the new construction two sites down is going to be made to look the same. He understood this is an architectural review board and he intends on going to the subsequent meetings for other issues regarding the new building. He always knew there was a risk of what might be built on this site, but one of their hopes was that great care is taken to make the transition better, especially for those that face the site directly. Acting Chair Eckhardt echoed those thoughts and said that in Chicago there are beautiful old homes next to mid-rise classic architecture and they live next to each other; they have to be equivalent. He felt the proposed new building will eventually get there.

Acting Chair Eckhardt closed the public comment portion of the meeting.

Tim Meyer said that his previous questions to the commissioners about architectural standards in the Village were not yet answered. Acting Chair Eckhardt replied that he did not like that the professionalism of this commission was

being challenged; the commissioners are respectful of the petitioner's proposed design, the same way they are about any petitioner's proposal. The Village has a set of Design Guidelines that were established to address conformity with building designs, as well as the Village Comprehensive Plan. The commissioners have expressed concerns about the proposed new building tonight and will continue to do so until an acceptable design has been achieved. Although an interesting discussion, a debate about good and bad architecture is not what the commission is here to do tonight. Acting Chair Eckhardt respected Mr. Meyer's concerns and urged him to stay involved; the commission is concerned about the same things.

Commissioner Kingsley added that it is great to see all the neighbors here tonight, on a day-to-day basis this commission does not see a lot of residents, and the majority of what the commission reviews are single-family homes; sometimes the commission needs feedback from residents. She explained that the commissioners are all architects and residents of the Village, this is a volunteer position, and the reason we sit on this commission is because we care. We all love the history of this town and we all come from a different part of the aesthetic world, but we work together to make a solution, and it only makes it better if residents come out, even when a project is not in your neighborhood. This commission meets twice a month and all of the projects reviewed are on-line on the Village website.

Acting Chair Eckhardt encouraged the petitioner to table the project at this time, with no vote taken tonight. Mr. Hopkins acknowledged that they need to reconnoiter and discuss their proposal. He replied that although architecture is subjective, he did take issue with some of the adjectives that were used tonight. The intent is to come up with a well-designed building, which can be done by rolling in good comments. He responded to the concerns about the massing of the building by stating that this is a small building, the runs of the facade are short, with the exception of the north elevation, and if they start breaking this up into one and two room wide panels, it will result in a busy facade. He acknowledged that they struggled with the materials, and they are looking for a good lightweight material that is a relief from the relentless brick they would otherwise have. He felt that three colors of brick on the facade is probably inappropriate and they are looking for that dark color on this building; that is a design goal that they have. He felt that if the wall color was lightened up, it would get more powerful on the street in terms of its overall appearance than it is now; it is going to press into the street more than it does now and it will appear taller than it does now. They intentionally did not go to 6-stories because they are trying to be sensitive as best they can. Mr. Hopkins also said that something will happen over time to the north of this new building, which will likely be significantly more massive than this building. This is going to end up in itself being a step down into the neighborhood. That being said, they will look for an alternate material and find something that is practical, he felt a lightweight material would be nice. He resists the facade bounce thing, especially with the south facade, and the likelihood that the north facade is going to be approximately 30-35-feet away from its future neighbor that will probably be taller than this building. They are trying to take the north facade and treat it in the best way they can; not as a back alley between two buildings. They are treating the north wall as a front.

Acting Chair Eckhardt felt that a lot of things the petitioner will be doing with this building will assist the Village Planners in making the area to the north a pedestrian access way, making it a special place, similar to elsewhere in the Downtown. He asked the petitioner if consideration was given to the adjacent single-family homes when the building went from 3 to 5-stories tall. Mr. Hopkins said that he was unaware of what the previous studies were for this site; however, they considered 4, 5 and 6-stories, and went for a sense of formality with a touch of contemporary freshness, using the basis of the context for the architecture that has been here since the mid-90's, but a little more crisp and a little more urban; they are trying to do a high quality building. The siding material is intended to be a statement, and the statement is not supposed to be cheap; let's find the right material. He wanted the commissioners to think about the whole facade balance, especially with such short runs of facade. He will go back and consider all of the comments made tonight by the commissioners and the audience. He asked that the project be continued to the next meeting in two weeks.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO CONTINUE THE PROJECT FOR SIGWALT APARTMENTS (DC#17-089) TO THE NEXT DESIGN COMMISSION MEETING ON AUGUST 22, 2017.

COON, AYE; KINGSLEY, AYE; ECKHARDT, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

Commissioner Kingsley asked when the site will be rezoned from R-3 to R-7, and why the petitioner is proposing R-7 instead of R-6. Mr. Hautzinger replied that rezoning for the project will be reviewed by the Plan Commission and Village Board, and the Village's long range plan, which was updated in 2015, calls for this property to be re-zoned to high-density multi-family which is essentially the R-7 Zoning District, which the petitioner's proposal is consistent with. Commissioner Kingsley asked how the Village Comprehensive Plan is approved and Mr. Hautzinger replied that Village Board has final approval of the plan.

Commissioner Coon felt that Design Commission approval would move forward easily for the petitioner if they clean up the design and the architect puts more of his own design into the building; the architect can and has done much better; however, he felt the project would have an uphill battle with the Plan Commission review.

Mr. Hautzinger said that as Staff continues to coordinate with the petitioner between now and the next meeting, and after hearing the residents' comments and concerns, he asked the commissioners to summarize their position with the proposed new building. Commissioner Coon said the architecture of the new building should follow the Commercial Design Guidelines; the architecture breaks almost every rule in the guidelines as currently proposed. He has no problem with the height; the side elevations should be made less flat; and his biggest concern is the materials, specifically the light gauge metal, which he felt would deteriorate over the years. He would like to see a more contemporary design; there is currently a dyslexic language going on with the building; does it want to be traditional, or does it want to be contemporary. Contemporary materials are being used, but in a traditional way, which is his struggle, and to him, the metal panels come off as a value engineering material. He did not want to see fiber cement siding used instead of the metal. Commissioner Kingsley suggested the petitioner use slate, and Commissioner Eckhardt suggested a Rainguard Alucabond panel system instead of the metal, which would be a very slick and modern aesthetic. Commissioner Coon was in favor of the building not being symmetrical. Commissioner Eckhardt was in support of the entire facade moving back 4-feet above the second story, similar to a terraced effect.

Commissioner Kingsley referred to the darker material board presented by the petitioner, which shows that the building is not symmetrical. She suggested using a different material with more shadow and reducing the parapet and having a slight undulation on the other 2 elevations. Commissioner Eckhardt said that if he were representing the neighborhood, he would prepare an exhibit of a cross-section from Sigwalt going north, showing the exact profile of the homes, which would be a powerful exhibit. Mr. Hautzinger pointed out the context elevations in the packet that show the adjacent houses in context with the proposed building. Commissioner Coon said that he is excited to see the new apartment building, he likes that it is taller than the garage, he likes that the garage recedes in scale; he felt the petitioner came in with a value engineered building.

Commissioner Kingsley felt it was the petitioner's responsibility to design the building, including material selection; however, she would suggest a more durable product as an alternate to the metal siding, which could be natural materials such as slate and wood; and other options such as the Alucabond rainscreen. Commissioner Coon wanted to see the effort that was put into the south elevation put into the east & west sides of the building including relief to the massing on the sides. Acting Chair Eckhardt felt there should be some mid-relief to the side elevations, which he felt was not a small building as stated by the Architect. Commissioner Kingsley felt the east elevation (Highland Ave.) turned its back on the street, and a pathway should be added along the east side, as well as on the north side as stated by the petitioner tonight.

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
SEPTEMBER 12, 2017

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

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

Members Absent: Jonathan Kubow

Also Present: Mark Hopkins, HKM Architects for *Sigwalt Apartments*
Matt Katsaros, CA Ventures for *Sigwalt Apartments*
Anthony & Demetra Raschillo, Owners of *621 N. Belmont Ave.*
Jeffrey Everett, Architect for *621 N. Belmont Ave.*
Derik Leary, Kimley-Horn & Associates for *Target*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM AUGUST 22, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF AUGUST 22, 2017.

COON, AYE; KINGSLEY, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 1. MULTI-FAMILY RE-REVIEWDC#17-089 – Sigwalt Apartments

Mark Hopkins, representing *HKM Architects*, and Matt Katsaros representing *CA Ventures* were present on behalf of the project.

Chair Fitzgerald asked if there was any public comment on the project and there was response from the large audience.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown. The Downtown Master Plan identifies the southern quarter of this block for 4 to 6 story development. This project requires Plan Commission review and Village Board approval for the following: rezone the property from R-3 One-Family Dwelling District to R-7 Multiple-Family Dwelling District, Planned Unit Development, lot consolidation, and miscellaneous zoning variations. Mr. Hautzinger reminded the audience that the Design Commission's role is to evaluate the design. Matters relating to zoning, such as density and setbacks, will be reviewed by the Plan Commission on September 27, and the public is invited to attend that meeting. The public's comments regarding design are welcomed tonight.

This project was reviewed by the Design Commission on August 8, 2017. At that time, the Design Commission and residents expressed various concerns about the design, so the project was continued so that the design could be further studied, revised, and re-reviewed.

A summary of Staff comments from the August 8th meeting are as follows:

1. Evaluate the quantity and color of the proposed metal panel siding.
2. If possible, evaluate lowering the height of the top floor parapet walls one or two feet.
3. Evaluate stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.
4. Provide additional landscaping throughout the site, in a layered design to soften the proposed building.
5. Fully screen the exterior transformer.
6. Consider adding specialty paving at the main entrance.

A summary of Design Commission comments from the August 8th meeting are as follows:

The Design Commission felt that the proposed design had good overall proportions, the building height was fine, and the tall windows looked great. However, they expressed the following primary concerns:

1. Metal Siding. Concern about the appearance, quality, and long-term durability of the metal siding. It was commented that the top floor looked like an addition. Masonry or other more durable cladding materials were suggested.
2. Massing. Concern about the lack of "push and pull" and flatness of the building massing, and the scale of the east and west elevations as it relates to the adjacent single family homes. It was suggested to recess the balconies on the east and west sides, and consider adding some recesses to the corners or larger apartment units.
3. Cornice. The top of the wall termination needed further study, possibly a reveal.
4. First Floor, East Elevation. It was commented that this part of the building lacked the same amount of detailing as the other sides. Additional false windows were suggested to match the west elevation.
5. Sign. A more contemporary font and style for the lettering on the sign was recommended.

A summary of resident comments from the August 8th meeting are as follows:

One resident felt the proposed design looked “awesome” and the different look for the Downtown was welcomed. However, the other residents had the following various design concerns:

1. The design is too boxy, lacking shape and flow. The massing needs to be improved.
2. Concern about context with the adjacent single family homes.
3. The building is too tall and needs better transition to the single-family homes.
4. North elevation is harsh and could be exposed for many years.
5. Concern that the metal balconies will rust and become an eyesore.

In response to the feedback received at the August 8th meeting, Mr. Hautzinger presented the following revisions being proposed by the petitioner along with Staff’s comments:

1. Metal Siding. The metal siding on the building has been omitted from the design. Charcoal color brick is now proposed on the top floor, and charcoal color fiber cement lap siding is proposed for the panels below the windows and at recesses in the walls.
 - The charcoal color brick on the top floor of the building is a nice improvement to the design. It gives the building a quality appearance, and works well to tie the building design together.
2. Massing. The walls on the east and west elevations have been recessed at the location of the balconies.
 - The recessed wall areas break up the large flat walls, and this is a very nice improvement to the massing and scale of the side walls.
3. Cornice. A clear anodized metal coping detail has been added around the top of the building.
 - The cornice detail is a nice improvement to the design, whereas the previous design looked unfinished at the top of the building.
4. First Floor. The color of the first floor brick wall has been changed from a light “ginger” color to a dark “charcoal” color to match the top floor of the building.
 - The dark color brick on the first floor is a nice improvement to the design. It coordinates with the top floor, and it works well to visually support and balance the building design.
 - At least one additional false window should be added to the first floor east elevation to add interest and break up the brick wall.
5. Sign. The font on the “Sigwalt Luxury Apartment” sign has been changed to a simpler more modern style, and it is positioned off-center on the wall for a more contemporary appearance.
6. Landscaping. Additional landscaping has been added to the west elevation to soften the building wall. Additional landscaping has also been provided around the electrical transformer, and specialty paving has been added to the main entry landing.
 - Overall, the landscape design is nicely done, and the additional landscaping along the west wall is a nice improvement which will help to soften the building wall and provide an enhanced buffer for the houses directly across the street. The specialty paving at the main entrance is a nice enhancement to the design and arrival experience.
 - It is recommended that the Morton Sweet spire around the electrical transformer be changed to an evergreen shrub to provide year round screening.
 - Consider substituting the Candytuft perennial along the front of the brick garden walls with a different perennial that has more height to soften the wall.

Staff recommends approval of the revised design, with the three recommendations summarized in the Staff report.

Mr. Hopkins said that he was not opposed to adding at least one false window on the first floor, east elevation, as suggested by Staff. He presented the materials being proposed, including the pavers and brick, and explained that the balconies will be aluminum and suspended by steel rods. Specialty pavers are being proposed at the front entrance to the building and up on the roof deck. Pervious pavers are specified for all of the on grade walkways illustrated in a brown pattern on the landscape plan, but all pavers will be of the same colors to complement the brick colors on the building. Commissioner Eckhardt asked about the mortar color for each of the 2 brick colors, and Mr. Hopkins

replied that the mortar will be tinted to match the color of the bricks.

Commissioner Eckhardt thanked the audience for returning for another review of this project, as well as their patience with this project. He also thanked the petitioner for responding to the comments made by the community, the Design Commission and Staff, with the revisions being presented tonight. He said that he was both surprised and pleased to see the brick now being proposed on the top floor, which he felt was probably a better material than Alucabond, and in terms of the severity of the metal and the unacceptability of metal siding, he felt this was a good alternative. He also felt that the first floor, with the dark brick and polished granite would be very attractive and rich. He liked the colors now being proposed; the stone headers and caps, and in general, he is satisfied with the products on the building. He understood the design aesthetic will not be a classic Arlington Heights building, which he is fine with. Although he was pleased to see some of the recessed areas on the west side elevation, he was not yet convinced if there should be more recessed areas, and he welcomed comments from the other commissioners. With the strong elements of the darker brick, he now liked the flat wall areas in the light brick. He felt the ground level of the new building has been superbly designed with landscaping, elevation change, and tiered landscaping closer to the building. In general, he found the revised design to be closer to the acceptable range for the new building.

Commissioner Kingsley thanked the petitioner for making revisions and listening to the previous comments that were made by the commissioners. She felt the palette was interesting and because of that she liked it; she liked that it was different from other buildings in the Village. She liked the push and pull on the building, and the two sections that are recessed in on the short elevations with the material change. She was not opposed to the previous metal siding, but felt that the brick is perceived as being a better material. She was unsure if the lap siding currently being proposed has more longevity than the metal siding, but she felt the more traditional look would be nice for the building. She also liked the revisions that were made to the north elevation. Commissioner Kingsley stated that she liked the design because it almost looks like a warehouse loft, which she meant in a good way; with the big windows and the big expanses; however, she suggested something else be done to enhance the center portion on the south elevation above the second floor. She liked that the cornice is simple, as well as the clear anodized material.

Mr. Hopkins said that changes are being proposed to the front entrance; taking what was previously there as a concept and giving it more pop. A granite with more grain and more polish was selected, the suspended metal canopy was changed from painted charcoal to clear, and they are trying to find either an aluminum or stainless channel to run horizontally in the joints to try to give the black feel more sparkle and pop. Commissioner Kingsley asked about the material for the trellis at the second floor, and Mr. Hopkins replied that it would be painted metal and suspended stained wood. Commissioner Kingsley liked that the front canopy would be clear anodized, and she asked if all the trim would match the Hardi-board siding, and Mr. Hopkins said that it would. Commissioner Eckhardt asked for clarification on the exact locations of the polished granite, which Mr. Hopkins indicated.

Commissioner Coon thanked the petitioner for the revisions that were made, which he appreciated. He asked for clarification from the rendering on the difference between the brick and the lap siding, which Mr. Hopkins explained. Commissioner Coon liked the change in materials and asked if the petitioner considered a cast stone header at the top floor. Mr. Hopkins said that cast stone was considered, but they felt it added a visual weight to the top of the building that they were opposed to. Commissioner Coon also liked the difference between the attached balconies on the south elevation, versus the recessed balconies on the sides. Commissioner Coon felt the petitioner touched on a lot of the things in the Design Guidelines; however, he wanted to address how the Evaluation Criteria section in the Design Guidelines relates to the proposed design. He said the new building was harmonious with the scale of the garage; he liked that it is taller than the garage and felt that it was harmonious with the Downtown; however, the new building adjacent to single-family homes, he felt it has been handled many different ways.

Commissioner Coon presented an aerial of the site and the surrounding properties, and referred to the mix of commercial buildings and single-family homes that were constructed prior to the Design Guidelines in 1995, all of which he felt were haphazardly designed. He presented a portion of the Village zoning map for the Downtown area where there are a lot of R-7 zoning districts with an R-6 buffer, and in that R-6 there tends to be more 3-story buildings, more lower height, more row homes. He liked an apartment building on this site, as opposed to row homes; however, he

wondered whether some gestures could be made. He explained that the areas highlighted in red on the zoning map are locations where R-7 projects directly abut to single-family homes; however, the majority of these areas have a cascading effect in the building massing. He also presented the list of Evaluation Criteria in the Commercial Design Guidelines, and felt the petitioner touched positively on all of them with the exception of matters relating to scale. Additional aeriels showed Arlington Town Center as an example of a stepped down large commercial building, then row homes, and then single-family homes; a cascading effect into the Downtown, versus the older 1970's high density buildings, which Commissioner Coon acknowledged nothing could be done about. He wished the petitioner good luck with the variations they are requesting; otherwise he was in support of the project and felt the architecture had come a long way, and he liked the building and the top of the building. He asked if the lap siding was a fiber cement product intended to match the tone of the brick, and Mr. Hopkins said that it is.

Chair Fitzgerald said this is the first time he has seen the project and he likes the improvements a lot. He liked that the first floor and top floor of the building are a dark color, which made it feel shorter than it is. He liked the push and pull of the building and the little bit of the layering in front with the walls, and the way the entrance is designed. He agreed that the building looked like it could be an older building that has been 100 percent rehabbed and updated, and he liked the materials being proposed that are not completely foreign to the Downtown. Adding either a fence or evergreens to screen the utilities on Sigwalt would be a requirement for him, and he agreed with Staff's suggestion to substitute the Candytuft perennial with a different perennial, since it is not very hardy. He felt that adding at least one additional false window on the east elevation, first floor, was a nice detail, especially when driving towards the parking garage, and he questioned whether the silver reveals being added in the granite on the front elevation was needed, although he was not opposed to it. In general, he felt the landscape plan was very nice.

PUBLIC COMMENT

Cindy Churchill, lives in the Metropolis building. She asked if there would be a driveway/drop-off located along Sigwalt at the front entrance, because she is concerned about traffic stopping on Sigwalt when people visit the building. Mr. Hopkins said that this issue is currently unresolved, although it has been discussed with Planning Department Staff. Mr. Hautzinger clarified that this issue should be discussed at the Plan Commission review. Ms. Churchill was also concerned about screening of the utility equipment, and she suggested a small brick wall for screening instead of landscaping. She asked for clarification on the location of the trash dumpsters, and Mr. Hautzinger replied that dumpsters will be located inside the building. Ms. Churchill asked if there would be a street behind the building off of Highland Avenue for moving trucks and garbage trucks, and Mr. Hopkins referred to the striped loading area shown on Highland Avenue that will accommodate moving trucks and garbage trucks. Ms. Churchill also asked about the number of parking spaces versus units, and whether it was decided not to use the Vail Street parking garage for overflow. Mr. Hautzinger replied that 88 apartment units are proposed, with 110 indoor parking spaces, and the issue regarding the Vail Street garage is a Plan Commission matter.

In response to the suggestion for a small brick screening wall for the utility equipment, Mr. Hopkins said that he was unsure if this was practical or if there was even enough room to accommodate a brick wall. Currently proposed dense landscape screening will be changed from deciduous to evergreen for the utilities located at the northeast corner of the site; however, they do not control the 2 existing electrical boxes located in the parkway on Sigwalt.

Donald Meersman, 202 S. Highland Avenue. He was unsure if this was the right venue to address a traffic plan for the new building. Chair Fitzgerald explained that the Design Commission only reviews the architectural design of the new building, and other items such as traffic will be part of the Plan Commission review.

Michael Voss, 105 S. Mitchell Avenue. He felt that the revisions made were a drastic improvement to the building; much more within the context of the community. He felt that the comments regarding a warehouse look for the building was contradictory to the push/pull appearance, and his biggest concern is the transition from the scale of the new building (R-7) to the adjacent single-family (R-3) neighborhood. He agreed wholeheartedly that the new building lacks the stepped down affect, which he was unsure could be modified at this point. He was also confused about the depth over the entrance, which he could see on the elevation but not on the plan, and he was concerned about parking for

people visiting the new building, which the commissioners replied was part of the Plan Commission review.

Kari Dwyer, 30 S. Chestnut Avenue. Given the fact that her home looks directly at the rear (north) of the new building, she felt the north elevation was very disappointing, and not knowing what future plans are for the remaining portion of the site or what will be adjacent to this new building, felt that very little attention has been given to the rear of the building. From a landscaping perspective, there are only a couple of trees, and nothing from an architectural design perspective that would be appealing; she felt like all the attention was given to the front and sides of the building, and there should be more consideration for the north elevation. Mr. Hopkins replied that there is minimal in-and-out on the north elevation, and 18.4' of space between the main portion of the building and the north property line, and 5' of space at the bump out for the ramp at the east end of the north elevation.

Ileana Rodriguez, 18 S. Mitchell Avenue. She has lived in Arlington Heights for 20 years and it was the sense of community and the feel of Arlington Heights that motivated her family to set up roots here. She wanted to share a perspective that is shared among many of the homeowners of this neighborhood regarding this proposed construction, which is that we all want to see something happen on this lot; we want to see it developed and we welcome an active and thriving Chestnut Avenue. During the summer, many times she is stopped by people who tell her how pleasant it is to walk up and down her street when coming in and out of the Downtown, and she welcomes that. She wanted to share 3 reasons why they urge the Design Commission to reconsider this proposed new building as suitable for this neighborhood. The first reason is the historical context of greater Arlington Heights and the fit with the spirit of the Village's long term plan. Among the goals for population and housing, are to preserve the basic single-family character of the Village and to protect the present and future residential areas from encroachment by other less desirable buildings. This is a town of older and more historic buildings, and we are attached to this community and its historic context, and we believe that we feel somewhat alone in advocating for its preservation. In the 2015 survey of the Village's long term plan, 91 percent of the community said that they strongly support a preservation of buildings, and although nothing is being preserved on this particular site, they believe that also reflects the community values of older, historical buildings and preserving a sense of community. They are hard-pressed in seeing how this particular new building across from single-family homes stands up to that spirit, and what the vast majority of this community conveyed through that survey. They look to the Design Commission to partner with them in ensuring that there is a sensible, historically respectful building that enhances the community and does not distract from the history and the context. The second reason is the human activity; she is a social psychologist and thinks about people and how people interact and how people go through our community and our streets, and how that is part of being part of this community. The appeal of that particular area is the connection to the Downtown, sort of a sense of flow of in and out, and the proposed new building feels like it does not connect, and there is no landscaping that is going to make this not feel jarring walking down that street. We want to care for the full experience of the residents and the walkers, and really respect the feel of this particular community. Lastly, she acknowledged that maybe not every building needs to be a classic Arlington Heights building; however, we are actually not a particularly architecturally diverse community; we just do not have that much diversity of architecture, and this new building will stand starkly against the single-family homes that are well preserved invested homes across the street. There does not seem to be enough room or space for development for them to say that this project fits like anything else; it would not be the kind of building that the Village would think of as iconic of this community. Even with the revisions that were made, the building lacks integrity and it lacks grounding, and it feels kind of sad on a site that she felt the Village would want to feature a building to be proud of. We feel accountable to the community and to future generations, and we feel the weight of being part of the community that let this building go through; therefore, we hope that the commission will reconsider the fit of this building.

Commissioner Eckhardt appreciated that the resident spoke so eloquently about 2 major issues, both of which are different from each other; the first issue being size, and the second issue being whether or not we are proud of the new building. Assuming that the Village has designated this land to be zoned R-7 and there is a concept to step the building down, he asked the resident for her opinion about the height of the building on the west elevation on Chestnut Avenue. Ms. Rodriguez remembered the last review of the project where there was a lot of discussion about the height of the garage and the experience of a walker and how it would feel. With her psychology background she could only speak to the experience, which would be to feel like you have space and room when walking down the street. Commissioner Eckhardt reiterated that the charge of the Design Commission is to review the architecture of the project being

presented to them tonight, and try to make it as best as possible. If it were so offensive to the commission, because of height, size, mass, color, etc., it would not get approval from the Design Commission, as it was not approved at the last meeting. Although there is significant improvement from the previous design, the issue of height is not under the purview of this commission. Ms. Rodriguez replied that as architects, the commissioners are also thinking ultimately about the human experience within these buildings and spaces, which is why she is trying to compel the commissioners to consider her comments. Commissioner Eckhardt encouraged her to continue with the project through the Plan Commission and Village Board reviews.

Dan Rodgers, 206 S. Chestnut Avenue. With regards to a step down, his biggest concern with the single-family homes across the street is sunlight. He felt that a 2-story step down, roughly the same height as the single-family homes, would probably be most aesthetically pleasing. With respect to community, he asked if there are any common outdoor patio areas, which are common in many new buildings, and the second-floor outdoor space was pointed on the plans.

Barbara Voss, 105 S. Mitchell Avenue. She felt Commissioner Eckhardt's points were very well made with regards to what kind of a step down they would like to see; however, she felt it was being compared to an R-6 zoning that does not exist here; so in lieu of an R-6 zoning, anything taller than the surrounding homes seems to be acceptable. She has stood at her kitchen window for the last 27 years and watched her neighbors at Dunton Tower in the wintertime; daylight really does affect the quality of their lives in this neighborhood; we have made a vested interest here. This is a desirable community to live in; however, we are also a city of good neighbors, and part of that is the design concept that is so important, so that it does step down, so that it does gradually wave into the single-family homes that surround this property on two sides, and she hoped that the Design Commission would reconsider the building. It is a beautiful building but it is just not beautiful for where it is right now without a buffer of some kind in between.

Chair Fitzgerald closed the public comment portion of the meeting.

In terms of the building design, Commissioner Eckhardt wanted to see a commitment from the petitioner to add another false window on the ground floor as previously discussed, and he questioned if the effort made to create the push/pull on some elevations could be replicated on the north elevation to improve the shadow lines of that elevation. He added that the issue of stepping down is not part of the building design being reviewed tonight.

Commissioner Kingsley agreed that the commissioners are reviewing the building design that has been put in front of them, and the commissioners are not part of the decision regarding the zoning variations. She pointed out that the Village Comprehensive Plan was completed in 2015, which the Design Commission was not part of, and although the commissioners like a lot of the aspects of the new building, the site will be zoned R-7 and the adjacent homes are proposed to be re-zoned to R-6. When the Design Commission approves this project, it does not necessarily mean that the commissioners support the re-zoning and variations that are required. She wanted the record to show that she was unsure if it was appropriate to approve all of the variations. A lot of issues came up tonight, such as site lines, and daylight/shadow lines, parking, and traffic, all of which she felt should be satisfactorily addressed prior to getting any variations; however, there is nothing the Design Commission can do about that.

Commissioner Coon thanked Commissioner Kingsley for her comments, and added that when the commissioners review this project, they are reviewing the building, which is attractive; however, one of the evaluation criteria of the Design Guidelines is 'Conformance to Ordinances', and seeking 10 variances tells him that it does not conform to ordinances. Although the proposed building does conform to the Comprehensive Plan, the zoning requirements for R-7 versus the Comprehensive Plan, nearly all of these future R-7 properties are going to require variances, because the minimum site area for an R-7 building is 2 acres and all of these properties are one acre or less, all along Sigwalt. Therefore, to him the zoning ordinances are fighting the Comprehensive Plan. Do we believe in the zoning ordinances as a Village, or do we believe in the Comprehensive Plan and improving the Village to the extent that every one of these properties has to go through the variation process. He also felt the project did not comply with the Design Guideline criteria for harmony and compatibility with the surrounding buildings, which goes to the massing issue; however, he felt that all of the other factors in the Design Guidelines were closely studied and were met for the intent. He liked the architecture being proposed, and he disagreed with the notion that new projects need to look like they are

100 years old; he did not think this was the character of the Downtown. Commissioner Coon felt the building design as presented tonight was very nice and a step in the right direction, but the two criteria items in the Design Guidelines are big issues to him.

Chair Fitzgerald agreed with what has been said by the other commissioners. He liked the building and felt it was attractive; however, he had issues with the scale of the building, especially as it goes down towards Chestnut and towards Sigwalt, as well as the scale of the garage. He was unsure how much more could be done on the north elevation, since there will eventually be something built behind this building; however, on the south and west elevations there could be layering done to help soften the corner.

Commissioner Kingsley reiterated that the Design Commission's charge is to review the project that is front of them, taking into consideration the variations involved. With single-family home reviews, the Design Commission sometimes states whether the Design Commission supports or opposes variations for porches, etc. In this case, she was unsure if the commissioners could not approve the project visually because of matters regarding massing and zoning. Chair Fitzgerald felt it was the Design Commission's responsibility to make a recommendation to the Village Board about whether or not the project fits in the neighborhood.

Commissioner Kingsley said that she was in favor of approving the aesthetics of this building, with a few minor recommendations that were previously discussed, but with no variations; the building has to comply. Commissioner Eckhardt stated that the Design Commission cannot dictate the zoning; however, they can make a motion with strong recommendations, which is the direction he preferred to go in. He envisioned adding some soft shoulders on the west elevation of the building, and stepping down the south elevation; however, he felt this would not accomplish enough for the neighbors, it would still be three or four stories, and it would make the building appear lopsided and out of balance. The setback issue is probably more significant than de-massing the height. He was sympathetic to the other commissioner's comments about whether or not all of the variations are necessary for this project. He liked the building, although he wanted to see more done to the north elevation, and felt that a drop-off area at the main entrance on Sigwalt was an important item to be discussed with the Plan Commission. He felt a tremendous effort was made with the setback on the south elevation with a large opening being created; however, the north elevation was a little flat for him and he suggested increasing the amount of recessed balconies. He also felt that a tremendous effort was made with the finishes being proposed and correcting issues that were previously discussed. In terms of screening the transformers, he preferred evergreens over a brick wall. In response to the resident's comment about being proud of this building, Commissioner Eckhardt said that the commissioners want to be proud of the projects they review and approve; however, it can sometimes be difficult to make these decisions. He reiterated that he liked the new building, but felt it was going to be a problem being located on the edge of the growth of our downtown, because it will be next to older, beautiful frame homes. He supported the project and would be voting in favor of it, including the items that he previously asked to be in the motion.

Commissioner Coon said that looking at the context site plan without the building on the site is what sealed it for him. He was going to vote no for the project because he felt it was not harmonious and compatible, and there was not enough effort made to reduce the massing, although he felt the setbacks would help in that. In terms of the massing and scale of this building as shown, he would have to vote no. He felt the aesthetics were great and he would love to see those same aesthetics applied to a building that is more harmonious in scale.

With regards to scale, Chair Fitzgerald asked Commissioner Coon if his concerns were specific to one floor, two floors, or stepping back; if the project goes back to the petitioner, what guidelines would he give them. Commissioner Coon replied that some study and some attempt needed to be made with the scale of the building; the plan is pushed out as far as it can go, especially on the north side. Pushing the building inside on Sigwalt is a positive approach in terms of breaking down the massing; however, he knows very well as an architect, that an apartment building could not possibly be done that deep. This is a U-shaped plan, which benefits the massing of it, and he felt that more needed to be done. In terms of the north elevation, if the petitioner is asking for a variance to go beyond the footprint, than let go a little more and push the two end elevations north, so there can be more of a recess in at the front. Pushing the walls out another 3-feet at the two end units to create some undulation in that elevation from an aesthetic point of view, would

be a gesture of breaking down the massing of the building, even though the side yard is being increased slightly.

Chair Fitzgerald was unsure if the project would pass tonight if a vote were taken, and he felt that feedback should be provided to the petitioner at this time. He was on the fence himself; he liked the building, but he understood the context of the homes to the west; it is fairly abrupt. He referenced Lutheran Home at the corner of Kennicott and Oakton, where a taller section was built, although there is a large setback compared to this building.

Commissioner Kingsley asked Staff to review the variations that the petitioner is seeking from the Plan Commission. Commissioner Coon said that the Plan Commission process is putting the cart before the horse; if the variations are not approved by the Plan Commission, then the Design Commission is reviewing an entirely different building. Mr. Hautzinger read the original draft list of variations required for the project, and noted that the variations may have changed. Commissioner Coon said his intention is not to hold the project up until it turns into row homes; he asked if there was a way to pass this feedback on without Design Commission approval of the building, and let the project go before the Plan Commission to see what variations are approved, and then ask to review the re-designed building based on the approved variations. He pointed out that the Design Commission does not have the power to weigh in on the variations or approve those variations; he did not want to approve the building until the variations were sorted out and approved.

Chair Fitzgerald felt the project did not have to pass tonight, and he recommended a motion to table the project to a specific date, as well as ask the petitioner how he wanted to proceed. Commissioner Kingsley added that the re-review date with the Design Commission should be after the Plan Commission review.

Mr. Katsaros appreciated all of the comments that were made, which they have taken as many as possible into consideration. He clarified that they do not yet own this property and they are bound to a timeline to get this development purchased and built. After the first design review meeting, it appeared as though most of the commissioners liked the design, and 10 or 12 issues were outlined from that meeting, none of which were related to massing, with the exception of Commissioner Coon who had issues with the size, more than the other commissioners. Many if not all of the previous design concerns were addressed, and they can certainly work with adding more false windows on the lower level, and then finalize the design changes and allow the Plan Commission to address the variations required. If they have to take a step backwards to address the massing, and then come back to this commission if the building is changed, the project will die. He asked that the commissioners consider the design changes that were made, which he felt were pretty substantial, and include any additional items suggested tonight, and allow the project to continue on with the Plan Commission review in two weeks and let them address the variations.

Chair Fitzgerald asked if there was a motion at this time. Commissioner Eckhardt said that a motion could be made to support the building materials and some elements of the design, as well as comments about the commission's concerns with the adjacency to the R-3 district. He explained that the Design Commission is a recommending body to the Village Board, and the project could move forward to the Plan Commission with a recommendation to deny the project from this commission. He felt the commissioners were very clear about their concerns with all of the variations. He felt a motion of some kind should be made tonight.

Mr. Hautzinger suggested two possible options: a motion for approval of the design, with comments/concerns about context, scale, and massing per the Design Guidelines, as it relates to the adjacent context; or a motion for denial, with comments stating support for the design, but the denial is based upon scale and massing per the Design Guidelines. Either of those motions would send a clear message to the Plan Commission and Village Board on the Design Commission's position on the project. Commissioner Kingsley questioned whether these concerns would be heard and carry any weight, or should the project be tabled tonight until after the Plan Commission review. Mr. Hautzinger clarified that the Plan Commission is also a recommending body to the Village Board, and he asked if the Design Commission would recommend approval of the design if the Plan Commission recommends approval of the variations, but what would they do if the Plan Commission does not support the variations? The petitioner may proceed to the Village Board before making any design changes. Commissioner Eckhardt said that a third option is to approve the

design presented tonight, only if the Plan Commission approves all of the variations, because if the variations are not approved, then it becomes a different building that the Design Commission does not approve. Mr. Hautzinger stated that if the Design Commission approves the project tonight, and the Plan Commission and Village Board do not approve the variations, thereby requiring design revisions, then the new design will return to the Design Commission for re-review. An approval tonight is based upon the current design. Any changes that may happen as a result of the Plan Commission and Village Board that are beyond substantial compliance with these current plans, the project will be brought back to the Design Commission for re-review. Mr. Hautzinger recommended that the Design Commission make a motion tonight. Chair Fitzgerald supported a motion for approval of the current design, but with concerns about the massing.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, TO RECOMMEND APPROVAL OF THE PROPOSED DESIGN FOR *SIGWALT APARTMENTS* TO BE LOCATED AT 45 S. CHESTNUT AVENUE. THIS APPROVAL IS BASED ON THE REVISED ARCHITECTURAL PLANS RECEIVED 9/6/17, 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 REQUIREMENT TO ADD AT LEAST ONE FALSE WINDOW ON THE EAST ELEVATION, FIRST FLOOR.
2. A REQUIREMENT TO CHANGE THE MORTON SWEETSPICE SHRUBS AROUND THE ELECTRICAL TRANSFORMER TO EVERGREEN SHRUBS FOR YEAR-ROUND SCREENING.
3. A REQUIREMENT TO CHANGE THE CANDYTUFT PERENNIALS ALONG THE FRONT OF THE BRICK GARDEN WALLS TO A DIFFERENT PERENNIAL THAT HAS MORE HEIGHT TO SOFTEN THE WALL.
4. A REQUIREMENT THAT THE NORTH WALL BE REVISITED WITH THE SAME UNDULATION AS THE EAST AND WEST WALLS.
5. A STRONG RECOMMENDATION THAT THE VARIATIONS BE REVISITED AND SERIOUSLY REVIEWED, SPECIFICALLY THE HEIGHT OF THE BUILDING, PARTICULARLY ON THE WEST; THE PARKING; THE TRAFFIC; THE INDOOR LOADING DOCK; THE BUILDING LOT COVERAGE; AND THE SIDE YARDS.
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.
7. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

Commissioner Eckhardt expressed concern about the clarity of the message in the motion regarding the Design Commission's concerns about the variations for the project. Mr. Hautzinger recommended that the motion be less specific about the zoning variations, but that it instead touch on the evaluation criteria in the Design Guidelines that the Design Commission has concerns with.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

Commissioner Eckhardt said that the minutes will show the Design Commission's concerns over the possibility that the project will be different and change radically to include additional setbacks, variations in height, parking, traffic, etc. These are all concerns to the extent that they are not necessarily Design Commission elements, but important because they tie into the Design Guidelines, which is harmony and compatibility. The logic of the design is good, only if all of the variations are approved. Mr. Hautzinger suggested that the Design Commission send a clear and concise message to the Plan Commission and Village Board stating whether or not the design is supported, along with the

general concerns regarding conformance to the Design Guideline criteria for 'Conformance to Ordinances' and 'Harmony and Compatibility'. He encouraged the commissioners to not get into specifics in the motion regarding the zoning variations, and leave those matters up to the Plan Commission and Village Board. Commissioner Coon reiterated that he liked the architectural character of the building, but wanted to see how the Plan Commission weighed in on the variations. He did not want to give the project a blanket approval and not have the Design Commission's concerns heard. He wanted the motion to be broken down to the specific categories in the Design Guidelines and state that the Design Commission approves that the project has a logic of design and it has architectural character, but it does not comply with certain criteria, which can be spelled out in the motion.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY TO AMEND THE MOTION AS FOLLOWS:

5. THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'HARMONY AND COMPATIBILITY', SPECIFICALLY REGARDING HEIGHT AND SETBACK.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

Commissioner Eckhardt felt that the design did not conform to 'Ordinances', as well as 'Harmony and Compatibility'. He did feel that the project conformed with all of the other evaluation criteria listed in the Design Guidelines.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION AS FOLLOWS:

8. THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'CONFORMANCE TO ORDINANCES AND COMPREHENSIVE PLAN'.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

COON, AYE; KINGSLEY, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

APPROVED

PLAN

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

COMMISSION

RE: CA VENTURES/SIGWALT APARTMENTS - 45 S. CHESTNUT AVE. - PC#17-008
PUD, PRELIMINARY & FINAL PLAT OF SUBDIVISION, REZONING, VARIATIONS

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 27th day of September, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
SUSAN DAWSON
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
BILL ENRIGHT, Deputy Director of Planning
JACOB SCHMIDT, Assistant Planner

CHAIRMAN ENNES: I call the meeting of the Arlington Heights Plan Commission to order. I would like to ask all of you to stand and join us for the pledge of allegiance.

(Pledge of allegiance.)

CHAIRMAN ENNES: Thank you, please be seated. Sam, would you call the roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

(No response.)

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. We have no minutes to approve, is that correct, Sam, from prior?

MR. HUBBARD: No.

CHAIRMAN ENNES: Okay. We have one petition to hear tonight, and that is Petition #17-008. I would like to call the Petitioner to please come up to the podium, and any one that is going to testify with him. I would ask you to, we will swear you in.

(Witnesses sworn.)

CHAIRMAN ENNES: As each one of you give your presentation, I'm going to ask you to state your name and spell it for our court reporter. Okay, would you please start and give us your -- I should also, Sam, were all proper notices sent out?

MR. HUBBARD: They were, yes.

CHAIRMAN ENNES: I'd like to point out Commissioner Warskow just walked in. Okay, so if the Petitioner would like to present, give us their presentation?

MR. PORTO: My name is Mike Porto, last name is P-o-r-t-o. I'm project manager at CA Ventures. We are the developer on the project.

We're going to give a quick little presentation. We also have some representatives from HKM Architects and KLOA who did our traffic study on the project. So, we'll kind of give a quick little presentation describing the project, and then obviously there is the Staff report to follow that.

The property in question here is what the Village calls Block 425, and that's located between Highland and Chestnut, and with Sigwalt on the south. I know there is an entire vacant lot there, but the property in question is the southern third of that site. That's what

we're here to discuss, not anything to the north of that.

The property is currently zoned for R-3 which is a Single Family zoning. Now, the Village Comprehensive Plan designates that this site is actually best suited for a high density multifamily which is consistent with a HARP 7 zoning. Then there's also the Downtown Village Master Plan which recommends that this site be used for, or that in general is used to strengthen residential development in the downtown area as a whole, specifically the recommendation for this site is to develop a building four to six stories in height that helps the transition from the downtown area to the residential area to the west and to the south.

So, what we are proposing tonight is a five-story, 88-unit residential apartment building, it's not condos. It will be a mix of one and two-bedroom, market rate units. There will be 110 parking spaces on site on both the first floor and the basement level. Part of what we're proposing tonight is to rezone this property from the current R-3, which is for single family homes, to an R-7, which is appropriate for the multifamily residential. Also part of what we're looking to get approved tonight is the consolidation of the current six single family lots into one consolidation.

A little bit of background on this, back in April of 2017, we met with the early Village Board Review Committee, or the early Board Review. The board in general was generally supportive of our project. They had a couple of questions and concerns that we feel that we have addressed. They told us to, you know, go along with the process, follow up to address the commissions, and we feel that we've done that.

To note, our proposal is a little bit different than what they saw back in April. Back in April, it was an 86-unit development with only 98 parking spaces. So, we have addressed parking since we last saw them. Also back in April, we met with several of you guys at the conceptual plan review or the Plat and Subdivision Committee. In general, those that we met with were pretty supportive of the project, too, and you guys encouraged us to stick with the process and keep going.

In August, we met with the Housing Commission and got approval to donate \$325,000 to the Village's affordable housing policy or fund in lieu of providing affordable units in the building. We also had a neighborhood meeting where about 45 residents showed up, and we discussed a variety of topics and concerns. Those meeting minutes have been provided in your packets.

We also had our Design Commission hearing in early August. The Commissioners had a lot of good comments for us. We decided to have a continuance of that hearing and they re-heard us a couple of weeks ago on September 12th. So, in that time, we feel we made significant improvements to the exterior design of the building, and they approved us two weeks ago.

So, a couple of other concerns I know Mike had brought up is traffic in the area. Like I said, we had a traffic report done by KLOA, and he can help address some of these questions. But in general, the proposed development seems to have a minimum impact on the neighboring streets. In fact, I think the study even says that there will be less than a one-second increase in traffic at the major intersections that are on our site. But again, KLOA can speak a little bit better to that.

So, at this point, I'd like to turn it over to Mark Hopkins with HKM Architects to kind of walk us through the site plan and the building plan.

MR. HOPKINS: My name is Mark Hopkins with HKM Architects, 43 South

Vail Avenue, Arlington Heights.

CHAIRMAN ENNES: Mark, can you spell it please?

MR. HOPKINS: H-o-p-k-i-n-s. All right. Well, what I'd like to do is give you an overview of the project, especially for those Commissioners that might not have been at the last presentation. This project is substantially similar to what we presented previously, but it has undergone scrutiny and enhancement from quite a number of stakeholders in this, you know, including the Staff and the community and then the various departments here in Arlington Heights. We think what we have is a better building. We brought a good building last time and a good project, we think it's better as a result of the process that it's undergone.

So, diagrammatically, what's on your screen right now is the site itself.

I think as you read the Staff report, that the building sits on, it has three fronts basically. The technical fronts are on Chestnut and Highland, but because the long face of the building is on Sigwalt, that is, we have designed the center of the building and the entrance around that, so the lobby and the main entrance, the front door, the hello if you will, is on West Sigwalt Street. The entrance to the interior parking which is located in the basement and the first floor is off of Highland, close to the throat of the municipal garage across from the current AT&T parking lot. Then there are also various connections from the first floor units to the sidewalk via sidewalks to patios, and you can see those happening along Sigwalt Street as what looks like additional sidewalks leading up to the building.

There is about a three-foot fall on the site, from the northwest corner down to the southeast corner. The first floor of the building basically has that 0-0 or flush relationship with grades at that northwest corner, and then the grades gradually drop away to the southeast corner. We've taken that as an opportunity to create, and you won't be able to see the, but there is a line that parallels the south side of the building there on Sigwalt and wrapping up around the corners. That's a site wall, and what that's doing for us is that's giving us a general transition between the private spaces in the building that is those residential units on the first floor to a semi-private patio outside to a semi-public yard and then, finally, to the public sidewalk. So, we're using that, and you'll see it and how that works in the renderings.

It's a little bit deceiving looking at both plans on this because we're showing our amenity deck in the plan which is actually a roof deck there above the lobby. We have the lobby space entrance there in the center of the south facade of the building. Whoops, I'm out of control. So, our entry is in the center, thank you, and then this amenity deck is actually elevated at the second floor. So, while the building is a C-shape with a large courtyard recess, in the superstructure the first floor is a rectangle with the exception of the bump on the back, if you look at the north side of the site there, in the north setback, that is a one-story portion of the building that projects closer to the property line, and that actually encloses our interior ramp which connects a partial parking level on the first floor with a complete or full parking level in the basement. So, let me proceed and not belabor that.

So, there is that first floor plan. What you see is the overhead door there over on the right-hand side of the exhibit, and then that leads into an internal parking bay, first floor, you see the ramp working, you turn right and then head down into the basement parking. Then we've got six residential units along Sigwalt Street looking at Sigwalt, and then the corner units looking at Chestnut and Highland, and then our lobby there on the first floor which has leasing function and a coffee bar and mail and parcels and the like. Am I going backwards? I'm so sorry.

Then, after I fiddle around with this, this is the basement which is fully developed as parking. There's a few ancillary functions down there, bike storage, tenant storage, some mechanical spaces and what have you, but we've gotten as many cars as we can within the footprint. Then as we head upstairs, there is the diagram for the superstructure.

This is the second floor plan. The only difference between the second floor plan and the third, fourth and fifth is that two of the residential units have been removed so that we get a fitness room and a community room that give out onto the amenity roof deck that's out there. I'll show you the amenity roof deck in the landscape plan. Otherwise, the superstructure is completely developed as units in the third floor to the fifth floor.

So, this is a mix of one and two-bedroom units. There are some two-bedroom plus den units. You can see the residential elevator here in the center and then the egress stairs.

Roof plan is shown only because we needed to demonstrate that all of our rooftop equipment is screened from the street. So, we have rooftop screens not only for the residential condensers that you see there in those arrays, but also the RTUs which serve the common areas.

Now, there's the landscape plan. In the center in the courtyard then is that amenity deck. There is an arbor up there to provide a degree of shade. There is also a combination of different textures on the walking surface, and that is to be able to focus our activity there in the center of the courtyard with pavers. Then we have a little bit of a sunning function here on the screen, so we have some chaise lounges. We also have two grills out there because grilling is not allowed on the residential balconies, so there are community grills. There are also places for outdoor dining as well as some passive seating lounge type groups. Then we have other materials on the ground playing up here at the second floor, and that's simply to be a buffer between somebody's residential window and the public space and the amenity space.

You see a little bit better, how I can't handle this clicker, how the entry works in the building because the grades are falling away along Sigwalt Street. We have a number of risers here, I believe five, to get up to our front door and our residential lobby. So, what we're doing is we're kind of stretching the sidewalk here along that site wall I described and bringing it down so that it matches the sidewalk at this point. It's a little bit more gentle than a handicap ramp, so it's less than something that requires the rails, but it helps us to make that front lobby accessible.

We have permeable pavers located on some of our, on our sidewalks, and it's the darker color here. There's bike racks here with the permeable pavers under, permeable pavers under these sidewalks here, as well as the driveway approaching into our garage.

The landscape plan has been, you know, vetted with Staff and reviewed and modified. We do have underground detention and a vault system that wraps the building here in the northwest corner. So, landscaping was particularly, let's say sensitive to coordination because of the soil being precluding over story trees, so we had to sprinkle those in different places and be able to get our sweeps of landscape working with that more shallow zone of soil. It's 24 inches of soil at that point. I think that's probably enough on the landscape plan.

These are exterior images of the building, and the exterior of the building is substantially similar but it's been modified according to the comments that we have received by the Design Commission. When we last appeared before you, the superstructure of

this building as well as a lot of the interior cutout courtyard was done in an architectural metal panel that had a shape on it that, about 12 inches in the reveal, 12 inches in the reveal, 12 inches in the reveal. That gave us a texture and a lightweight material put on top, and it was black or very much like a charcoal when we first came in. We got certain comments back on that saying maybe that's not as rich as it should be, Arlington Heights is a brick town, the top of the building didn't seem to end as well as we'd like to, it's a little bit too severe for some folks. The building also had a beige brick base on it when we brought it in to you last time. But because we substituted brick on the superstructure for the outside of the C if you will, we thought it inappropriate to have three brick on the building.

So, what we presented to Design Commission as a revised building has a charcoal colored brick on the superstructure in the first floor and in the site wall. In the intermediate floors, the three floors, two, three and four, have that same medium brown or orangey brown that we had before. So, this view starts to show how that site wall is working that I keep talking about. It also shows the building, the building's backdrop as you look towards the northeast and the remainder of downtown. So, over here is part of the Village Green project, in fact, is behind in the middle part of that, and then Dunton Tower on the right of which we are a tenant, and then here, you know, intermediate is this AT&T site which we mentioned.

As we look from that corner, now we're looking towards the northwest, you see the municipal parking deck, you start to see some of that same family of colors that I mentioned, that is the brown brick. I didn't mention the cast stone lintels but you can see the cast stone and trim and banding. The heads over the windows is what I mean when I say lintel, picking up in that kind of in that vernacular of Downtown Arlington Heights, without being overly traditional if you will but being a little bit more crisp and contemporary in 2017 with it.

So, that's what we've done. We did add that little cornice at the top so that we try to end up in an appropriate way without being too strong. We didn't want to the building to kind of lean out at people. So, we did that to provide a kind of a nice termination to it.

Then finally, this is the entry to the building. There's kind of two pavilions that are there. What you're seeing here in the center is actually the entry to the building.

So, here are those risers that I talked about as walking up to this paver platform or patio before you get into the building, and then this sloped sidewalk, it's not quite a ramp, and here are those bike racks and what have you.

These two pods here if you will or portions of the building that actually raise up to the rail height on our amenity deck are made of polished granite, polished black granite. Then there is a suspended canopy here, and then you can start to see, it's difficult to see it on this side but maybe on your monitors you can start to see some of those amenity structures up on the roof.

So, that is an overview of the project. There is a lot of details. Obviously we're here to answer questions. We respect the collaborative nature of working with Arlington Heights on the project. We look forward to your comments.

CHAIRMAN ENNES: Sam, can we get the Staff report?

MR. HUBBARD: Thank you, Chairman Ennes. Good evening to the Plan Commission. As you've heard, the Petitioner is proposing a five-story rental apartment development on the subject property which is located on the southwest fringe of the downtown area. Again, this is part of the property that's currently zoned R-3. In order to accommodate the proposed development, the property would need to be rezoned into the R-7 Multiple Family

Residential Zoning District. It's part of a larger Block 425 and makes up the southern third of that block, the larger block is all vacant including the subject property. Block 425 is bounded by Campbell Street to the north, Sigwalt on the south, Highland to the east, and Chestnut to the west.

Additionally, all properties and developments in the R-7 District are required to develop as a PUD, and so the Petitioner is seeking PUD approval this evening. Finally, as you've heard, they are required to consolidate the site into a one lot to accommodate the proposed development as it currently exists as six lots of record today. Their preliminary and final plat of subdivision approval is part of their petition.

Finally, there are multiple variations that have been requested as part of this development. These relate to things like density, setbacks, lot coverage, floor area ratio, the projection of the balconies, some of the aspects of the interior garage among other things. I'll try to touch on the most significant ones in this presentation. The remaining variations as listed here and are outlined in the Staff report that we provided to the Plan Commission which is available online.

So, again as you've heard, there have been several actions to date that has led the Petitioner to stand before the Plan Commission this evening. First, back in April of this year, the Petitioner appeared before the Village Board for an early review. The concept at that time was for 86 units and about 94 parking spaces as opposed to 110 that they are proposing this evening. The Village Board was generally supportive of the concept. They did have some concerns about overflow parking and the capacity within the Vail Avenue garage to accommodate that parking. I think they were hopeful that that would be analyzed during this approval process.

Next, the Applicant appeared before the Conceptual Plan Review Committee which was called the Plat and Sub at that time. Again, I think the committee was generally supportive and echoed some of the same comments that were made at the early review of the Village Board. They also strongly encouraged the developer to host a neighborhood meeting where they would introduce the development to some of the surrounding property owners and identify any issues early on in the process.

After that meeting with the Conceptual Plan Review Committee in August 15th, they met with the Housing Commission which discussed the affordability of the project relative to the Village's Multiple Family Affordable Housing Policy. According to the policy, 15 percent of the units would need to be dedicated as affordable which translates to 13. But in lieu of providing these units, the developer has proposed to pay a \$325,000 contribution to the Village's affordable housing fund which equates to \$25,000 per unit not provided. The Housing Commission found this acceptable and they provided a favorable recommendation of approval.

Next, the Petitioner held their neighborhood meeting on August 21st, and they provided a summary of that meeting which was included in the packet to the Plan Commission.

Finally, they appeared before the Design Commission on two occasions, and this resulted in a lot of positive changes to the design of the building, including changes to the exterior materials, the addition of a cornice, additional landscaping, and they recessed some balconies which actually decreased the extent of one of the variations required. Originally, a 5.3 foot variation was required on both the east and west side; because those balconies are recessed, this variation reduces by roughly maybe about 50 percent there.

The Design Commission ended up making a motion of approval with the requirement of some minor additional changes to the design, like more landscaping in front of

the transformer along Highland. Also, they required recessed balconies on the north facade which will again further reduce the extent of variation there as well. I would mention that there was a lot of discussion about the suitability of this development given the context of the neighborhood and the zoning and Comprehensive Plan. But again, the Design Commission process ended with a favorable recommendation of approval.

So, that brings me to the Comprehensive Plan. In analyzing the suitability of this development, especially in relation to the rezoning of the property into the R-7 District, we looked at both the Comprehensive Plan and the Downtown Master Plan for conformity to these previously adopted planning documents. You can see in front of you that is part of the Comprehensive Plan Map. In the bottom left-hand corner of the map, you can see the subject property outlined in red with a little arrow. The map here designates future acceptable land uses for properties in the downtown area, and the brown that you see on the map represents properties that may be suitable for R-7 zoning designated as high-density multifamily. Both properties to the north and east of the subject property are designated as appropriate for mixed use developments that are suitable for the Downtown District and the B-5 Downtown District zoning classification.

I would mention that the subject property is part of a string of high-density multifamily properties that kind of ring the downtown area. The Comprehensive Plan indicates that these properties are suitable for R-7 zoning. I think I should mention also that up until 1997, the subject property was actually shown as blue which would be more appropriate for the B-5 mixed use designation in the B-5 Zoning District, and that would allow for more intense uses of land than would be what's allowed under the R-7 zoning. However, in 1997, it was changed to the current designation as high-density multifamily. The intent back then was for this piece of property to act as a buffer between the downtown uses and the uses to the south and the west.

Staff believes that the R-7 zoning achieves the goal of providing this buffer. A B-5 zoning on this property would allow buildings around 90 to 140 feet in height. The proposed building is about 62.5 feet high. Relative to density, the B-5 would allow 112 units on this property; the developer has only proposed 88 units this evening. Relative to the use of the property, the B-5 would require that this property provide ground floor retail which would have brought more foot traffic and street level activity. So, the R-7 zoning we feel accomplishes this buffer between the downtown and the neighboring properties.

I would add that one of the land use policies in the Comprehensive Plan states that intensive developments should be limited to the downtown area and areas where there is adequate access to public transportation or in conjunction with an approved redevelopment plan. We believe that the intensity of the proposed development conforms to this standard being that it has close proximity to the downtown area and it's close to the Metra Downtown Arlington Heights Station as well. We believe that the rezoning to R-7 is compliant with the Comprehensive Plan and we are supportive of R-7 in this location.

The other planning document that we used as a guide to analyze this development was the Downtown Master Plan which was adopted in 2007 and involved participation from a 19-member task force and approximately 31 public meetings. This plan analyzed the different areas of downtown and provided specific recommendations for the redevelopment of these areas. As previously mentioned, this property is part of Block 425, and the Downtown Master Plan contains specific redevelopment recommendations for Block 425.

I'd like to highlight recommendation number one which states "relate

piecemeal development of the block in a cohesive manner with six to eight stories mixed use on the northern three-quarters of the block transitioning to four to six stories on the southern quarter of the block". The southern quarter of the block encompasses the subject property and we believe that five stories of height at the proposed development is compliant with the Downtown Master Plan. In light of this, we are supportive of the height of this development.

One of the other factors that's unique about this property, especially when compared to other R-7 properties, is that it does not directly abut any single family homes on any sides. You can see to the west there is Chestnut Avenue, to the south is Sigwalt, to the east is Highland. There are no directly abutting residential homes to this development.

This played a significant role in our analysis of the proposed variations, and I think the separation here provided by the streets has a mitigating effect on the height of the structure, on the setbacks, and on the impact of the bulk and mass of the building. I think we would have trouble supporting the extent of the proposed variations on a single development if that development site was located directly abutting a single family residential district.

One of the key variations requested has to do with the density of the proposed development. The subject property given the proposed unit mix would be able to accommodate about 54 units given the density regulations of the R-7 Zoning District. The developer has proposed 88 units. That creates the need for a density variation.

I would mention that the R-7 density regulations were last amended around 1972. That amendment established the current density regulations that are still applicable to this day. So, we have analyzed the need for this variation in the context of the average household size over the last four decades and found that actually household size has been shrinking steadily since 1970 and even well before that. You can see on the left-hand side of this slide there is data provided by the US Census. Back in 1970, the average household size was 3.14 persons and it steadily shrinks as time elapses, up until about 2010 where there's a slight rise. We would guess that this rise is because of the recession around that time. But once things settled down, we see the trend continuing nationally to further decrease average household size. When we look at this relative to local Arlington Heights data provided by the Census, the same trend is mirrored locally.

I would like to point out that average renter household size is significantly smaller than average owner household size. The R-7 Zoning density regulations don't take into account this, so we think that's an important fact. In analyzing the density variation in light of the trend showing the decrease in national and local housing sizes, we believe that the proposed density is acceptable and we are supportive of the density variation.

The developer has requested several setback variations with regard to the building, specifically on the east and west side front yards where they require 48 feet of setback. The developer is proposing 10.5 feet on the east side and 16.3 feet on the west side. To the south, it's considered an exterior side yard, the code requires a 20-foot setback. The developer is proposing 18.3-foot setback. To the north, it's a side yard and it's required to have a 34-foot setback. The developer has proposed a five-foot setback on the north side.

So, we analyzed these variations and considered the following facts relative to the variations. You'll notice on the east side and west side, there is an area, the red bubble. The developer has been required to dedicate eight feet of land on both the east and west side of their site. So, while the technical variation is 10.5 feet and 16.3 feet, it's really more like

18.5 feet and 24.3 feet on the east and west when you take into consideration this right of way dedication. Usually when a right of way is dedicated, it's because the road needs to be expanded.

In this case, there are no immediate plans to expand the road width, so, you know, the area here will likely remain as green space/parkway for the immediate future and the likely long-term future. It will essentially provide a yard and a setback, just not technically by the code.

On the north side, a five-foot setback is proposed, but it's really just for this one story bump-out for the garage ramp. The rest of the building, the bulk and the mass of the five-story structure is actually set back 18.4 feet. To the south, there is a small portion of the one-story lobby that projects out into the required 20-foot setback so there it's 18.3 feet from the south property line where a 20-foot setback is required. But the actual and the bulk of the building here, which is the five-story portion, is actually set back 19.9 feet where the code requires a 20-foot setback. So, we didn't find that 0.1 foot was very significant.

We also considered the context of the building in relation to the closest single family homes that abut to the south and west. So, you can see the proposed building is at its closest point approximately 91 feet set back from the nearest single family home. Kitty corner southwest across Sigwalt and Chestnut, it's about 141 feet. To the south, it's about 92 feet. Furthermore, there are generous parkways to the south and to the west. Here it's 36 feet and to the south it's 35 feet. So, while the technical setbacks are to the property line, there's really going to be a fairly large yard abutting the proposed building.

Finally, we analyzed numerous existing buildings in the R-7 District and we found multiple examples of five-story buildings that directly abut single family homes and provide significantly less space between those buildings and the neighboring single family homes. I'd like to point out two examples that we looked at. On the left-hand side is 121 South Vail, on the right-hand side is 110 South Evergreen. These may not be the best architectural examples, but they do exist. They are part of our downtown fabric, they contribute to the overall fabric of the Village and the character of the area.

When you compare these developments, strictly on a numbers basis, to the setbacks of the proposed building, and if you take into account the right of way dedication which would be the numbers in parentheses here, when you take into account everything besides the bump-out for the garage ramp to the north, the setbacks are actually fairly comparable to what exists on similar R-7 developments. Again, these R-7 developments are in locations where they directly abut single family homes. Then if you look at it beyond just the numbers basis, the proposed development with its separation due to the abutting streets of Chestnut and Sigwalt, the proposed development is actually set back much farther from single family residential homes compared to a lot of the R-7 Zoning District developments.

Again, I would point out that if a similar development of the same intensity and needing the same number and extent of variations was proposed on a site similar to the two buildings that are shown here, I think we'd find Staff very hesitant to support those variations. But given the context of the subject site, we believe that the proposed setbacks will be acceptable and we are supportive of the variations.

Last thing I want to touch on is parking. The developer is proposing 110 parking spaces which translates to 1.25 parking spaces per unit. In order to arrive at that number, they studied similar developments in suburban downtowns across the Chicagoland area. Based on what these similar developments provide, they arrived at the 1.25 spaces per unit number, and they believe that this will capture the required parking demand of the proposed

development.

We looked at the parking ratio of the developments in our downtown area to understand what the market in Downtown Arlington Heights provides relative to parking. Based on these numbers, we believe that the amount of required parking needed to capture demand is probably somewhere closer to 1.4 to 1.5 spaces per unit. I would note that our R-7 District requires 1.5 parking spaces per unit. So, if we go through some of the data here, the two most applicable developments are Dunton Tower and Hancock Square which are both rental developments. They provide respectively 1.4 and about 1.6 spaces per unit which averages out to about 1.5. If you look at it from a parking spaces per bedroom basis, they're a little over 1.1 in average. When you look at the proposed development, it's proposed at about 0.8.

So, if the development were to provide 22 extra spaces, that would bring them up to or close to what the other rental developments in Downtown Arlington Heights provide on a per bedroom basis and similar to what they provide on a per unit basis as well. Our code allows parking requirements to be met if spaces are provided within 300 feet of the subject property which they serve. The Vail Avenue garage meets this distance requirement relative to the subject property. So, the Village can provide 22 spaces in the Vail Avenue garage which is what Staff thinks the demand would be at about 1.5 spaces per unit. Those 22 spaces, in combination with the 110 spaces provided within the building, would make the development conform to the 1.5 space ratio required in the R-7 District.

We studied the Vail Avenue garage, and for those who aren't familiar with how it's laid out, the first floor is reserved for shopper parking. The second floor is dedicated to permit only resident parking as well as the third floor. The fourth floor is dedicated to permit only resident parking and at that point it opens up to daily shopper pay. The fifth floor is only for daily pay and no overnight parking is allowed on the fifth floor.

So, really we're really looking at levels three and four to see if there is capacity to accommodate these 22 spaces. These are permit only areas, and we surveyed the usage of the garage over multiple days over multiple years. We found that, you know, the low, these figures represent the number of available spaces. So, at the peak on level three, there were still 38 spaces available in the Vail Avenue garage. During the evening times, when we would expect a resident to use it, there was significant capacity there. Then when you look at the fourth level, again those, the low, there was always at least 86 spaces available. Then during the evening hours, there's significantly more capacity.

So, in studying the capacity of the Vail Avenue garage, we believe that there is space to accommodate 22 additional spaces needed by the developer. In order to provide these spaces, we would require the developer to make a monetary contribution to the Village, of \$4,400 for each of the 22 spaces provided, which amounts to just under \$100,000. We would also require that they obtain residential parking permits for any resident that wants to use space and park their car in any of those 22 spaces.

Since the developer feels that the 1.25 spaces per unit ratio would be acceptable to capture their parking demand, staff is agreeable to a three-year monitoring period where we would track how many permits they are getting to use the 22 spaces in the garage for a period of three years, and then on years two and three we would average out the, you know, the average usage that they had out of those 22 spaces. If for example their average was 20 spaces out of the 22, then we would refund them the two-space difference between the 20 and the 22 spaces at the same rate that they paid us for those spaces. So, essentially, under that scenario,

they wouldn't have to pay for parking spaces that they didn't in reality have to use.

So, in sum, we are recommending approval of the application subject to 10 conditions. The first two conditions relate to what I just talked about relative to parking in the Vail Avenue garage. The third condition is that overhead utilities along Sigwalt Street east of Highland and west of Chestnut shall be buried unless ComEd or the Village deems it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street. The developer is, excuse me, still analyzing the feasibility of doing that. Our Fire Department, for fire safety purposes, will need Sigwalt Street to be completely clear of overhead lines. So, at a bare minimum, the developer would be required to have no overhead lines on the north side of Sigwalt Street. For aesthetic purposes, the Planning Department is asking that all overhead lines along Sigwalt be buried, and again the developer is still looking at the feasibility of that, and that's what this condition is referencing.

We're also requiring that move-in and move-out operations be restricted between 7:00 a.m. and 6:00 p.m., Monday through Friday, and 9:00 a.m. and 4:00 p.m. on Saturday and Sunday. This is consistent with what we required for other developments within the downtown area. We're also recommending that if the developer would ever propose changing the tenancy of the building from rental to condos, that this will require an amendment to the PUD. This is because historically we've seen a little bit more parking demand in condo developments, and we would just want the opportunity to analyze if that change is acceptable.

We've also asked the developer to provide a final construction schedule and phasing plan. They've provided a fairly detailed one to date but prior to building permit I think we would just like a bit more detail on exactly when the lane closures will take place and what they will look like. We've also required that the petitioner comply with the Housing Commission motion and the Design Commission recommendations, as well as pay their school, park, and library fees. And then finally, the boilerplate condition to comply with all federal, state, and Village codes, regulations and policies.

So, again we're supportive of the development, and I'd be happy to answer any questions.

CHAIRMAN ENNES: Yes, Bill?

MR. ENRIGHT: Chairman, if I could add something? Bill Enright, Deputy Director of Planning. Just on that parking, we fully recognize that, especially levels four and five, are a lot more packed than our numbers really show, because we don't have counts for every single day over the last 10 years. We are in the process of requesting funding for a new parking study downtown which hopefully will be approved in the budget for 2018. So, that would be forthcoming to further analyze possible improvements to the Vail Avenue garage with how we allocate spaces. We've always made changes to that garage as the conditions change downtown.

So, we recognize that level four which is available to customers from 12:00 noon on but not overnight, customers coming to shop and eat and dine and go to the theater, it can get very parked especially during the summer when we have other events like Sound of Summer and events at the Metropolis Performing Arts Theater as well as the numerous restaurants. The fifth level can get crowded, too. So, we really focused on level three which is strictly permit parking. The only people that can park there without a permit would do so illegally and likely get a ticket.

So, as Sam's analysis pointed out, for the most part there's about 50

to 60 spaces available on average on level three during these counts. So, if the Board or the Plan Commission decided that we don't want to allow this developer to have any spaces in the garage, that can be accommodated. We don't have to sell spaces to them. They would need a variation for parking to do the 1.25 instead of 1.5, but the developer is actually not asking for the these spaces. They don't think they need them at all. Quite frankly, it's going to be somewhat self-regulating anyway because if you have 110 spaces in the building, that's as many cars as you're going to get from the property. So, they may have to turn away some people who want to get two cars because they can only get one from the building because we're not going to sell permits to them in the garage if the Village Board ultimately decides that we don't want to.

The Village Board did make this a primary discussion according to the early review as Sam pointed out. There was quite a bit of concern from the Board about allowing this development to allocate any parking to it. So, that is still an option with this development to grant variation and say, all right, you've got your 110, that's what you're going to live with. They think it will work for them, they have shown us a lot of evidence of other developments to that effect. But Staff is recommending a little bit more as a safety net.

Bottom line is if they don't get those spaces in the Vail garage, then they're going to be limited to selling, you know, only having 110 in this development because where else are they going to park? They can't park in the streets, they'll get tickets overnight. So, no one is going to rent unless they're assured they've got a space.

So, you know, that's still I think a very valid point, and we think some of the businesses will be, you know, concerned about that. But we are going to look at the Vail garage and how the spaces are allocated. We've got a lot of different users in that garage and everybody wants the better spaces, including the residents who live here and patronize the downtown and that's their parking space in the garage, it's part of their living in downtown. So, there's a very careful balance that we have with all the different users, unique users, commuters, merchants who park and work downtown, and obviously guests which you want to make the most prime spots available for. So, that's something we would definitely be looking at the Vail garage as it relates to customer parking because we do recognize that it's an issue.

CHAIRMAN ENNES: So, individuals can't come to the Village and get a permit in the garage?

MR. ENRIGHT: They can ask, we don't have to give it to them. By and large, unless we have an agreement with a particular development downtown to provide parking, we can say no. Right now, we have been pretty liberal in allowing people to buy extra spaces in our garage for overnight parking because they live down here. But we've always said, you know, it's not a guarantee for the long term because you're supposed to be providing it mostly on your side. But we do require people to show their ID and prove that they live in the downtown.

Now, there are people that live outside of the downtown that we've been selling some permits, too, because we have lots of space overnight. It's a way to make a little bit of money off the permits. But at some point, you know, as part of the parking study, we're going to have to evaluate that. There's more pressure on parking in the downtown with the successes that we've had with all the great businesses and the development, you know, we're going to have to probably constrain some of that parking. I mean we made changes with commuter parkers downtown, not allowing people from Buffalo Grove although they don't have to come here anymore since they got the Central line and station.

So, we've always made the changes to the garage and sometimes

we're a little slow to make them. But again, we're going to do a comprehensive study and try, you know, in theory, hopefully create more spaces that are more accessible to especially customers. But we've got to keep in mind that there are other users within the garage as well.

CHAIRMAN ENNES: Okay, did you have anything else?

MR. ENRIGHT: That's it.

CHAIRMAN ENNES: Sam, thank you very much for that report. Can I have a motion?

COMMISSIONER WARSKOW: I'll make such a motion.

CHAIRMAN ENNES: To approve the --

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: And that's seconded. Okay, what we're going to do just to let the audience know here, can I see a show of hands of how many people in the audience might want to come up and make a comment? Okay, so there's a number of you. Just to let you know, what we're going to do is the Commissioners are going to ask questions. When they're done, then I will ask anybody in the audience that wants to make a comment to come forward and make them. I would appreciate, because of the number of you that want to make comments, try not to be too repetitive because I don't want to keep you guys here too late, or us. So, that's the way we're going to proceed.

Commissioner Warskow, if you would like to start?

COMMISSIONER WARSKOW: Sure. I think this came up in the last petition that we have in our Plan Commission as to our ordinances matching what actually is happening in our Village. Can I ask why the R-7 regulations are from 1970 and we don't have something more up to date that represents what we actually want to occur which is, obviously since Staff recommends this, we want to see developments like this in that area? Is there a plan to reevaluate those R-7 regulations and have them more in line with what we're willing to approve?

MR. ENRIGHT: Yes. As you're aware, there's two phases to recent code amendments to Chapter 28. The first phase was about the PUD process and some other items like permitted use table to make the zoning code more user-friendly and practical and up to date. The second phase is looking at add other items like the hardship criteria for land use variations that we always talk about because they're kind of archaic and hard to understand. So, we're hopefully fixing that and making it more clear.

As part of that, we are looking at the Multifamily Zoning Districts, not the Downtown but B-5 which allows up to 140 feet. We had that discussion about 10 years ago with the Board and no changes were recommended. But we are going to look at the R-5, R-6 and R-7 Multifamily Zoning Districts to be more consistent with what developers are looking to do these days, density standards versus population. There's a lot of single people living alone nowadays compared to 30 years ago. That's just the trend, it's been happening and it's projected to continue that way.

So, yes, we are looking at that in phase two which we're proposing to bring before the Ordinance Review Committee by the end of this year.

COMMISSIONER WARSKOW: Okay, thank you. I would look forward to that, to not having to have so many developments come before us with so many variations that puts us in an awkward position.

Question in terms of the parking. You're doing a comparison between

other rental properties in the downtown area. Do any of those have downtown parking spaces figured in those parking spaces per unit calculations? Or is that strictly just parking within the property itself?

MR. HUBBARD: Both Dunton Town and Hancock Square purchase parking from the Village. They don't provide any onsite parking. So, they park all of their, they are parking in the Village facilities.

COMMISSIONER WARSKOW: Do we know from any of these rental properties what the utilization rate is? I mean are they at 100 percent utilization of these parking spaces?

MR. HUBBARD: They purchase, you know, monthly passes for residents. So, the assumption is they're not going to purchase the pass unless they need the space. Now, we're not entirely sure that they're, you know, not purchasing spaces and perhaps they're getting assigned to other people. But generally speaking, I believe that they're not going to purchase a space or a pass unless they need it for a tenant.

COMMISSIONER WARSKOW: Okay, and then the other ones that are in the public garage, do we know that they're 100 percent leased? Have we spoken to those rental properties? Because it does seem like you're talking, you know, 1.5 versus 1.25, so there does seem to be a discrepancy there. But if they provided more parking spaces in their property than are actually being used, then you know, 1.25 doesn't look so bad.

MR. HUBBARD: Unfortunately, we don't have the actual statistics on, you know, how much of those spaces that, you know, the condo developments, that they provide onsite, how much they're used. That was one of the issues we had with the parking study that was prepared. But you know, in lieu of that information, that's why we're studying all of our downtown developments to get, you know, a general feel for what's provided on these.

COMMISSIONER WARSKOW: Then is our Vail Avenue garage analysis, I mean you mentioned that it's across multiple years. Did you work at like what the numbers look like if you just used whatever the most recent year is? Does it have lower availability? Higher availability? Because I just think taking over multiple years you can have wide variations that will make the average potentially skew in your favor as opposed to what is the most recent picture of the garage.

MR. ENRIGHT: It was this year, but you know, we recognize that the upper levels get pretty packed at times, we know that. So, the issue then becomes the middle part of the garage which is set aside for permits, which is not only commuters but merchants and residents, it's are there enough to accommodate 22? The developer doesn't think they need anything. Our Village Board has indicated that they may not be willing to sell the lease. So, if that's where we end up because we don't want to use those spaces for a certain development, then you're going to have 110 in this garage on private property and that's how many cars you'll probably have. You might even have less, you won't have more because you can only 110. So, and there's no other place to be able to park because we have a parking issue, too.

So, in a way it's going to be self-regulating on who they can rent to. If someone goes in there and says, oh, I have two cars and I want to rent a two-bedroom unit, then they'll say, well, you only get one because that's all we got left, then I'm going to have to rent somewhere else if I want my two cars.

COMMISSIONER WARSKOW: Okay, I am going to hold other questions until I hear from the residents.

CHAIRMAN ENNES: Thank you. Commissioner Lorenzini?

COMMISSIONER LORENZINI: Thank you. Sam, a couple of questions. In general, why do developers have to dedicate part of right of way? Is that because of potential widening of streets in the future? Is that really what it's all about?

MR. HUBBARD: In theory, yes. Any time you would do a subdivision, there are requirements for providing minimum right of way widths in the subdivision code. So, it's just a code requirement.

COMMISSIONER LORENZINI: Okay, that's fine.

MR. HUBBARD: Generally, the theory is that the street could be widened, although in this case there is no plan for that widening.

COMMISSIONER LORENZINI: In some of the correspondence, there is a discussion about the drainage off the site and that there is potentially a new storm sewer going in. But it doesn't sound like it's, we're not 100 percent sure when it's going to go. How is that going to work with the timing of this development? Do we need that sewer before this development goes in?

MR. HUBBARD: It's not going to work with the timing of this development, so that's why they proposed all of their detention to be accommodated onsite in that underground detention vault located at the northwest corner of their site which will be all Engineering and MWRD requirements.

COMMISSIONER LORENZINI: All right. So, any sewer after that would just be extra capacity.

MR. HUBBARD: Right, just for neighborhood flooding or something like that.

COMMISSIONER LORENZINI: Right. Sam, you showed us a couple of examples of how some R-7 developments were right up against residential properties. How did they get approved, those developments?

MR. HUBBARD: I mean through the same process I would guess. A lot of those were developed maybe in the 60's and 70's. I don't know, I think the R-7 PUD requirements weren't in the code until later on, so it could be that they were just developed by right and then all the zoning regulations and they didn't have to go through the process.

COMMISSIONER LORENZINI: Again, in the correspondence, there was some discussion about transformers or some type of utility boxes being in the front yards or out in the public view. Could you explain what that would be and what those are?

MR. HUBBARD: Yes. There is a proposed utility box that's going to right about here. Usually, we like to see something like that, you know, in the back, although in this case there's really not much room here. Obviously, you can see the ramp, and then here is the other underground detention vault. So, there's really no practical space to put that. The, we felt like is the best alternative. It's kind of close to other Village utilities located in the right of way and it's away from the single family homes to the south and to the west.

COMMISSIONER LORENZINI: No, no, that's fine. I was just thinking of one of the other developments where they had one in front of each yard. I was just hoping it wasn't going to be something like that. No, that's fine.

Is there any plan for the north two-thirds in this block at this point?

MR. HUBBARD: There are no current applications for further development in the block.

MR. ENRIGHT: We have been meeting with Bruce Adriani though, but

nothing has come forth formally.

COMMISSIONER LORENZINI: All right. Now, we've given some other developers a pretty hard time about having to have businesses on the first floor. Why isn't there a requirement for businesses here?

MR. HUBBARD: It's a requirement in the B-5 District. The proposed rezoning would be to be R-7 which does not require ground floor retail.

COMMISSIONER LORENZINI: Is there an estimated tax revenue that's going to come from this to the Village?

MR. HUBBARD: Yes, I believe in the Staff report there was an estimate.

MR. ENRIGHT: It's about \$280,000 property tax total for the property.

CHAIRMAN ENNES: That's to the Village?

MR. ENRIGHT: No, to the property tax. Most of that goes to school districts. The Village gets about 12 percent of that, could be \$45,000. Plus, the tax benefits with all the people in there buying, shopping, spending money in the downtown.

COMMISSIONER LORENZINI: Why did we accept the fee in lieu of rather than the affordable units?

MR. HUBBARD: That's the policy. We allow both, we allow the provision of the units or fee in lieu of.

MR. ENRIGHT: To a large extent, we kind of prefer to some extent the fee. That's going to a formalizing trust fund which, if some of these developments actually come into fruition, that trust fund will build up. The Housing Commission will then have enough funds to start promoting affordable housing throughout the Village.

COMMISSIONER LORENZINI: What form will that take?

MR. ENRIGHT: That remains to be seen.

COMMISSIONER LORENZINI: All right. Is there any talk or possibility of keeping subsidized rent units or subsidized rental fees in this building?

MR. HUBBARD: No, they're providing the fee in lieu of, so there is no subsidized rent.

COMMISSIONER LORENZINI: Kind of going back to what Mary Jo said, I was kind of wondering, too. This building looks nice I think, and it seems to fit in with a lot of the other large buildings. So, I'm wondering how the heck anything gets built with all these variation needs? So, I kind of was thinking along the same lines Mary Jo had, was why do we need so many variations. But as you explained, we're going to be looking at that in the future.

I've got a couple of questions for Mr. Porto, if you could come back please? What is going to be the range of rents you're looking for in these apartments? Could you spell your name?

MR. KATSAROS: Sure, I'm Matt Katsaros, K-a-t-s-a-r-o-s.

COMMISSIONER LORENZINI: The rents, what's the range of the rents for these?

MR. KATSAROS: We're averaging about \$230 per square foot. So, for 1,000 square feet, it will be \$2,300. One-bedrooms are probably 750 to 800 square feet, some of them are quite short.

COMMISSIONER LORENZINI: Who owns the property now?

MR. KATSAROS: It's a partnership, SO Holdings.

COMMISSIONER LORENZINI: But you're not --

MR. KATSAROS: No.

COMMISSIONER LORENZINI: The parking spots in the building, is that going to be part of the rent, the monthly rent?

MR. KATSAROS: Correct.

COMMISSIONER LORENZINI: How are they going to be assigned? First come first served? Would each person have an assigned spot?

MR. KATSAROS: That's a good question for the management company. I would assume they'd be assigned but I don't know that for sure. They will be rented per space.

COMMISSIONER LORENZINI: All right, that's all the questions I had for now.

CHAIRMAN ENNES: Thank you. Commissioner Green.

COMMISSIONER GREEN: I'm going to wait. I want to hear what the public has to say on this. But I have a concern over the density which, therefore, has a concern on the parking. Just a quick question for you, Sam. On levels two and three of the Vail Avenue garage, you say permit parking. Can that be commuter permit?

MR. HUBBARD: I don't believe so.

COMMISSIONER GREEN: Is that only residential?

MR. ENRIGHT: No, it's a mix. It's a mix. It's a mix kind of first come first served, too. I mean our permit spaces on two, three and four are, you know, except for Dunton Tower which gets their spaces, 50 spaces, because it goes back to 1985, the agreement. You know, it's a mix of permitable, there's permitable users utilizing the garage who are merchants who work downtown, commuters, and residents.

COMMISSIONER GREEN: Okay, so whoever wants to come up with the money.

MR. ENRIGHT: Those three users.

COMMISSIONER GREEN: Okay. I just, that's all for now. I'll hold it off until later.

CHAIRMAN ENNES: Thanks, Bruce. Commissioner Cherwin?

COMMISSIONER CHERWIN: I saw the project in the committee, so I don't really have many questions right now. I will reserve until after the public. I guess one question I will ask is, I may have missed it in your presentation and I didn't see it in your plans, but the northern elevation of the building, is that just, I noticed, you know, you're looking at the future development there to the north, but what is the plan for the northern elevation? Did I miss that in the packet?

MR. HUBBARD: I can pull it up if you want, give me half a second.

MR. ENRIGHT: One of the things they're doing with the north elevation at the request of the Design Commission is like they're doing in the east and west sides of the building fronting Highland and Chestnut, they're recessing the balconies. Not all of them, I would say 40 percent of them. There's seven tiers of balcony facing the north, and three of those tiers we've been talking to the developer about recessing similar to the side streets where it's half-recessed, and then the four other tiers would remain so that there is still undulation similar to the two sides on the east and west.

COMMISSIONER CHERWIN: Yes, okay. Just of, I'm kind of getting my sense here of the parking issue, not for the project but I'm just thinking for the future in the Downtown District, can that structure bear additional -- in the future if needed, or not?

MR. ENRIGHT: No.

COMMISSIONER CHERWIN: All right. That's it for now. I'll wait for the public comment, thanks.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: Most of the questions I had were already asked and answered. I just had one other question on the property to the north. That's owned by a different group I'm assuming. Was there any possibility of purchasing additional property there and not trying to fit 10 pounds into a five-pound package?

MR. HUBBARD: I'm going to ask the Petitioner to answer that.

MR. KATSAROS: Yes, we've spoken with Mr. Adriani, he's here today. We had several meetings to talk about a potential partnership to do a larger project. Because of the zoning on the north side which is a much higher density per Sam's comments, I think the plan over there might even go bigger. We're under contract to purchase this within that R-7 context. So, when we talked about a larger project, we're going to potentially 300 units or 400 units. We kind of backed off that concept to focus on this size project.

COMMISSIONER SIGALOS: Okay, I wasn't looking to go bigger, I was just looking to try to keep the same number of units but on a larger piece of property where we didn't have all these variations that we're requiring per the current code. I know that they may be changed, but right now that's what you're dealing with.

I don't want to belabor it. I don't have anything further but I would like to hear the comments from the audience.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: I also would like to hear the comments from the audience. But one item I haven't heard any discussion on is the impact on local schools. Do we have any analysis or assessment of how many anticipated children based on other developments in the area could be feeding into, I believe this would be Westgate and South Junior High? What high school would it be going to, Meadows? Rolling Meadows. So, have you looked into that?

MR. HUBBARD: No. We don't have an estimated number of schoolchildren. However, they did submit a market study along with their petition. It was identifying, you know, primary clientele of -- or, you know, grandparents that were looking to get closer to grandchildren in the area. Then the other demographic they're targeting was younger working professionals. So, we didn't see families as the primary target for this development. It would be required to pay their fees to the school which would come in and go directly to the school as well.

MR. ENRIGHT: Our experience with our downtown developments and some of the new developments, for instance, Arlington Market, the zero lot line homes, there's, you know, very few kids, there's I think less than 10 in that whole 38 units. In the downtown, we've done historical studies on the high rises that we have, both rental and condo. I don't have the numbers in front of me but it's very low in terms of the percentage of kids that are generated in these developments.

COMMISSIONER DAWSON: So, I think it's a good idea going forward when we're looking at these just to have that information because the market study is one thing and where they're targeting their residents, I understand. But in reality, we have many developments in the town right now so we could look to it and see how many school age children generally live there and whether or not the schools in the area have capacity to be absorbing that and what the

impact would be. It would just be helpful for those instead of having to ask for that information. So, I know when we were looking at, not Arlington Market but what's the townhomes right next to it that went up? Over by, you know what I'm talking about, on Dryden?

MR. ENRIGHT: Right. That's what I was mentioning.

COMMISSIONER DAWSON: But those are the homes, there were the townhomes that went up, and I remember at that time at the meeting, the belief was there would be no school age children. But there were more than anticipated that, obviously that's my school district, Windsor, it had overcrowding issues for other reasons, this didn't create a problem, but it was more than was originally anticipated. So, I think we should start looking at that since we have that data going forward. Other than that, I would like to hear from the audience.

CHAIRMAN ENNES: Okay. I have a couple of questions. If I can ask the architect to come up? I'm sorry, your name again?

MR. HOPKINS: My name is Mark Hopkins.

CHAIRMAN ENNES: Hopkins. Mark, one issue that I really saw in the development that I haven't heard mentioned tonight is the offsite loading and unloading zone. How will you put that in the building?

MR. HOPKINS: What we have a curb area designated on Highland. When we get the site plan pulled up, so there is how it works. It's the hatched area there on Highland. So, that's the loading zone, dedicated loading zone, and that's where move-in and move-out would occur. That's also where the garbage truck would park. So, what we failed to mention is that there is a trash room inside the building, and on garbage day, then those dumpsters will be pushed out and then the collection will occur there on the street. But other than that moment, they're stored inside the building in a room that's --

CHAIRMAN ENNES: How would you accommodate loading and unloading from within the building?

MR. HOPKINS: From within the building? We haven't dedicated a room for it. We'd have to move something else out in order to move that in.

CHAIRMAN ENNES: To me that's a potential problem in the neighborhood to have, for I mean with 100 units, and we're also talking about potentially another residential high-density building just to the north. With that many units, renters stay two, three years in a building, you got renters moving in, you got renters moving out. You're probably talking 10-12 percent of the days of a year there's going to be moving trucks parked there.

Can we see this on the aerial which shows the adjoining properties to Highland? Now, I expect, these are smaller apartments so I don't expect big moving trucks. But I just, I don't think, Sam, you can correct me if I'm wrong here, don't our other residential buildings downtown deal with their move-in/move-out internally?

MR. HUBBARD: I think there are some that do have dedicated loading spaces. I think there are other ones that don't, they provide it offsite. Bill, correct me if I'm wrong, but I think Fairview also has similar variances part of the building that's just under construction currently. So, you know, again this is not in the B-5 District, this is in the R-7. So, that's probably a little bit more common in the R-7 not to have a dedicated loading space.

CHAIRMAN ENNES: Okay.

MR. HUBBARD: But you know, again I think we have both.

CHAIRMAN ENNES: So, this is going to be on the east end of the building over by the garage and it won't affect the residents there, okay. That's all I have for right now.

I would like to move to the comments from the audience. Let's start over here on the right side and let's start in the back. Anybody in the back row? Next row up? Sir, would you come up, give us your name and please spell it?

QUESTIONS FROM AUDIENCE

MR. HENNELLY: Hi, my name is Tim Hennelly, H-e-n-n-e-l-l-y. I live at 625 Southeast Rockwell. I think the building is great. Mark Hopkins and team, I think they did a great job of what it looks like. The transition there is fine, I think, as far as four or five stories.

But it's the parking. I'm not sure why we would gobble up more parking spaces from the parking deck that is already difficult to get to. I live here, and getting there and going downtown, trying to find a spot is incredibly confusing on which level you can park at and what have you. So, that's what I don't get. I don't understand why we would allow another development to gobble up some parking lot. That's it.

CHAIRMAN ENNES: Thank you. Anybody else in that same row? The next row forward? Yes, ma'am. You're bringing your group.

MS. CHURCHILL: Yes, sure.

CHAIRMAN ENNES: If you would each give your name?

MS. CHURCHILL: My name is Cindy Churchill.

CHAIRMAN ENNES: Could you spell it?

MS. CHURCHILL: Church and then i-l-l.

MS. GALLAGHER: Bonnie Gallagher, G-a-l-l-a-g-h-e-r.

MR. SARANTAKIS: I'm Nick Sarantakis, S-a-r-a-n-t-a-k-i-s.

MS. CHURCHILL: So, we are going to repeat the parking issue. We have others, but there are, I noticed in your discussion you didn't mention Metro Lofts because on floors two and three of the Vail Parking garage, it's Dunton Towers which is a rental, but Metropolis are condo owners. We love our Metropolis building, thank you, and we assume the same exterior beauty would be in this new building. But Metro Lofts I think which is 10 South Dunton and 1 South Highland, we all, three of those buildings park on floors two and three and it is always crowded. We are trying to figure out why there are so many people parking there even during the day when, it's full when people are at work. Like are there permits being sold that shouldn't be? Because we were told it's only those three buildings that should be parking on floors two and three.

So, Metropolis just had our own board meeting right before this. We told them that we would mention that Metropolis is adamantly opposed to selling any parking spots on floors two, three and four. Five, I'm not sure why five is not overnight, but if any spots are sold, we would, we're adamantly opposed to them being used on floors two, three and four.

Our second issue was traffic flow on Highland right there. It's already very congested with movers. We have the wonderful trucks, beer trucks, we love Ale House.

MS. GALLAGHER: No, we love, that's fine, beer trucks are fine.

MS. CHURCHILL: For the theater, there is always a semi parked there for the theater and the performances. So, I'm just asking you to consider that significant traffic flow. That being the only area to go in and out of that building, we very much agree that moving, adding moving trucks on the other side of the parking garage is not something --

CHAIRMAN ENNES: So, you like some trucks but not all.

MS. CHURCHILL: Pardon me?

CHAIRMAN ENNES: You like some trucks.

MS. CHURCHILL: Beer trucks are okay. If they all show up at once, it's not the best. So, we just think that the traffic flow issue, I don't know, we're not builders or developers, we don't know how to change it.

CHAIRMAN ENNES: So, you're concerned about the parking on floors two, three and four?

MS. CHURCHILL: Correct.

CHAIRMAN ENNES: Bill, we're just talking floors two and three?

MR. ENRIGHT: Well, two, three and four are permits. So, if someone has a permit to the garage, they can park on any of those levels.

CHAIRMAN ENNES: They can park there, okay.

MS. CHURCHILL: They're just always too full. I'm just saying there is not room, there is not 10, 20 or 22 more spots, from the Metropolis perspective, not just me personally, from the board.

CHAIRMAN ENNES: Nick, did you have something to say?

MR. SARANTAKIS: Yes, sir. Mr. Chairman, I would like to echo your comments. I believe the architect and the developers failed to show how close they are in proximity to, not just Highland Avenue and the traffic but to the Vail Avenue parking garage. As residents, we understand how close it is, but our concern is twofold. First, they're seeking 22 spaces in the Vail Avenue parking garage. Second, their garage and loading zone as was demonstrated on the diagram open up onto Highland Avenue.

So, as my neighbors explained, there's a lot of street traffic, not just cars entering and leaving the garage, but also the delivery trucks, the loading trucks, package trucks with UPS, FedEx, moving trucks on occasion, and garbage pickup. Then there is the on-street parking. Of course there is an overhang on the garage, and I think they failed to consider the on-street parking that is perpendicular to Highland Avenue which would be adjacent to their property.

Second, the parking garage, as is, is in our opinion dangerous. It's crowded. The lanes are narrow because of the two-way setup. The corners are blind, there are no safety mirrors. As a board member, I petitioned the Village with my colleagues to improve the safety of the garage, to install safety mirrors, to implement a one-way traffic patterns, and they were not adapted. They were not considered by the Village. So, even as is, I would not be in favor of allocating 22 spaces for this development.

CHAIRMAN ENNES: Thank you.

MR. SARANTAKIS: Thank you, Mr. Chairman.

MS. CHURCHILL: Thank you.

CHAIRMAN ENNES: Anybody else in that same row? Sir?

MR. MARRERO: Good evening. Raul Marrero, M-a-r-r-e-r-o. I guess I just wanted to mention, I know you're going to hear arguments against the major, or not major, the several variances. But one thing that I want to make sure that is not overlooked, you know, is the criteria for that, you know, variances to be approved. Specifically, I have one point I want to make, my second point I think has already been made, but in regards to the minimum lot size variance and all others, the justifications to support, the property in question cannot yield a reasonable return, the Petitioner is claiming that under current regulations he could only allow, you

only allow 55 units and that would not be economically feasible. He cites this market study and he quotes, "The unit makes and sizes appear most suited for the market." I looked at that study, that cited study does not address or consider any return on investment on those allowed 55 units or even the 88 they're proposing. It only focuses on the market environment and how quickly those apartments are going to lease. Other than that, there is no information to support this requirement.

With that in mind, I think that, you know, that justification that is being made, that it's not economically feasible, is not verifiable and should be disregarded over this. Thank you.

CHAIRMAN ENNES: Thank you.

MS. MEYER: Hi, I'm Danette Meyer, M-e-y-e-r. I live at 29 South Mitchell Avenue. I just wanted to make a comment that I believe that when the original plan was created, the context surrounding this building was quite a bit different. When we first moved into our house on Mitchell Avenue back in 2003, the folks who lived on Chestnut adjacent to this proposed property, there were many houses in somewhat disrepair, there were open lots. We used to get postcards sent to our house often saying we'll buy your, you know, uninhabitable property. But I think the people on both sides of this block have made significant investment in their homes, and especially those families who are on that side of Chestnut. We've seen remodels, we've seen restoration of historic buildings there, and I know that's that a real value of our community. It was in the last survey, that families do want to see those historic homes.

So, putting this building up across from this area, I believe when the plan was originally proposed, that Downtown Master Plan, I believe that Chestnut looked quite a bit different. So, I'd really encourage you to consider, you know, what does Chestnut look like today, those are, you know, great single family homes that have really been improved. I don't think that this building at all fits with that, although it's not adjacent next door. I mean it really is adjacent right across the street. So, thank you very much.

CHAIRMAN ENNES: Thank you. Sir, at the end of the next row, the second row. Oh, okay, I'm sorry. I'll tell you what, if you're the next one in line, why don't you stand out here when you're ready to come. But sir with the black glasses, please come up.

MR. MEYER: Hi. My name is Tim Meyer, M-e-y-e-r. I am also from 29 South Mitchell. I have some packets I'd like to offer you guys if I can.

COMMISSIONER WARSKOW: We've already got them.

MR. MEYER: Oh, you do.

CHAIRMAN ENNES: They do a good job.

MR. MEYER: Thank you, guys, all right. The only point I want to make is that, to build on what my wife just said, was that because west side of Chestnut is so different today than it was 10 years, including a brand new house that's being built today that's going for over \$700,000 when it's complete, and the one behind that, that's also the same on our street. This is a thriving neighborhood that we're putting this building into, and a very different neighborhood than 10 years ago when the last time that the master plan was updated. They've suggested that we do an R-7 on the south end and then a B-5 on the north.

I would argue that none of those houses that have been remodeled or newly built this year will be bulldozed in the next 50 to 100 years possibly. The idea that the west side of Chestnut is going to be converted to an R-7 or even an R-6 is kind of farfetched today, not 10 years ago. So, what I would suggest, and this is a radical idea, is that the south end of this

block, really R-7 is way too dense for our neighborhood, and that actually an R-6 is more appropriate for the south end of this block.

I understand that there is a B-5 going up there and that means that there's probably going to be 300 more units, possibly 400 more cars on top of what we're talking about here when it's all said and done. So, you know, I hope that you would consider that moving forward. I don't know that we can change the B-5, but it's not too late because this is still an R-3. That's all I have to say.

CHAIRMAN ENNES: Thank you, Tim.

MR. MEYER: Thank you.

CHAIRMAN ENNES: Sir?

MR. PEASE: Hello all, Justin Pease, P-e-a-s-e. I have a property at Chestnut and Sigwalt, very on top of this development. One comment on the parking, I guess maybe I'm confused but it doesn't seem like the developer is asking for those 22 spaces in the Vail Garage. I would say if they think they can survive without them, then we allow that, and it probably would change the demographic of their building and might prevent them from renting to folks who have multiple cars. But if they think they can do it, we let them and we don't give them the spaces. It seems like it's more possibly coming from the Village end saying we think they need them and here is where we think we can fit them. But they don't want them, or if they're not asking for them, I don't think it should necessarily be part of the conversation or should be given to them if it's not something they feel they need.

Then just going back to when I bought this property in late 2012, I actually did look at that master plan. I did see the proposed higher density on the north end of that vacant lot as more of a mixed use, you know, extension of the downtown and then phasing into a little bit lower density but still the three, four-story building that we see here. It seems to fit what's part of the plan and what we all expect.

I think it's a great looking building and I think it fits the plan, and I definitely think it benefits the downtown more than a vacant lot. I'm not sure what others are proposing aside from this, if it's not semi-dense rental housing, how it would benefit, you know, what the benefits to downtown would be that this lot sits vacant. So, those are my comments.

CHAIRMAN ENNES: Thanks. Anybody else from row two?

MS. LICHTER: Hi, I'm Rebecca Lichter, L-i-c-h-t-e-r. I'm at 115 South Highland. I have three points I want to make. One that I heard in one of the previous meetings, there was a question about whether or not there would be a bump-out or a bump-in I guess in front of the building for pickups and drop-offs on Sigwalt because Sigwalt is a really busy street and there's a question about whether or not that was being looked at. The second point I want to make is --

CHAIRMAN ENNES: What do you mean by a bump-out?

MS. LICHTER: I'm sorry, like a bump-in, almost like a --

CHAIRMAN ENNES: You want the curb to go in so a couple of cars can pull in?

MS. LICHTER: Exactly, yes. The other point that I heard in one of the previous meetings was, I believe that loading area on Highland is taking two of the on-street parking spaces. So, there would have been two available spaces there that I think that designated loading area would be taking up. The third point I want to make is that corner on Highland and Sigwalt is becoming more dangerous and more difficult to cross, both in the morning

and in the evening.

People speed through that intersection constantly because the next stop sign going this direction towards the downtown isn't until Vail. People tend to just speed through that until they hit Vail. They also don't stop for pedestrians in the sidewalk. There was a guy this evening, I was coming off the train from work, and he didn't see me, I was already four steps into the street, he didn't see me, he sort of slowed down but he was still looking ahead and he was on his phone. This is typical both in the morning and in the evening, especially in the evening. Well, in the morning, people are speeding to get into the parking lot to get to work as well as the train I assume. In the evening, people are speeding out of the Vail Garage to get home. When I'm trying to cross Sigwalt going south to my house, people rip out of that Vail Street garage, they slam on the brakes when they get to Sigwalt, and then they slam on the gas to get onto Sigwalt because of the existing rush hour traffic.

My main concern is that the garage entry being on Highland is going to add more traffic into that, even if not every person is actually driving to work, we know a certain percentage are, they're just going to be pulled right into that traffic pattern. As well with possible future development on the AT&T side. I don't know what that might end up being, but given the fact that there is an entrance to the garage there, there is a potential for another garage entrance here. If I were somebody developing on the AT&T side, it would only make sense to put another garage entrance on that side which is going to add to more traffic there.

So, my suggestion for that is that we look at getting a stop sign at least on that block. Again, that's a recommendation that I would make. It's a problem now, it's only going to get worse with this development as well as other future developments. Thank you.

CHAIRMAN ENNES: Thank you. Anyone else in row two? Yes.

MS. DEMPSEY: Hi. I'm Amy Dempsey, D-e-m-p-s-e-y. I'm currently living at 10 South Dunton which is the Metro Lofts Condominiums. I know we've beat the parking to death, but I will mention because I'm actually on the board at that building, there are 96 residential units in that building and we are allowed two spots. So, that's 190, well, not exactly, spots that, I don't know when the parking survey was done but there is never a parking spot, 1:00 o'clock, 2:00 o'clock, 6:00 o'clock, 7:00 a.m. I mean I have two small children and we have to actually pull to the building because there are so many cars whipping in and out for the train, for the businesses, so we don't even let the kids in the building.

So, my question would be, or comment, if they're not even asking for the spots, the reality is if people are renting down here and they have visitors or family, friends over, where are people going to park? Are they going to park on all the streets in front of people's homes? Mitchell, Chestnut, I mean there's literally no parking. So, I mean I think that's something that needs to be thought of.

Another thing on the loading zone, so like FedEx, mail, UPS, where are they going to, are they going to know to go on Sigwalt? How are cars going to go around when there's deliveries for all those units?

The other thing is for the kids, you know, the sidewalk, so kids riding their bikes, rollerblading, walking the dog, walking to South Middle, I just think that that's a lot of people in one condensed space.

The only other point, sorry, I think that's all I was going to say. Oh, one issue for someone who's lived downtown here for a while, there's quite a few people on the ComEd grid and the power tends to go out a lot. I don't know what is going to be done or if there's

any additional accommodations to add more residents because when the power goes out, especially in the downtown here, we could be out for a whole day because there's so many people on the grid. So, that's something to consider, too. That's it.

CHAIRMAN ENNES: Thank you. In the front row.

MR. HANLEY: Good evening. I'm Derek Hanley, H-a-n-l-ey.

CHAIRMAN ENNES: Hi, Derek.

MR. McCASKEY: Kevin McCaskey, M-c-C-a-s-k-e-y.

MR. ROGINSKI: Brian Roginski, R-o-g-i-n-s-k-i.

MR. HANLEY: We are the business community of Downtown Arlington Heights. I've been open for 17 years, and the last time I stood in front of this board was about 18 and a half years ago. This is my first time back. I've watched a tremendous amount of growth in Downtown Arlington Heights and we would be very excited for this project as business owners because there are so many new businesses coming to town and we need new businesses to support what we have. However, parking is a brutal major problem.

It's important that you hear it from us. This is probably the first time that we as a business community have maybe come forward to see if the Village, when you're doing studies, we can tell you for free it's a big problem. That's no disrespect, Bill, you know. I would encourage the Village to come down today, corners of Arlington, or Vail and Campbell, and do a survey on busy weekends to talk to every customer that walks through our doors and they'll tell you they've been driving around forever for parking.

You know, we are the backbones of this community. We're the ones who has created Arlington Heights what it is today. It's a desirable place for people to live, and why is that? It's because of our hard work and what we've made it. I was the first of the redevelopments 17 years ago. I've watched 15 restaurants come and go through this community. But we need parking. If we can get these developers together, that's a big lot. I think there's many room to possibly have a big parking garage in that lot.

I understand that the parking garage is not structurally sound any more to go up, but you can't continue to allow businesses to come in, more residential to come in, and not provide parking. You can't forget about us, the ones who have worked so hard, when we have people driving away from our doors because downtown, it's got such a good reputation, it's one of the 10 best places for couples to live in America. That didn't happen on its own, you know.

Again, I'm proud to be a part of that. We've all done our due diligence here, we've worked pretty hard. But you know, you have to reinvest in the community, you have to reinvest in parking, and you have to provide for these people. If they're going to come and spend in our businesses, you know, we need them to come and spend, we need parking for these people. So, it's a big, big problem, you know,

I've generated \$5 million of sales taxes. I've been there with a million dollars of property taxes. I have 50 employees. Now, I can give you some hard numbers when it comes to, I think we tend to forget about the customers that are coming downtown. Brian 190 in and out, 300 seats in Vail Street or Arlington Ale House. I have 360 in and out. Shiku, 260, brand new addition. La Tasca, 230. You know, the list goes on. I can show you thousands of, you know, we're talking about units that have 1.5 people. What about the thousands of customers that we have, people coming to have their hair done over in Jackie's place, you know, Runners High 'n Tri.

You know, you need to remember who we are, and we're the ones

who made it possible and made it what it is and take that into consideration please. Thank you.
(Applause.)

MR. McCASKEY: I do have to make a comment. I am president of two condo boards in Arlington Heights. One is at 1 North Chestnut. I have eight units there and 12 parking spots. Continuously, I've asked for two or three spots, so one or 1.5 I know will not work.

CHAIRMAN ENNES: Okay. Hi.

MS. DELANEY: Hi, I'm Mary Beth Delaney, D-e-l-a-n-e-y, and I'm a resident of the 44 North Vail. I have concerns again about parking, but not about the resident parking so much as it is about visitor parking. Once I found out that visitor parking was not going to be considered in the Design Committee meetings, there has been a week between that time and this time, and so I've been walking the area for the free parking.

So, on 10 different occasions, on six different days of the week at multiple different times that I'm getting my information, I counted the number of parking spaces, the number of open spaces on Vail between Wing and Campbell, on Vail between Campbell and the crosswalk to the garage, on Campbell between Dunton and Vail, and on Campbell between Vail and Highland, and then on Highland. Also, there's 35 spots behind 44 North Vail that we share with, 44 North Vail with 151 Wing, 200 Campbell, and then that is also because it's not permit use by people who frequent the downtown area. In total, that's 112 spaces.

From 1:30 in the afternoon until 9:30 at night, the least number of openings, or I should say 88 percent were filled and that was the least amount, up to 100 percent. So, there were no open spots, or only two percent open spots on many days, and that's including the handicap spots. Those were usually the ones that were open. Again, I can show you all the data. I have it sorted by days of the week and I have it sorted by times of the day.

So, I'm very concerned because you can't tell me that 88 units aren't going to have some visitors on some occasions. When we brought this up at the Planning Committee, sorry, the Design Committee, a comment was made, well, if they have a visitor, then that visitor can use their parking space. Then who are they visiting if you are not there? So, that's a big concern.

Mike Cerniglia from Armand's was not able to attend, but he asked me say we have weekends where hundreds of people are going to a wedding reception, play, Maggo, the Ale House, and Armand's. This causes a huge strain on parking. We get calls from people canceling reservations because they can't find parking. Most are from the elderly or handicapped. We have asked for spots in front of Peggy's and Armand's for drop-off and have been asking for over 10 years. If we do add apartments, which I'm in favor of, we need more parking.

Then one final point, I think that it's important to know that when the Design Committee approved this project, they approved with the requirements of a few design changes and, in their words, strong recommendation that variations should be seriously reviewed due to issues with harmony and compatibility and conformity to ordinances, discussion especially on height and setbacks. That's why the motion was approved. Thank you.

CHAIRMAN ENNES: Thank you.

MS. LEWIS: Hi, I'm Jackie Lewis from Forbci Salon & Spa. I'm at 7 South Highland. My last name is L-e-w-i-s. I really don't have too much to add on what they are trying to say.

I've been in the downtown area doing business for almost 30 years

and have seen the ebb and flow of the growth and decline through the economy, and then now in this new growth. The restaurants are just booming. That is driving the traffic along with the special events. Between 4:00 o'clock on, there is no parking. I drove through on my way here at 7:15, I went through the garage, I went through all the streets, there was one space in the shopper parking and none on the street.

I know you guys all know this, but inasmuch as I want to see this development come through, I just don't see how it can possibly come without parking that's in abundance of what we already have. I don't know why there isn't a bump-out. Why can't this be set back and some street parking for visitor parking?

Something has to change or we will lose our businesses because our clients are complaining. They are calling from their phones and they're saying we can't find parking, we're going somewhere else. So, I just really strongly believe that we need help before this becomes out of hand, it already is. Thank you.

CHAIRMAN ENNES: Jackie? Jackie, could I just ask you a question?

MS. LEWIS: Certainly.

CHAIRMAN ENNES: I'm downtown all the time, familiar with your salon. Do the people want to park right in front of a store or they can't find garage parking?

MS. LEWIS: I think about 10 years ago, Terry, it was people who were afraid to park in the garage. They weren't used to that yet, and they would say that. Over time, they've become very happy to park in the garage. However, the garage doesn't have enough shopper parking.

I think our levels two, three and four that is merchant parking as well as permit parking, I think there's some other people in there maybe getting stickers that shouldn't be. Perhaps the permit parking needs to move up a level and the shopper parking needs to expand on to the level two so that it's more convenient, because people really don't understand where they're supposed to park. They really don't. They also get more fearful as the more floors they go up. Not sure why but they do.

So, and it does need to be bumps around the corners. People are almost hitting one another on a daily basis, I'm in there everyday. We do need mirrors in there. It's not a safe garage. Those walls when you come out are too high. You can't see people walking. People almost get hit there everyday. So, when they built those walls higher, I have no idea why they did that. They were safer lower.

CHAIRMAN ENNES: Thank you.

MR. FRAZIER: My name is Jason Frazier, F-r-a-z-i-e-r. I have a salon on 210, or 160 West Campbell. I am on the corner of Campbell and Highland. I also see tons of accidents right at the corner of the intersection. I see a lot of people honking horns and causing commotion.

Anyway, my customers, they love my facility. They actually say my prices are cheaper and my facility is nicer. But they go elsewhere because they cannot find parking. Usually my parking, they go down Campbell and they will park two or three blocks to walk to my facility. I used to have over 200 people a day, now I can't see half that.

So, parking is definitely a problem. It's not on one, two, three and four, it's everywhere on the street and the garage. So, thank you.

CHAIRMAN ENNES: Thank you, Jason.

MR. ROUSE: Mark Rouse, R-o-u-s-e, owner and operator of Runners High

'n Tri at 121 West Campbell, and my partner.

MS. RAY: Teresa Ray, R-a-y.

MR. ROUSE: I'd like to thank you for having us all speak up. Most of our comments have already been addressed. A lot of frustration about parking so I'll leave that alone, but we do have that frustration also.

My question is mostly about infrastructure. As we add more apartments and people to the downtown area, are our police, fire, utilities, and so forth, needs being addressed? A building this size is probably going to get six to eight calls for service from either police, fire or parking a week with that number in there. Are we prepared that handle that?

CHAIRMAN ENNES: They review all these proposals.

MR. ROUSE: I'm sorry?

CHAIRMAN ENNES: They, police and fire review these proposals, so they're aware of it.

MR. ROUSE: They're all approved and everything? But parking is our main thing. There seems to be more and more vandalism going on in the downtown area, more and more petty crime, theft, and so forth. I think as parking gets more and more stressed, we're going to get more of that. I think our potential for petty crime to turn into more serious crime is there, especially when there is a frustration of a parking. People have to walk farther.

We have had a couple of incidents as you know recently in the downtown area where a violent crime has happened. That's a concern for us and our employees. But other than that, we appreciate you taking our comments. Just kind of repeating what everybody else has already said. So, that's all.

MS. RAY: I have one suggestion. If you could put cameras in the parking structure on Vail Street, I think that would be very helpful. I don't know why there's not cameras there.

MR. ROUSE: Additional safety things, the walls, but that's another, it really doesn't have --

CHAIRMAN ENNES: This is an interesting comment but it's really not something that relates necessarily to this hearing. I'd like to suggest you go to the Village Board meeting and let the Trustees know that.

MS. RAY: Okay. I've had my car keyed and I've had a resident that was assaulted in the parking garage. If there was a camera that would have been in there, they probably could have caught the person.

MR. ROUSE: So, safety concern with additional parking.

MS. RAY: That's just a safety concern with more people parking there.

CHAIRMAN ENNES: Sure, I understand.

MR. ROUSE: Thank you.

MS. RAY: Thank you.

CHAIRMAN ENNES: Thank you. Let's move to the other side of the room. We'll start in the back again.

MR. ALLEN: My name is Keith Allen. I live at 46 South Chestnut, so directly to the west of the corner of Sigwalt and Chestnut from this parcel. I've got nothing on parking, but I would like to comment on three areas where I feel there is real inherent conflict with the proposed project before you tonight.

First is the conflicted nature of the Design Commission approval of

this project. I think it's important to convey to you the conflicted nature of that approval because it should provide you some background for the decisions which you are about to make. It took two meetings, about four hours of discourse for them to come to a decision. I don't know if you've had a chance to read the minutes from both those meetings, but they reflect very well the struggles that they went through to approve.

I think their issues can be summarized as follows. On the one hand, the Design Commission aesthetically reviewed and approved this building as presented. That's their mission. On the other hand, they didn't believe the building could, should or would be built as presented due to the restrictions of the site, the number of the variances required, the height of the building, and especially the lack of harmony and compatibility with the surrounding neighborhood. They were essentially approving a building they thought would never look like the building they were approving.

At that point, the Design Commission considered two options: table the issue and wait for this Commission to act on the variance requests, or to vote no entirely. Ultimately, they were persuaded by Staff, some would argue appropriately, some would argue inappropriately, to try and write their concerns and apprehensions into a motion to approve. Ultimately, that's what happened. Those concerns were written into two amendments to the original motion and they read as follows:

- The design does not meet the design guidelines evaluation criteria for harmony and compatibility, specifically regarding height and setback.
- The design does not meet the design guidelines evaluation criteria for conformance to ordinances and the Comprehensive Plan.

So, to say the least, it comes before you with a conflicted motion from the Design Commission.

Second, I'd like to address the conflict that exists within the Comprehensive Plan itself in terms of what may have been desired for this area when the plan was drafted, and the real life conditions that we have today. I don't know if we can bring that map back up there or not, but the plan calls for this parcel obviously to become R-7. That plan also calls for our side of the block to the west to become R-6, and the north half of the block directly to the south to become R-6 and R-7. I can tell you that the chance of either of those becoming R-6 in our lifetimes is absolutely zero.

As was stated before, we've all invested considerable resources into the restoration and renovation of our homes. We live there, we're not going anywhere. It's not going to happen. In addition, as was stated before, we also have a new home, \$700,000 on the one vacant parcel on the west side of Chestnut being built right now.

So, what are we left with? 100-year-old historic homes directly across from an R-7 project that sits on a site that's just over half the required size with no transition to, buffer to, or contextual dialogue with the adjacent neighborhood. The transition from downtown to our existing single family R-3 neighborhood needs to take place within this block. That may not be easy, but good solutions are rarely the easy solutions. I don't believe this project as presented provides any of the required transition or contextualism needed to get us from the massing of downtown to our front doors immediately adjacent to this site.

Third, I'd just like to address the number and magnitude of some of the variances under consideration. To begin with, the actual rezoning of the parcel to R-7, the parcel assembled by the Petitioner is 1.39 acres. I'm not sure how they got the extra half an acre,

all the previous correspondence had it listed as 0.91 acres. But that being as it may, the minimum for R-7 parcel is two acres. They're at 69 percent of the minimum size for an R-7. That immediately leads me to believe they're going to have a tough time making their project compliant with the required guidelines for an R-7, and I think that's fairly evident in the number of variances being requested. As the Commissioner said, we're shoving 10 pounds of building in a five-pound lot.

Lastly, the sheer magnitude of several of these variances before you tonight, minimum lot size, 39,000 plus square feet requested versus 67,800 required, they're at 58 percent of the requirement. The required minimum is larger than their entire parcel. East side setback, 10.5 feet requested versus 48 required, they're at 22 percent of the requirement. West side setback, 16.3 versus 48, they're at 34 percent. These aren't even close. Side yard setback, five feet versus 34, 15 percent of required. Side yard setback, 18 feet versus 20, they're at 91 percent. That's as close as they get, almost got it there.

Maximum building lot coverage 72 percent requested versus max allowed, 45 percent, they're 60 percent in excess of the allowed. Maximum floor area ratio, 253 requested versus 200 percent allowed, 26 percent in excess of the allowed. So, in my opinion, allowing the Petitioner to circumvent this number of rules and ordinances, I think we're up to 14, and to do so by the egregious amounts just listed would really render the rules and ordinances to be quite meaningless.

In conclusion, I hope that this Commission, as they decide the fate of the petition before you, holds the Petitioner to three very important standards: compliance and conformance to the ordinances; harmony and compatibility with the surrounding neighborhood; and finally, the criteria that if a variance is granted, it will not alter the essential character of the locality. That's all I have. Thank you.

(Applause.)

CHAIRMAN ENNES: Thank you, Mr. Allen.

MR. ROGERS: Hi, Dan Rogers at 206 South Chestnut. I just wanted to speak because I love the businesses that we have. I care that they're not getting the business that I'd like to see. I often, you know, have my friends and say, hey, come on to Downtown Arlington Heights, meet up with me. They're like we can't ever find parking there. It doesn't stop me, I go and I join them in Mount Prospect, Chicago, wherever. But it's kind of sad that it's a reality.

I care about families, too. I know a lot of families that live right down the block from me and they're already affected by the traffic in the area. It is serious. But I'm also learning in this whole process about the ordinances and the variances. I just wanted to read this as I don't understand how we can grant these variances. When I read Section 9.4-2, qualifications for granting variations, such exceptions shall not exercise a detrimental influence on the surrounding neighborhood. Exceptions shall be justified when other characteristics of the development exceed the minimum standards of the municipal code.

So, I go back to your original statement. We either need to change the ordinances or we just, we can't allow this to go forward. The one variance that really grabs me is the one on Chestnut. I just, that setback is, you're taking a lot of sunlight away from those people.

CHAIRMAN ENNES: You know that doesn't take in the dedicated right of way.

MR. ROGER: Thank you.

CHAIRMAN ENNES: Thank you.

MR. MEERSMAN: Good evening. My name is Donald Meersman, I live at 202 South on Highland Avenue, M-e-e-r-s-m-a-n. Please respect the Comprehensive Plan and deny the density variances requested. How does this meet provisions of Section 9.4-2, to respect the harmony of the neighborhood and the compatibility? I was at the Design Commission meeting which the other gentleman talked about. In my opinion, the Design Committee thinks that this project is too much hat for the head.

The variance allowance for something which is normally forbidden is forbidden for good reason. The developer has requested an R-7 and then has ignored some of the important R-7 rules in the design. Please respect the minimum requirements. The Village of Arlington Heights is a very successful community because our rules are enforced. It doesn't seem like they're requesting variations, they seem to be requesting a blanket exemption.

The developer knew what the R-7 compliance required. The Village of Arlington Heights is not a challenged community which is desperate for investment. If that lot stays vacant, it will not hurt the Village of Arlington Heights. The developer has a perfect right to build on their property and they have a responsibility to follow the rules.

Please respect the idea of a transitional building as proposed. This building covers too much of the land area. The developer should be held to follow the R-7 rules. There are some pieces of the puzzle that we do not have. The north elevation will be exposed for how many years? I don't know, it might just be above us and don't look so good. Some pieces of the parking puzzle seem to be missing.

My 30-year traffic study at the corner of George and Highland is clear. Parking is not adequate and 88 new units will also have guests with cars. Thank you.

(Applause.)

CHAIRMAN ENNES: Thank you.

MS. HARP: Lori Harp, 44 North Vail. I have lived in Arlington Heights for 40 years. 22 of those I lived in the suburb of Arlington Heights. The remainder I live in the urban downtown city. I accepted that. I moved down here because I wanted the environment, I wanted to be able to walk to shopping and stores and restaurants, which I got. I also learned very quickly that I share that with a lot of other people. Over time, the Village has grown and continue to grow.

We have restaurants that are very viable, but the sidewalks have become very crowded, if you can actually find a parking place which I agree with everything that everyone else has said. But I do want to share with you, living in a condo, that all the parking is self-contained at 44 North Vail. We constantly have notices on the bulletin board of people that are looking for places to park. So, our unit is full, Campbell is full, Wing is full, and those are self-contained under the building. They're not taking units that could be used for people to come in to our downtown and our restaurants.

Also, behind our building, we have that shared parking area. There are deliveries and moving trucks there almost every day of the week, multiple every day of the week. So, by not allowing a bump-out or whatever you call that curb design on Sigwalt, it's going to be an absolute disaster. People are not going to park on the side and unload, they're going to park in front, and then you have a policing issue. So, I just wanted to share that, thank you.

CHAIRMAN ENNES: Lori, a question for you.

MS. HARP: Yes?

CHAIRMAN ENNES: New building, you have underground parking for all of your residents?

MS. HARP: We do.

CHAIRMAN ENNES: Where do your guests park?

MS. HARP: If there is a spot, they can park in the lot behind us. They try to find street parking.

CHAIRMAN ENNES: That's a commercial lot, right?

MS. HARP: Commercial lot. Selfishly, I bought two spots. I'm an original owner and I can let them park down below.

CHAIRMAN ENNES: Okay, thank you. Next?

MS. COLLINS: Hi.

CHAIRMAN ENNES: Hi.

MS. COLLINS: My name is Shawn Collins, C-o-l-l-i-n-s. I live at 116 South Chestnut Avenue, and I have lived there for more than half of my life. Although I would love to see a development on this property, I need to reiterate it's a neighborhood. I raised five kids there, so even though population may be going down, it's not going down in our area. Wayside is growing and booming.

But I would like to say that it's a neighborhood, and five stories is not a great transition next to one-story homes. We lack privacy. Nobody has addressed, except for a little bit, on flooding. You know, all the overdevelopment in downtown area, in our streets, Highland, Chestnut, there's massive flooding issues. People who have never flooded their entire lives, now every time we get a heavy rain, they're concerned. So, I have yet to hear how that's going to get addressed.

So, I appreciate you listening to us. Please remember, it's a neighborhood. We're losing privacy, the flooding issue, and the transition and the integrity and the characteristic of that neighborhood. Please honor that and keep that in the entire design plan. Thank you.

CHAIRMAN ENNES: Thank you, Ms. Collins. Can I ask again that the next person who wants to speak, please step up so we can proceed more quickly? Is there anybody?

MS. VOSS: Good evening. My name is Barbara Voss, V-o-s-s. I live at 105 South Mitchell. I've been a resident there for more than 27 years.

Everything that all of my neighbors have said tonight really rings true. There is a significant lack of parking. It is a crucial safety issue. Our business owners in the area suffer everyday from the lack of parking. That is not your issue tonight, that is one element of the problem.

This community has been known as the city of good neighbors and village of good neighbors, and we are that. We want to be neighbors and welcome whatever development goes there. But again, we implore you to consider that we are a neighborhood of one and two-story homes. This five-story building with insignificant parking with very little green space and that, yes, does indeed take away our sunlight even though that's not your responsibility, I mean I'm standing at my kitchen sink and I can see the people in Dunton Tower on the first of December, and I'm four blocks away. Can you imagine what it's going to be like for those people that are more immediate to this building?

I'm sorry, you are here because you've been entrusted with a responsibility. It is not to that developer, it is to us. I'd like you to remember that and I trust that

you will. I thank you for your time.

(Applause.)

CHAIRMAN ENNES: Is there anybody else? Seeing no one, I'm going to close the public comment portion and then come back to the Commissioners to readdress our issues. Sue, would you like to start?

COMMISSIONER DAWSON: So, I'm just curious if we want to address the parking as, you know, rather than going down the row, address the parking. It seems as if there's a 22 parking space issue, whether or not that should be reserved, and then whether or not there is sufficient parking for the building at all. I'm not sure if, to me, I don't know why we're reserving the 22 spaces if they are not asking for it.

I think potentially if we're going to be reviewing the parking lot, I could see asking the builders to pay the money, put that into escrow until we are able to determine whether or not it's needed and relinquish it later, rather than giving them the 22 spots. Then if they don't need it, pay them back for two, perhaps holding it for a year or two, and then if it's not determined it's needed or if it's determined there was not a significant impact, then we could give all of the money back. I understand we're not going to get it later, so if we're going to get it, we're going to get it now. But it's just something to think about.

But I have significant concerns about giving up the spot. I mean we have an intense problem parking in this community, and it's not the developer's issue but it is the Village's issue. Until we have a parking plan, I don't know how we can be discussing more development. I don't know how anyone else feels about that.

COMMISSIONER GREEN: Well, if I can jump in, I think that the other side of that is I don't think that we should give up 22 spots in the parking garage to begin with. I think that from what we've heard here tonight, there's not enough parking anywhere in the downtown. So, to give it up to one developer, I'm against that.

As far as I'm concerned, if we have 1.5 ratio in these other units and that works, they should have a 1.5 ratio in their building. Therefore, you guys are short on parking. That's my feeling.

COMMISSIONER SIGALOS: There was an article in today's Daily Herald about Downtown Arlington Heights and how it's growing and developing, it's one of the best downtown areas of all the Chicago land suburbs. But one of the issues was the parking and they're talking about like the businesses that we're hearing here tonight, that patrons are frustrated. If they don't have the parking there, they go elsewhere.

Arlington Heights is a community that is very desirable for residents to live in and businesses to develop here in the community because of our regulations, our codes, our ordinances. When we start compromising this, we're compromising then our residents and our businesses. I don't think we should be doing that, I really don't. I think if somebody wants to come in and develop a property, they have to provide and comply with the codes and ordinances that we have in place today. That's what's made Arlington Heights the community that it is, and I don't think we should compromise that.

COMMISSIONER CHERWIN: I guess, you know, my thought, you know, I think what Commissioner Dawson said made a lot of sense. One thing I just ask, maybe Bill or Sam, if you want to maybe clarify, they're asking for a PUD approval here and how that, you know, we talk about complying with ordinances and everything. But what, you know, the PUD process, you know, is, we have large projects like this, you know, we've put other buildings up in

this downtown that also have had variations from the standard code. So, it's typical and going to other municipalities as well where you're not necessarily meeting this, you know, you have a big development on a big parcel of property and you're doing it as a planned unit development, there are going to typically be changes from meeting the strict zoning code.

I mean could you just maybe explain that in terms of how the other projects have gone downtown and why we're seeing variances here? Is it somewhat typical in a project like this?

MR. ENRIGHT: No, it's not.

COMMISSIONER CHERWIN: It's not?

MR. ENRIGHT: It hasn't been typical of our downtown, B-5 developments. But of course the B-5 developments that we're seeing most of the bigger buildings, you know, the density is a lot higher compared to the allowance. The setbacks are a lot less because we actually want zero lot line in the downtown for the first floor of commercial. So, it's really apples and oranges with respect to the mixed use high rises that we have versus the transitional areas for the density.

But having said that, the downtown developments, like right across the street here, they've got 93 units but it's spread out over a big whole block because that's part of a PUD. So, that's how you look at the zoning. You don't just look at the separate parcel in that case because it's part of a larger PUD. So, as far as the downtown buildings, maybe they don't meet the density, but again it meets twice as much than the R-7 ones.

COMMISSIONER CHERWIN: Yes, I mean I would echo, I think the parking issue, it seems to me like this project is going to, you know, generate obviously some issues with parking although I don't know that it's the, you know, the real driving factor here. It's much more than just this project when it comes to parking. As I think we've heard, maybe not just parking but other infrastructure issues, that we could maybe tweak this project and get maybe less density or a little bit more parking. I don't know that the problem for Derek or Kevin goes away, you know.

So, we need to figure out how we can help our businesses I think more comprehensively, and doing it in the context of this project I think is maybe just more of a one-off or a band-aid. I think it's a real issue that we've got to help our businesses with. So, it's one consideration here but I don't know that either way that's going to solve the problem for our businesses.

MR. ENRIGHT: Just to address a couple points if I may? First of all, there is a thorough study underway for all the flooding problems that we have in various neighborhoods. This is one of the neighborhoods. We have a consultant, I think this has been going on for a while but now it's actually really happening in terms of how this is going to be engineered and how big the pipes are going to be. So, in 2018, that study is going to be developed specifically with what pipes are going where on this area of the west part of downtown into the neighborhood to address these concerns. So, that's a larger global picture that we'll be addressing with this new study and the actual implementation of that. So, that is moving forward, it has to be designed.

Regarding, you know, the detention, they're going to be providing the required detention on the site themselves. So, they meet those requirements, not only the Village but MWRD standards as well.

COMMISSIONER CHERWIN: Yes. Yes, I got that. I guess, and then the other thing on parking maybe that we ask, we haven't really mentioned that fifth level at all. I mean is there a reason, I mean, I guess the municipal structure, I don't know if that's ever used

for, you know, weekends or anything like that. But are there any other opportunities other than the first through fourth floor in that parking structure to look at? Can we offload some of the commuter spaces on the fifth level or is that not --

MR. ENRIGHT: Well, the fifth level is used by commuters, mostly daily pay but also I think who patronize the downtown, too. The reason we don't allow overnight parking on the fifth level is because we don't have a roof, so the snow. We've actually looked at the possibility of putting a light roof on there, but we have to study the load of that on the structure because when the Village expanded it 10 years ago up a level and out west over Highland, we had to upgrade the footings and foundations for certain parts of the structure to handle it, to go up the one level.

I mean obviously there's really two opportunities to add more parking at least to the garage, and that's west. We've actually talked to Mr. Adriani about that, a joint expansion. The concern is do we have the funding. Right now, the Village doesn't have that funding. Obviously the AT&T site is now available, that could be an option to expand the garage as well, or work with a developer there on something shared to expand the capacity, because that's really the only way to do it, right? It's unlikely to go up another level given the foundations, unless, I guess anything could be done in engineering but, you know, when you start getting too tall, you know, do people really want to go that high?

So, practically speaking, the opportunities are west and potentially south. But again obviously how do you pay for it?

COMMISSIONER CHERWIN: Thank you.

COMMISSIONER DAWSON: Could I just ask really quick before you move on just to clarify? There's three lots for lack of a better, we're using one-third of the space, right, on the vacant lot? On the vacant property, one-third?

CHAIRMAN ENNES: There's six lots.

COMMISSIONER DAWSON: I know, I know that. But for lack of better, we're using a third?

MR. HUBBARD: The subject property is about one-third of the overall block.

COMMISSIONER DAWSON: Right, so I guess in my head I'm thinking there's two more thirds, right? I understand there's multiple lots. My main concern isn't necessarily just these 22 spaces. It's if we put, and then in the other areas we're looking at even more density potentially. What do we do then? When that building comes to us and says, well, you gave, what's this building called again, Sigwalt Apartments, 22 spaces, we should get 22 spaces. Too, we work a lot of precedent here on what we've done with other buildings.

So, I would, you know, I just, I would be absolutely hesitant for any more development to happen without a plan on this space. But I'm just curious, this lot has been vacant for how long? 17 plus years?

MR. ENRIGHT: 20 years ago, the east and the south part, those little houses were torn down quite a few years ago I would say.

COMMISSIONER DAWSON: Right. So, in all that time, I know we have had multiple plans never really get off the ground but come to the Village, nothing's been able to work out, and I know how hard you guys have tried to get something in this space. So, I'm glad that we have a viable project. I think the building is really attractive, and it does seem to fit in within the Comprehensive Plan. It's excessive on variances, I'm not going to go down that road, just know that I'm talking parking. But I think we should have at some point come up with a

parking plan and how we're going to overload this, so that's, anyway, I'm off my soapbox. It's your turn, Mary Jo.

COMMISSIONER WARSKOW: Oh, thank you.

COMMISSIONER DAWSON: Sorry. Terry, you can just say that, I'm sorry.

CHAIRMAN ENNES: Go ahead, Mary Jo.

COMMISSIONER WARSKOW: One of the public spoke to the difference between an R-6 and an R-7. We think it would help the public to understand what the density difference is between an R-6 and an R-7. If you came in with an R-6, would we have as many variances here before us? But would it be viable in terms of the market? So, I don't know if you can answer all those questions.

MR. ENRIGHT: You know, any developer can ask for variances no matter what zoning it is. R-7 needs 600 square feet of land or 900 square feet of land depending upon the bedroom mix. If it's two-bedrooms or less, it's 600, and if three or more, it's 900?

MR. HUBBARD: I think it's one-bedroom and 600.

MR. ENRIGHT: Okay, one-bedroom or less, one studio, it's 600 square feet of land area, not the size of the unit. 900 square feet, it's two-bedrooms or greater. So, that's how you factor in the density. That's R-7. R-6 is quite a bit less. I believe it's, for two-bedroom, I think something like 2,400 or 2,700?

MR. HUBBARD: I believe you're right, 2,400.

MR. ENRIGHT: 2,400 square feet of land. So, it's quite a bit less density permitted under the R-6. Probably about, you know, roughly maybe 60 percent less.

COMMISSIONER WARSKOW: Okay, but we have not had somebody come before us with a viable R-6 development that would require less parking because it's less dense and would ease some of the transition going from R-3 to R-7, that's not happened any time?

MR. ENRIGHT: No. No, and I think in this case, an R-6 would look probably more like row homes in terms of, you know, if it met all the code requirements. You could come in with R-6 and ask for variances and it would be a bigger building. But no, we haven't. The proposals we've gotten have been, you know, similar to this, some a little bigger, some a little smaller. But they never went anywhere, you know, sort of any formal review.

COMMISSIONER WARSKOW: I'm supportive of higher density mixed use. I just think it makes sense in the downtown with all the amenities we have to offer, with a grocery store, with the Metra Station. I can see millennials coming in here with less cars and we just offer the kind of downtown atmosphere that millennials would look for. But I also have a concern about the number of variances that we're allowing here and the parking situation.

The trend, yes, millennials would be interested in this and they would have less cars. Can we guarantee that? No, and we have an issue with parking. So, we can't guarantee that and we already have a parking problem. I can't see allowing variances that make that even worse.

CHAIRMAN ENNES: Joe?

COMMISSIONER LORENZINI: I've got a couple of questions, questions for the owner starting with the parking study. Is the gentleman who did the study here?

MR. PORTO: Yes, he is.

COMMISSIONER LORENZINI: It's getting late, so can you in a snapshot tell me what the parking study showed?

MR. ABOONA: Yes. For the record, my name is Luay Aboona, A-b-o-o-n-a. We looked at a couple of factors as part of our parking analysis. One, we looked at approvals of developments, developments that have been approved recently in different communities throughout the suburbs of Chicago in terms of number of units and number of parking spaces provided. The trend on a lot of these developments was to provide less parking because of their location similar to Arlington Heights in terms of close to amenities, close to the train station, close to the restaurants, supermarket, and the type of units being proposed and the target market for these developments.

So, when we looked at these different projects, you know, in Glenview, Orland Park, Wheaton, Evanston, Downers Grove, Oak Brook, and the list goes on, when we looked at all of these and looked at their number of units and parking spaces and what it averages out to be, it came very close to what this proposal is providing.

COMMISSIONER LORENZINI: The 1.25 here?

MR. ABOONA: The 1.25.

COMMISSIONER LORENZINI: Okay, what about traffic on the streets?

MR. ABOONA: What about what?

COMMISSIONER LORENZINI: What about the traffic on the street? What does your study show?

MR. ABOONA: Well, we did a comprehensive study. We looked at the number of intersections in the area. We looked at about eight intersections and we looked at the morning and evening peak hours and the traffic patterns and the additional traffic from the development. What we found is that the increase of traffic from this development is going to be low, and the impact would be also low. So, we're not going to see a major change in terms of operations of the intersections that are adjoining the site.

COMMISSIONER LORENZINI: Okay, thank you. Mr. Porto, can you come back up please?

MR. HUBBARD: Can we have a motion to extend the meeting past 10:00?

COMMISSIONER DAWSON: So moved. How long do we want to extend to? Does it go until an hour? I'm sorry?

MR. ENRIGHT: Extend it for one hour.

COMMISSIONER DAWSON: One hour. Motion to extend one hour.

COMMISSIONER GREEN: I'll second that.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

COMMISSIONER LORENZINI: The statement was made that if you, if I remember this right, if you met all the, if you didn't need any variances, you can only put up 55 units. Is that true? Where did that come from?

MR. HUBBARD: Approximately, by R-7 density standards, they would fit around 45, I'm sorry, around 54 or 55 units.

COMMISSIONER LORENZINI: Generally, how did you arrive at that? Just by making the footprint smaller?

MR. HUBBARD: Well, they're allowed, you know, you need 600 square feet of lot size for a one-bedroom unit and you need 900 square feet for a two-bedroom unit. Based on the unit mix, we've added all that up to --

COMMISSIONER LORENZINI: Okay, all right, that's fine. Thank you.

Who's going to maintain the building? How is the maintenance of the building going to be handled?

MR. PORTO: We have a third party operator that will be maintaining the building.

COMMISSIONER LORENZINI: What did you anticipate as far as accommodating visitors? Visitor parking? Or maybe I should be asking the Planning Department that. Sam or Bill?

MR. HUBBARD: You mean guest parking passes?

COMMISSIONER LORENZINI: Yes. Yes.

MR. HUBBARD: Vail Avenue garage.

COMMISSIONER LORENZINI: Pardon me?

MR. HUBBARD: You can get guest parking passes, any downtown resident can purchase guest passes for guest parking in Village-owned facilities.

COMMISSIONER LORENZINI: All right. You guys did a good job explaining your reasoning for creating a lot of the variances. But what about the issue about needing two acres for an R-7 development? Why was that justified?

MR. HUBBARD: So, if you look at the Comprehensive Plan here, you can see that the subject property is part of a larger strip of potential future R-7 zoning. So, once, you know, if the Comp Plan is realized, then all of this property will be zoned R-7 and will be well over two acres. So, it's supported by the Comprehensive Plan.

COMMISSIONER LORENZINI: So, the two acres doesn't have to be just for an individual developer?

MR. HUBBARD: It's just for the overall district.

COMMISSIONER LORENZINI: Got you, okay. Again, why are they being allowed to exceed the FAR requirements so substantially?

MR. HUBBARD: I think it's a function of the size of the building and the setbacks they proposed. Floor area ratio is really a way to contain bulk and mass of a building. Given the setbacks and the spaces of the building on the streets on Highland, Sigwalt and Chestnut, again we felt that the bulk and mass of the building is somewhat mitigated by the open spaces of the streets around it.

COMMISSIONER LORENZINI: You know, we have had a lot of discussions about transitional zoning. It doesn't seem like we really have a true transitional zone here.

MR. ENRIGHT: Well, I don't know if I agree with that. Whether or not this building meets that, there is a difference of opinion actually. But the whole master plan going back, it actually goes back really to the 70's when the Village created the, you know, first idea of mixed use higher density with zoning changes. Then following that, in 1983, the first tax increment financing district by the south end of town was created with a plan that called for higher density mixed use development, '86, the first Downtown Master Plan, 2006, the updated Downtown Master Plan. Ever since the 70's, there has been this concept of high density right in the downtown, the B-5 where you see the big buildings, the mixed use, first floor commercial, zero lot line development. Then the ring around the downtown, this heavy brown area is that transitional area where you go from potentially 140-foot buildings which we have a couple of them, several of the 100 to 140-foot high size. Then the second to this first ring goes down to 60 feet, and then from there you have the residential single family.

COMMISSIONER LORENZINI: Okay, so you feel we meet that intent?

MR. ENRIGHT: I believe we do. I mean our opinion is, although we respect that the citizens feel otherwise, we the Staff, the administration does believe that this project does meet the objectives of the long-range vision for the downtown and its environment.

COMMISSIONER LORENZINI: I mean, obviously the majority of the comments have been about parking. To be quite honest, whether we accept this project or not, that problem is not going to go away.

How confident are you, everybody is saying that there's no spots there, but you know, the Planning Department shows figures that there are spots. Is there just a perception of the spots out there or maybe our Department's count is a little off?

MR. ENRIGHT: Well, I think our counts are limited, and I said that, you know, earlier. We don't have counts 365 days a year for 10 years. We do with a new parking study if it's authorized in the budget which I think it will be because it's from our parking fund, so it's not the general fund dollars, we have \$75,000 requested for that. I do think it's important to have a parking study to really get into the nitty-gritty of having counts done so we know exactly when spaces are being utilized to the maximum, and to guide us because a consultant would help us because they have a lot of experience with parking garages throughout, you know, whoever we hire, throughout the region and probably the country. So, I think that's going to be important to determine and, you know, allow the Board to have direction on how to address these issues.

Clearly, you know, there aren't a lot of opportunities to address this issue. You know, we've got the Vail garage and there's not much else, it's pretty much developed downtown, unless Block 425 develops. As I mentioned earlier, Mr. Adriani and Staff have had some very preliminary discussions to expand that garage, you know, mutual use by the Village and Mr. Adriani. But there's a cost to that. Now that AT&T is available, there is a possibility there of the Village potentially acquiring that and expanding. But again, it's not cheap to build these garages. But you know, we understand that there is a parking issue in the downtown and we've had a tremendous amount of success. But when you get more success like Shiku coming in and bringing in more people, you know, it starts moving on more and more.

So, the Board is aware of it, there is no doubt. It's just a matter of how do you address it and how do you fund it.

COMMISSIONER LORENZINI: Okay, thank you.

CHAIRMAN ENNES: Bruce?

COMMISSIONER GREEN: I think I made my point. But just to restate what I feel on this, I think it's a good building. I just wish it was self parked. I think I could live with a lot of the variations that are asked for here. I just don't feel comfortable saying that we're going to push their parking problem off on the Vail Street garage or on the downtown area. So, that's my problem.

I think it does, it's a little taller than I'd like to see but I think it's a nice transitional space from the single family to the downtown. I just think it should be self parked.

CHAIRMAN ENNES: Bill, one of the, I believe it was one of the neighbors who came up and made a statement that the parking garage is structurally unsound. Are you aware of anything?

MR. ENRIGHT: That's not factual, but there are certainly maintenance issues that we're addressing. We're updating the lighting in there.

CHAIRMAN ENNES: Okay, I just didn't want that to go into the record.

COMMISSIONER CHERWIN: Terry, I think it was in response to the ability

to go up. It wasn't, it wouldn't support it.

COMMISSIONER GREEN: To add more.

COMMISSIONER SIGALOS: Upper levels.

CHAIRMAN ENNES: Okay. If I can ask the architect, Mark, to come back up? Can we go to the basement garage level? There was a question about flooding. Where is the vault? Is this going to be a basement below or a vault is going to be below the basement?

MR. HOPKINS: No, it's actually going to be parallel with the basement, starting at about 24 inches above, there it is. He's outlining it here. That's where it is. There's a dash line on the site plan there.

CHAIRMAN ENNES: That's a temporary holding vault for the stormwater --

MR. HOPKINS: Right, stormwater and for volume control.

CHAIRMAN ENNES: That's been engineered to be adequate to take --

MR. HOPKINS: Yes, satisfactory to self-contain the project per the regulations in place.

CHAIRMAN ENNES: Okay, that can help me where I was going. To me there's two issues with the parking. We have a downtown success that's created a parking problem, and we have your property which you believe is adequately parked but which we don't think is. What could be done to add additional parking?

MR. HOPKINS: A few of the things that have come up over time, especially, Chairman, with your comment about loading is that, whoops, I'm doing it again, is that, now there is a ComEd structure here and here and what have you. You know, this is not something that we have explored in detail with Staff. So, I'm speaking of the school, but the developer is sure willing to do a parallel slot all the way along here short of the sidewalk, and there's room for it. It should be something that we could explore and that would get a combination of a few guest spots, and then a short-term lay-by spot as well. So, it can take some pressure off of this and what have you. That's a direction we could go.

CHAIRMAN ENNES: Could that be limited, Bill, to just the building? That's kind of like street parking.

MR. ENRIGHT: No, because it's a public right of way.

CHAIRMAN ENNES: Oh, you wouldn't expect it to be --

MR. HOPKINS: Yes, we're not saying for anything other than guest spots and for the public benefit, but also for short-term drop-offs and such for the building itself. So, it would kind of be for the benefit for both the developer and the community.

CHAIRMAN ENNES: Neighborhood.

MR. ENRIGHT: One thing I just want to add is that, you know, Dunton Tower has an on-street loading space.

CHAIRMAN ENNES: Right.

MR. ENRIGHT: But it's 15 minutes, so it's UPS or it can be move-in/move-out, although Dunton Tower uses their back alley for those. So, this will be similar to that, you know, Highland instead of Sigwalt. I'm not sure we would be wild about the idea of parking on Sigwalt. We could certainly look at it, but we want to study that very carefully.

CHAIRMAN ENNES: Wait, I saw the marker down here on Sigwalt, not on Highland.

MR. HOPKINS: Right.

CHAIRMAN ENNES: Where the loading and unloading is.

MR. ENRIGHT: I'm just referring to what was proposed on Highland. It's no different than what we did in front of Dunton Tower.

CHAIRMAN ENNES: Oh, okay.

MR. ENRIGHT: It's not different than what's in front of the high rise over here.

CHAIRMAN ENNES: But that's eliminating parking spots on Highland.

MR. ENRIGHT: Yes.

CHAIRMAN ENNES: When it's going to be used infrequently. Is the suggestion that they could put, do you have any idea how many parking spots you could put in there? On Sigwalt at an angle?

MR. HOPKINS: 216 feet minus the knuckles at the corners divided by 22. What do you think, Sam?

MR. HUBBARD: Probably 10.

CHAIRMAN ENNES: I know I'm asking you off the top.

MR. HOPKINS: Eight?

MR. HUBBARD: About 10.

CHAIRMAN ENNES: 10, that's in addition to what would be there --

MR. HOPKINS: Let me reiterate, you know, this is outside of our control right here, that thing. You know, and this might preclude the width of one of those.

CHAIRMAN ENNES: What is there?

MR. HOPKINS: So, I'm thinking about eight, but we literally have never drawn it and we haven't really discussed it with Staff. But since it came up here a couple of times, we're sure willing to chase it.

CHAIRMAN ENNES: Okay.

COMMISSIONER LORENZINI: You know, in the city, the big city, they do a lot of public parking all over the city. Can you do public parking there?

MR. ENRIGHT: Where? Public parking on Sigwalt?

COMMISSIONER LORENZINI: The street, yes.

MR. ENRIGHT: No, we're not going to get into that in our streets, these are public streets and they're available to the general public for short-term parking.

MR. HOPKINS: Just to reiterate, you know, the developer is not asking for those 22 spaces.

CHAIRMAN ENNES: Right, I understand. But you're hearing the concern of the neighbors and other local businesses that parking is a huge issue. I don't believe the parking that you have internally can take care of guest parking and some of the other overload that would be added to the neighborhood from time to time.

MR. ENRIGHT: I want to add that there is two-hour parking, I made a statement about on-street parking, I mean our on-street system is downtown to our parking. In this bigger neighborhood where it is allowed, the streets are very narrow so it's usually only allowed on one side or the other, not both.

CHAIRMAN ENNES: Right.

MR. ENRIGHT: It's typically two hours. There is no parking allowed on Sigwalt because it's a collector street, so it collects quite a few cars transitioning from the neighborhoods to the major arterials.

COMMISSIONER CHERWIN: Terry, can I ask a question?

CHAIRMAN ENNES: Sure.

COMMISSIONER CHERWIN: Just as we're kind of, you know, brainstorming here on this parking issue, if we go back to that north side of the building, is there any opportunity for angled parking with a small drive aisle, say like one way or something like that back there that would potentially --

MR. HOPKINS: It's only 18 feet. 18.4 or something like that, and we've used about 40 percent of it up with our ramp bump, and we're detaining in the remainder. So, we don't have enough there to give, you know. I don't think we're in the business, I don't think we are in favor of, or the Village isn't in favor of doing angled parking or anything like that or pull in with 90 degree parking on any of the --

MR. ENRIGHT: I don't think we'd be real wild about parking on Sigwalt with, you know, taking that curb and losing a lot of green space. You know, we may, I guess we do have a little bit of parking downtown adjacent to, you know, I believe 18 feet, but you know, it can be looked at. I'm not so sure we'd be too wild about that, especially coupled with the variations that are sought.

CHAIRMAN ENNES: It could resolve some of the guest parking issue, as the developer is saying that they are adequately parked.

COMMISSIONER WARSKOW: Wait, wait, wait. What would the variance be? We would have to provide them a variance if we did not consider the 22 spots in the Vail Street garage.

MR. ENRIGHT: That's correct. That's because --

COMMISSIONER WARSKOW: So, what would that, what number of spaces would that variance be if we --

MR. ENRIGHT: 22.

COMMISSIONER WARSKOW: 22, okay.

MR. ENRIGHT: They would have 110 in the building which would be 1.25, they need 1.5 which is the 22 spaces. But if the Village decides based on the input that we're hearing and based on really previous input from the Board, they were saying a lot of the same things that the citizens are saying here tonight, that we don't sell it to them. We put a condition here of not only get a variance to parking that say in your leases you have to say you can't go to the Village looking for parking because we won't sell it to you, they won't be on our list. We have a list of the addresses that are eligible to buy parking, and this building would not be on that list.

So, in effect, it's going to, you know, to an extent I believe it ends up self-regulating. Again, if someone comes to them saying I want to rent that last two-bedroom unit or one-bedroom, I got two cars, they're like we only got one space left, all right, I've got to go up north where there's, you know, more parking in a different type of development.

MR. HOPKINS: The developer agrees with that.

COMMISSIONER DAWSON: Could I just ask? You said that any one in those other buildings will just need a guest parking. Is that a one-day overnight pass? What does guest parking mean?

MR. ENRIGHT: You can get up to eight 24-hour passes, and that runs from 12:00 noon to 12:00 noon.

COMMISSIONER DAWSON: So, eight in a row?

MR. ENRIGHT: You can get eight in a month.

COMMISSIONER DAWSON: Eight in a month.

MR. ENRIGHT: Then you can use them eight nights in a row or spread out. We've done a study on this, Jake here did it. For our whole downtown in 2016, 365 days, we sold approximately 2,200 nights of, you know, permits which are one, you know, one parking permit which equates to, and some of that is spread out in different garages but the Vail garage is the most predominant one, that equates to I think about five spaces on average per day.

COMMISSIONER DAWSON: So, this building would not be allowed to get guest parking then, is that what you're saying?

MR. ENRIGHT: No, I didn't say that.

COMMISSIONER DAWSON: Oh, okay. They would be able to get guest parking but not be able to get a permit for monthly parking at this garage.

MR. ENRIGHT: That's right.

COMMISSIONER DAWSON: For overnight parking. They could, but the other garages don't allow overnight parking, correct? When I used to commute in the city, I parked underneath in Evergreen. That's not overnight?

MR. ENRIGHT: No. Well, part of it is because --

COMMISSIONER DAWSON: But not for commuters.

MR. ENRIGHT: There are leased spaces for 77 South Evergreen.

COMMISSIONER DAWSON: But not for commuter.

MR. ENRIGHT: No.

COMMISSIONER DAWSON: I mean I guess my point is they couldn't even go get an overnight spot in a different building if they wanted it.

MR. ENRIGHT: No. We sell some reverse commuters that do park overnight, but that practice has been greatly reduced over the years.

COMMISSIONER DAWSON: So, the concern then from the Village, so why did Staff initially want to provide the 22 units? I just want to make sure. It seems like what you're saying to me now is the Staff would support or be comfortable with us removing those 22 units because it's self-regulating and that they would not be able to get monthly overnight parking. They could get guest parking but that's significantly limited, and then it would be up to the developer to make this successful with the limited parking that they have. Is that correct?

MR. ENRIGHT: Optimally, they should meet code. But again, it would be self-regulating because there's going to be no other option for people to park overnight. We don't allow it on the streets. So, they're going to be stuck with the 110. We think that our data shows that they're going to want a little more than that. They're saying no. Quite frankly, they are more experts than we are in developing, but we have some data from our downtown, we do have data though that shows that it's as little as one or 1.1 per complex but it's been more on the 1.4 to 1.6. Some of those are condos though which tend to be a higher number because it's a condominium.

So, would we be uncomfortable if they add a variation for 1.25 and had the 110? No, we wouldn't. If it's better to save those spaces for something else like customers, but there's another component to that. Just because you do that with this development doesn't necessarily mean that overnight those spaces become available for customers either because we're going to have to make bigger changes to how we allocate parking in that garage to begin with. Because right now those 22 spaces are only for permits, not for customers.

COMMISSIONER DAWSON: Sure.

MR. ENRIGHT: But we are going to be looking at that. We're going to be

looking at how these spaces are set up in the garage.

COMMISSIONER DAWSON: I completely understand why Staff wanted those spaces and that you have a lot of experience with what people that live in Arlington Heights are looking for associated with cars. Typically when we're talking about a shopping mall with customers and such, the shop owner can't always control how many people are driving in. Here, it is somewhat self-regulating. But I hear the burden on the parking garage. I drive there very rarely, even when I drive there it's crazy in that garage.

I'm also concerned about the drop-off on Highland. I agree, that area there is dangerous, driving through there. Can we limit, I saw the drop-off hours, there's too much paper, but they were very, it's like 9:00 to 4:00 on Saturdays, and 9:00 to 6:00. Can we limit that more? Is there a way to maybe police better how -- no?

MR. ENRIGHT: That's a tough one.

COMMISSIONER DAWSON: That's a tough one? Okay.

MR. ENRIGHT: I mean, you know, the police have a lot of things to be attending to, you know, safety. This is safety for sure, I get it, but checking to see if this loading zone is one thing versus other loading zones, oh, which hours is this one by the way, I have to look it up somewhere.

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: That gets untenable quite frankly, to try to monitor that and enforce something like that.

COMMISSIONER DAWSON: Yes, I guess when I said policing, I didn't necessarily actually mean the police. I meant, I agree with what you're saying, it's a burden on the Police Department to put those rules in place. But generally people will follow, not all but many people follow the rules. If we could restrict the hours, it might ease some of the burden on this area. I mean I understand what you're saying about the police. Any other thoughts? Terry, I'll let you do your job this time.

CHAIRMAN ENNES: So, do we all agree we have two parking issues here? We have a downtown parking and we have this property.

COMMISSIONER DAWSON: Right.

COMMISSIONER WARSKOW: Yes.

CHAIRMAN ENNES: Are we comfortable with the variance that's proposed?

COMMISSIONER DAWSON: The variance that's proposed as they buy the 22 spots?

CHAIRMAN ENNES: Right, that they have access to those?

COMMISSIONER DAWSON: No, I'm not comfortable giving them the 22 spots.

COMMISSIONER WARSKOW: No, I'm not.

CHAIRMAN ENNES: So, you're saying don't give them any, just let them go on their own?

COMMISSIONER WARSKOW: And another variance.

MR. ENRIGHT: That would require a variance.

COMMISSIONER DAWSON: We would add a variance, too.

CHAIRMAN ENNES: A parking variance, that we'd allow them to have fewer parking spots.

MR. ENRIGHT: 1.25 instead of the required.

CHAIRMAN ENNES: 1.5, right. The setback issue, when I first looked at --

COMMISSIONER WARSKOW: Because it's required by code, if they're not going to have enough parking spaces, we would have to write a variance to allow them to have those parking spaces. They're saying they wouldn't rent to somebody who would have more cars than they have spaces to provide them.

AUDIENCE MEMBER: They also have tandem parking spots in their basement parking.

CHAIRMAN ENNES: Wait, wait. The public section is done. So, as far as the green space, when I first looked at these setbacks, I couldn't believe how small they are. But when we see this 18 or 20-foot right of way and the landscape drawings, it's pretty nice green space.

COMMISSIONER WARSKOW: Right.

COMMISSIONER DAWSON: Yes. Yes.

COMMISSIONER WARSKOW: It's not as much as I would want, but are we ever going to get a development in here that's going to say it's going to be able to make its return on investment and have a smaller footprint? I don't know.

COMMISSIONER DAWSON: I think the history with this property is that it's been extremely difficult to find someone to put something in this space. I don't agree that the vacant space there isn't, damaging is the wrong word, but I think having a big parcel of vacant space is unattractive to our downtown and attracts littering and other elements. I as a resident of Arlington Heights have always wanted to see something go there.

COMMISSIONER WARSKOW: I'd love a park, but that isn't going to happen.

COMMISSIONER DAWSON: Well, I'd love a park, too. So, I can see that Staff is working hard to bring someone in, and this is the only type of development that's going to go in that space that is economically feasible for that space.

COMMISSIONER WARSKOW: Yes. Mixed use, higher density, yes.

CHAIRMAN ENNES: Transitional, doesn't have the retail for shopping, in and out parkers. Do we have --

COMMISSIONER CHERWIN: I have one question. Bill, could you, real quick, the AT&T building to the right, I see on the Comp Plan it's a mixed use designation. What is it currently?

MR. ENRIGHT: It's currently mixed use on the Comprehensive Plan and currently zoned B-5 Downtown.

COMMISSIONER CHERWIN: So, without the types of variations other than say the mixed use and the first floor commercial, what kind of building, I'm kind of looking at those sites somewhat similarly sized, and so we've got the same neighbors here, we've got this AT&T building being marketed. Without any sort of variations right now, what kind of structure, you know, sort of density-wise, what kind of structure could go up on that?

MR. HUBBARD: It would be 112 units under the B-5 with the exact same size as this property.

COMMISSIONER CHERWIN: So, right now the property we're looking at, without any of the variances that we're talking about, you could, CA Properties could go on to AT&T building site for almost about the same footprint and put up how many units?

MR. HUBBARD: 112 units.

COMMISSIONER CHERWIN: Without coming for the variances, and that's right across the street.

CHAIRMAN ENNES: Or that could be an expanded parking garage, although those --

COMMISSIONER GREEN: And they have the opportunity to go in higher or taller.

COMMISSIONER CHERWIN: Right. I mean what's the height on that then? So, we're talking, I think in your Design Committee it was four to six on the subject property height-wise, four to six stories. What's permitted on the AT&T site right now?

MR. HUBBARD: 90 to 140 feet depending on different setback --

MR. ENRIGHT: But it won't be 140, I can tell you that. They couldn't get that much.

COMMISSIONER DAWSON: No, but the point is well made.

CHAIRMAN ENNES: So, does anybody want to make a motion?

COMMISSIONER LORENZINI: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC#17-008, a Rezoning from R-3 One-Family Dwelling District into the R-7 Multiple-Family Dwelling District; a Planned Unit Development (PUD) to allow the construction of a five-story 88-unit residential development; a Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot;

And the following variations:

- 1. Chapter 28, Section 5.1-7.3, *Minimum Area for Zoning District*, to allow the R-7 District to be approximately 1.39 acres where code requires a minimum of two acres for the R-7 District.**
- 2. Chapter 28, Section 5.1-7.4, *Minimum Lot Size*, to allow a 39,587 square foot lot where code requires a minimum of 67,800 square feet in lot size.**
- 3. Chapter 28, Section 5.1-7.6, *Required Front Yard*, to allow a front yard setback (east side) of 10.5 feet where code requires a 48-foot setback.**
- 4. Chapter 28, Section 5.1-7.6, *Required Front Yard*, to allow a front yard setback (west side) of 16.3 feet where code requires a 48-foot setback.**
- 5. Chapter 28, Section 5.1-7.6, *Required Side Yard*, to allow a side yard setback of five feet where code requires a 34-foot setback.**
- 6. Chapter 28, Section 5.1-7.6, *Required Exterior Side Yard*, to allow an exterior side yard setback of 18.3 feet where code requires a 20-foot setback.**
- 7. Chapter 28, Section 5.1-7.7, *Maximum Building Lot Coverage*, to allow 72 percent building lot coverage where code allows a maximum 45 percent building lot coverage.**
- 8. A variation to the maximum allowable building height to increase the maximum allowable building height from 60 feet to 62.5 feet.**
- 9. Chapter 28, Section 5.1-7.13, *Maximum Floor Area Ratio*, to allow 253 percent FAR where code limits maximum FAR to 200 percent.**
- 10. Chapter 28, Section 11.7(A), *Loading Requirements*, to waive the requirement for**

- one off-street loading space.
11. Chapter 28, Section 6.6-5.1 *Permitted Obstructions*, to allow certain balconies to project 5.3 feet into the required front, exterior side, and side yards.
 12. Chapter 28, Section 6.6-5.1, *Permitted Obstructions*, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
 13. Chapter 28, Section 11.2-7, *Size*, to reduce the required depth of certain parking stalls from 18 feet to 16 feet.
 14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20 feet wide where code requires a minimum drive aisle width of 24 feet.
 15. Parking variance from 1.5 spaces down to 1.25.

This approval shall be subject to the following conditions:

1. Overhead utilities along the Sigwalt Street east of Highland Avenue and west of Chestnut Avenue shall be buried unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overheard utilities will need to be relocated to the south side of Sigwalt Street.
2. Move-in/move-out operations shall be restricted to between 7:00 a.m. to 6:00 p.m. on Monday through Friday and 9:00 a.m. to 4:00 p.m. on Saturday and Sunday.
3. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.
4. The Petitioner shall provide a final construction schedule/phasing plan, including detailed information on street closures, at time of building permit for review and approval by Staff.
5. The Petitioner shall comply with the August 15, 2017 motion of the Housing Commission to provide a \$325,000 fee in lieu of providing the 13 affordable housing units (\$25,000 for each affordable unit omitted from the development) to be paid at the time of the building permit.
6. The Petitioner shall comply with all Design Commission recommendations from the September 12, 2017 Design Commission meeting.
7. School, Park, and Library contributions shall be required per Village code prior to the issuance of a building permit.
8. The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.

COMMISSIONER DAWSON: Wait, number one is out?

MR. HUBBARD: Number two would be out.

COMMISSIONER LORENZINI: Number one is the Village is going to sell up to 22 permits, we're going to eliminate that.

COMMISSIONER DAWSON: Oh, right.

CHAIRMAN ENNES: Yes. That's on the conditions.

MR. HUBBARD: Conditions should be three through eight.

COMMISSIONER DAWSON: Yes, two needs to be out as well.

COMMISSIONER LORENZINI: Okay, yes. Okay, correct that to the following conditions, one and two are out, and three through ten are included.

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: We should take a vote.

COMMISSIONER LORENZINI: Roll call.

COMMISSIONER DAWSON: Roll call.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: No.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: No.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: No.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes. That's three-three? Or no, four-three.

MR. HUBBARD: Four-three.

CHAIRMAN ENNES: So, you've got a favorable recommendation. You're familiar with the remaining variations and conditions and you're agreeable to them?

MR. PORTO: Yes.

CHAIRMAN ENNES: So, your next step is to go before the Village Board.

MR. HUBBARD: That will be on October 16th --

CHAIRMAN ENNES: Thank you. Do we have anything else? We're done?
So, do we have motion to adjourn?

COMMISSIONER GREEN: Motion to adjourn.

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

(Whereupon, at 10:30 p.m., the above-entitled petition was concluded.)



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

October 16, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Sidor, Baldino, LaBedz, Glasgow, Tinaglia, Rosenberg, Scaletta, and Blackwood.

Also present were: Randy Recklaus, Diana Mikula, Tom Kuehne, Bill Enright, Charles Perkins, Robin Ward, Mark Burkland, Bernie Lyons, Rick Manthy and Becky Hume

IV. APPROVAL OF MINUTES

A. Village Board 10/02/2017

Approved

Trustee Carol Blackwood moved to approve. Trustee Bert Rosenberg

Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Abstain: Baldino

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 10/15/2017

Approved

Trustee Bert Rosenberg moved to approve the Warrant Register dated

10/15/2017 in the amount of \$2,839,187.35. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

A. World Polio Day Proclamation

Joe Musolino and Jim Thompson of the Arlington Heights Rotary Chapter were present to receive the proclamation from President Hayes celebrating World Polio Day which is October 24th. When Rotary set the goal in 1985 to eradicate Polio, there were 350,000 cases in the world. Now, there are 8 cases.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Resident Keith Moens said that on October 2, there was an item in new business regarding the ambulance fee. The item was dropped and there was no motion and a motion could have been made. Now the proposed ambulance fee is under old business but no procedural action was taken. Roberts Rules says that old business should not be used unless the item has already been disposed of. Had the Board followed procedural rules historically, the Board would have raised ambulance fees over the years. The Village's Committee of the Whole meetings are mini Board meetings. Now, there is a 333% increase in one vote. This increase falls on the weakest residents of our town.

IX. OLD BUSINESS

A. Report of the Committee-of-the-Whole Meeting Approved of October 16, 2017

Consideration of recommending to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Baapji, Inc., dba Arlington Food & Liquor located at 401 S. Arlington Heights Road, upon surrender of the current license issued to this address. Prior to receiving the license, the applicant must provide a copy of an executed lease for the location.

Trustee Jim Tinaglia moved to recommend to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Baapji Inc. upon surrender of the current license and submission of a copy of an executed

lease. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. Proposed Ambulance Fee Increase

Approved

Mr. Recklaus said staff is proposing an increase to bring the Village more in line with other municipal averages. The increase does not raise out of pocket costs to the residents. Increases will be borne by insurance companies. The amount not covered by insurance will be written off. If you are a nonresident, there will be some out of pocket costs. This does not affect Medicare or Medicaid.

Division Chief Manthy and Deputy Fire Chief Lyons said the cost of providing ambulance service is increasing. The proposed \$1,500 fee is in line with what other Fire Departments charge and is less than private companies charge. Tax payers already contribute to these services so will not experience any increases. Nonresidents who do not subsidize these costs will have some fees assessed. In hardship cases, the Village will accept a hospital write off. No bill will be sent to collections without staff review. They believe this is a reasonable way to shift some of these increasing costs from the tax payers.

Trustee Glasgow said he did not follow the math. He disagreed with the way the Fire Department estimated its cost for transport. Deputy Chief Lyons said it is hard to pull the cost of each call out. Mr. Recklaus said every single thing that the Fire Department does involves being ready to respond to a medical emergency. Only \$950,000 of the Department's budget goes towards not responding to emergency calls. Trustee Glasgow asked why the Village did not charge for ambulance calls that did not require transport. Division Chief Manthy said because there was no funding mechanism for residents, Medicare and Medicaid do not pay for those calls so the full burden of those costs would fall on residents. Mr. Recklaus said insurance, Medicaid and Medicare all pay for transport calls. He said currently residents have some out of pocket costs. This proposal would eliminate those.

Trustee Glasgow said asked what would happen to a visiting nonresident who is uninsured. Mr. Recklaus said they could pay or apply for a hardship and go through the process. Currently the Village writes off homeless people's fees. Trustee Glasgow said the Village subsidizes parking garages, police calls, and a health clinic. He said the Village should subsidize this as well. If that increases taxes, then it is appropriate. He said he will vote no and has an ethical problem with charging people who cannot afford it. He also said he did not want to increase insurance premiums for residents.

Mr. Recklaus said staff spoke with the Village's health insurance broker who indicated that an increase in ambulance fees would not affect the insurance rates for residents. Insurers set a maximum claim allowance for every procedure type and that rate is based on the assumption that each health care provider will charge the maximum allowance for its services. The current maximum allowance for ambulance calls is approximately \$2,000.

Trustee Tinaglia asked when the last time rates were increased. The Answer: 2006. He asked if the increase transfers costs to the insurance companies. Mr. Recklaus said resident costs will be will reduced, as charges for deductibles and co-pays will stop. Trustee Tinaglia said the 75,000 people who live here will not be hurt. He asked what the alternative to filling the budget gap is. Mr. Recklaus said the Board would have to look at a combination of revenue increases, taxes, fees and reductions in services. Trustee Tinaglia said he was concerned with resident's fees more than someone who is visiting from out of town. The last thing he wants is a property tax increase where residents are subsidizing these costs.

Trustee Sidor asked how often the Board would review these rates in the future. Mr. Recklaus said more frequently than every 11 years. It will be done every 1-3 years.

President Hayes said he was pleased with the modified proposal and said he could support this.

Resident Keith Moens said that for 11 years the Village did nothing. Now in one desperate lurch it is raising fees 333% to plug a revenue hole. He said insurance companies would increase premiums. This will roll back onto his premium. He said there will be many people without healthcare in this town. The increase will come out of the people who cannot afford it. He said there was money for a police station and Metropolis but not money to fix the pipes.

Trustee Glasgow said he agreed with Mr. Moens regarding the ambulance fee increase. He thinks insurance premiums will increase as a result.

Trustee Sidor said most likely premiums will not go up. Residents will not be charged a deductible or copay.

Trustee Jim Tinaglia moved to approve the increase to the ambulance transport fee to \$1,500 and a mileage charge of \$12 per mile, and waive deductibles, co-payments, mileage or any other associated costs for Village residents. This change would be effective for all ambulance services provides as of January 1, 2018. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Nays: Glasgow

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. Arlington Heights Police Station Security Approved
 Systems

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- B. Survey Services for the Street Reconstruction & Approved
 Rehabilitation Program (AHE #MFT2018-
 Survey)

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

CONSENT LEGAL

- A. An Ordinance Prohibiting the Use of Approved
 Groundwater as a Potable Water Supply by the
 Installation or Use of Potable Water Supply
 Wells or by any Other Method
 (5-39, 133, 135 and 139 E. Golf Terrace, 4 and
 20 East Golf Road and a part of 1675 S.
 Arlington Heights Road)

Trustee Thomas Glasgow moved to approve 17-040. Trustee Robin LaBedz
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- B. A Resolution Approving an Intergovernmental Memorandum of Understanding and Intergovernmental Agreement (2020-2024 Assessment of Fair Housing) Approved

Trustee Thomas Glasgow moved to approve R17-056. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Destruction of recordings for the Closed Session Approved meetings of: 11/2/15, 12/21/15, 1/4/16, 1/19/16, 2/15/16 and 3/7/16.

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Aldi Store - 550 E. Golf Rd. - Sign Variation - Approved DC#17-111

Mr. Recklaus said there are proposed sign changes to the Aldi Golf Road location. Mr. Perkins said the company is asking for six variations which would allow for additional signage on the front and east façade of the building. The main sign is being upgraded and improved. They are also adding graphics on two facades. Staff and the Design Commission recommend approval.

President Hayes asked if this sign package was consistent with Aldi's branding. Tom Strehmann, Aldi Construction Manager, said yes, they are upgrading their signage nationwide.

Trustee Rosenberg said the square footage of signs seems grossly disproportionate to the store size. He said he was concerned that this would set a precedent. Mr. Perkins said staff included the graphics and the sign itself in calculating the space. The actual Aldi sign is similar in size to other businesses signs in square footage. The Aldi sign alone is 75 square feet and since there are two, there is a total of 150 square feet. Terry Doyle, representing Aldi's contractor, said the Aldi frontage is 170 on one side and 200 on the other, less than one square foot of sign area for lineal foot of building coverage. The Jewel is a much larger store, with larger signage. The Valli store has much more sign area.

Mr. Doyle said the signs are part of the architecture of the building. He said they are using this new signage in Carol Stream and Glen Ellen.

Trustee Tinaglia said because of the back-lit elements (wine glass, apple, spinach leaf) the graphics are not offensive to him. If it had more lettering, that would be different. This is an architectural feature.

Trustee Scaletta said Aldi is set back further than Valli and Jewel. The Jewel has three signs on Golf Road. He asked if the sign past the graphics would be removed. The answer was yes. He said the store is not on a main intersection and is set back far. The graphics are more like branding than an actual sign. This makes sense. He said that the lighting on the top of the store detracts from the overall effect. Mr. Strehmann said the lighting was not finalized and that they were working with staff. Mr. Perkins said the wall signs and art renderings will be illuminated, the sconces are not part of this approval.

Trustee John Scaletta moved to approve the recommendation of the Design Commission dated 9/26/2017 without additional pilaster sconce lighting on the top part of the building. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. CA Ventures/Sigwalt Apartments-45 S. Chestnut Disapproved
Ave.- PC#17-008
PUD, Preliminary & Final Plat of Subdivision,
Re-zoning, Variations

Mr. Recklaus said this is a proposal for an apartment building on the southern 1/3 of a large vacant lot west of downtown. It is on the edge of downtown and a residential area. These kinds of projects test the zoning code and comprehensive plan.

Mr. Perkins said there were quite a few variations required for the project and showed comparisons to other similar projects in the Village where

setback, height, loading berth and land density were also issues. He said many developments do not fit in a box. The Comprehensive Plan changed in 1997 for this space to allow high density multifamily housing consistent with an R-7 zoning. This proposal is for five stories which fits within the Downtown Master Plan. There is no vehicular access onto Sigwalt or Chestnut. The site is separated from the neighborhood by streets. He said they did not want to sink the building so the active first floor units were not subterranean.

Mr. Enright said there is a parking deficit of 22 spaces which can be made up in the Vail garage. The petitioner is not proposing the extra spaces, as they do not believe they will need any additional spaces outside of their building. The Village's numbers show an average use of 1.4 spaces per unit for the downtown multifamily buildings. The business owners asked if any more parking is allocated in the Vail garage for it to be designated as customer parking as they think there is not enough. The Village has done studies, which show additional parking in permit spaces is available on levels 3 and 4. Level 4 is open for 4 hour shopper parking and can fill up quickly. The Plan Commission thought parking was sufficient and did not want to allocate 22 spaces to this development. Parking will be self-regulating, as the petitioner will have 110 spaces to lease. The onus is on them.

Mr. Perkins said staff analyzed the fiscal benefits of the project to the Village. Currently the site pays \$9,034 in property taxes. This development will cost \$17.5 million. Impact fees of \$280,513 will go to school districts and the library. It is estimated that residents of this building would spend \$1,347,060 within a 3 mile radius. The school enrollment is projected at 2.6 children in each level of school: elementary, middle and high school. The Plan Commission recommended approval with a 4-3 vote.

Mike Porto of CA/Ventures described the project. He said they think 110 parking spots are sufficient, that's what their market and traffic study indicate. Mark Hopkins, the architect, described the building.

Trustee LaBedz asked if there was going to be staff on site. Mr. Porto said it would be managed by 3rd party property operator. There will be a small office, but no full time staff.

Trustee Sidor asked how many parking spaces will be lost on Highland. Mr. Enright said at least four.

Trustee Rosenberg asked about drainage in the basement parking. Mr. Hopkins said there would be interior drainage. The entry drive is pitched higher than the curb so no gravity drainage goes into the building. Trustee Rosenberg asked if the sewer work on Sigwalt would be occurring at the same time. Mr. Recklaus said the design work is occurring in 2018 with construction beginning in 2019. It is not known which of the three different options will be selected. Staff will coordinate with any proposed

development. Mr. Hopkins said their project has been designed to be self-sufficient regarding water detention. Mr. Porto said the 3rd party operator will manage the loading hours which were set by the Plan Commission.

Trustee Tinaglia said to not plan on any parking from the Village. The property can only lease what they have. He asked if the Village's Zoning Code was wrong or is this project under parked. The consultant reported it needs 1.22 parking spaces per unit. The neighbors are worried about extra parking in the streets. There are nine parking stalls set up as tandems which means they can only be accessed by roommates. Of 50 units, 24 get two stalls per unit. This changes the parking ratio to 1.13 spaces for the remaining units.

Trustee Glasgow asked what is the expected life span was. The answer was 70-75 years. He said this plan assume trends regarding cars are going to continue, what happens if they change? Matt Katsaros, of C/A Ventures, said this is a transit oriented development. They do not expect many multiple resident units and think it will be a lighter impact to the downtown. Trustee Glasgow said if the Board grants deficits then others would want similar deficits. He said PUD's cannot exercise detrimental effects to neighborhoods.

President Hayes said the number of children makes sense, as there are no three bedroom units. These apartments are expensive compared to other apartment buildings.

J.T. Charles said the project is absurd for what it does to Sigwalt. Truck traffic is very heavy. Chestnut is not two lanes. He said he was totally against this project unless something changes on the streets. There needs to be some means for cars to pull off. People are going to off load on Sigwalt. The entrance faces Sigwalt so the building should be able to off load people there.

Donald Meersman asked for the Board to respect the plans and requirements that have protected the Village. He asked for the Board to enforce the rules and not ignore the codes for site coverage. He asked for the Board to not make parking and safety worse. He asked where the construction workers would park. Parking is a problem right now. He asked when the Village became a challenged community that bends over to all a developer's terms. He asked for the building to conform to site coverage and parking requirements.

President Hayes said no one is ignoring the codes. A request for variation is different.

Keith Allen said a neighborhood petition was circulated yesterday and received 103 signatures in one day. This reinforces the neighborhood opposition to this development.

Gabriela Rojek said when she bought her home 29 years ago it was zoned residential. She said she did not know it changed to multifamily zoning. She said this is not the right proposal. They are trying hard to make it fit but it does not fit in with the style of homes that surround this property.

President Hayes said the Board has received and read all the materials and communications from residents. President Hayes said he viewed the petition, which seems to suggest that the Commissions did not apply the Codes to this project. The Commission and Board members carry out their responsibility the way they see fit. They swore an oath to follow the laws and to do what they think is right for the community. They were appointed to these roles. Just because something was not discussed, does not mean it wasn't considered.

Trustee Scaletta said some of the other properties, which had approved variations, are not adjacent to single-family homes. He said five parking spaces would be lost. He also noted that there is no place to drop people off on Sigwalt and the only entrance on Highland is into the garage. He said he was concerned that there is too much being put into this building. It is large for the property. The variations are so significant, that he cannot vote yes. He said parking and loading were major issues.

Mr. Perkins said since Early Review, pretty much the same plan was presented to the other Committees. Changes were made to add parking so where they were short 34 spaces before, now it is 22. There were some design elements and cutouts added. The Highland Ave. spots were always lost, that is not new. The loss of street parking does not count against the development. Trustee Scaletta said the size and scope is too large for property. The number of and/or degree of variations is too high.

Trustee Glasgow said this is a pretty building. The top 2/3rds of this property will be developed too. There are too many variances and he was concerned about parking. The comments made by the Board in Early Review were not addressed. There is a big difference being in the Village than in other areas. The local businesses need the parking garage spaces and he is not interested in building more spaces.

Trustee Sidor said all the delivery drivers will park on Sigwalt and the mail truck alone will be there 1.5 hours each day.

Trustee LaBedz said she was concerned about the parking issue. There is too much reliance on the idea that the people who will live here will focus on the train. She said she served on Downtown Master Plan Task Force and nothing this massive was thought of for this part of the block. People have reinvested a lot in the single-family homes in this area. They have tried to keep to the style and feeling in the neighborhood. These are 100-year-old homes. That sensitivity is lacking in the style of this building. In and of itself it is lovely, it's just not the right place.

President Hayes said it is the Board's responsibility to put the land to the highest and best use. If it is not this one, it will be another development that is multifamily. He said he did not disagree with the comments but was afraid of losing this developer who was willing to invest a great deal of money to help the Village develop this vacant property.

Trustee Tinaglia said he did not want to see the developer walk away. He hopes they will rethink a few things. The issues on Sigwalt can be worked on. For him, the main issue is the parking variance, if there is going to be one. He said for staff to look at what the real parking number should be is the Code right or wrong. He did not like tandem stalls and wants the project to be adequately parked.

Trustee Thomas Glasgow moved to deny. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Nays: Blackwood

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT



Item: DC#17-136 - 523 W. Ridge Ct. - SF/Teardown

Department: Planning & Community Development

Requested Action

Approval of the proposed architectural design for a new (teardown) single-family residence.

Recommendation

It is recommended that the Design Commission approve the proposed new single-family residence to be located at 523 W. Ridge Court. This recommendation is subject to compliance with the architectural plans received on 10/27/17, revised site plan and elevations dated 11/15/17 and received 11/17/17, and the following:

1. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.

2. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

ATTACHMENTS:

Description

Staff Report
Exhibits

Type

Board or Commission Report
Exhibits

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 523 W. Ridge Court
Project Address: 523 W. Ridge Court
Prepared By: Steve Hautzinger

Date Prepared: December 21, 2017

PETITION INFORMATION:

DC Number: 17-136
Petitioner Name: Tony Divizio
Petitioner Address: Divizio Group
2409 Kenmore Court
Schaumburg, IL 60193
Meeting Date: January 9, 2018

Requested Action(s): Approval of the proposed architectural design for a new (teardown) single-family residence.

ANALYSIS:

Summary

The proposed design is being forwarded to the Design Commission for review to determine if it meets the standards, requirements, and intent of the Village of Arlington Heights Single-Family Design Guidelines, and Chapter 28 (Zoning Ordinance) of the Village of Arlington Heights Municipal Code.

The petitioner is proposing to demolish an existing two-story residence and two-car attached garage to allow construction of a new two-story residence with an attached, three-car garage. The subject site is zoned R-3, One Family Dwelling District. The property has a total land area of 16,715 square feet and the proposed residence will have approximately 4,736 square feet. The project does comply with all R-3 zoning requirements as summarized below.

	ALLOWED	PROPOSED
Setbacks	Front: 30 feet Side: 6.7 feet Side: 6.7 feet Rear: 30 feet	Front: 31 feet Side: 7 feet Side: 8 feet Rear: 56 feet
Building Height	25 feet to the midpoint	25 feet to the midpoint
FAR	7,124 SF	4,736 SF
Building Lot Coverage	5,850 SF	2,809 SF
Impervious Surface Coverage Total	8,358 SF	4,943 SF

The existing neighborhood consists of primarily single story homes with a mix of one car and two car attached garages. However, there have been numerous teardowns previously completed in this neighborhood, although this will be the first teardown on this cul-de-sac.

Overall, the proposed design is similar to other newer homes previously approved in this neighborhood. Features such as the single story front porch and single story garage roof help the design to fit in with the scale of the adjacent single story homes, and the hipped main roof keeps the height of the side walls from being too tall. The proposed third car garage space is recessed approximately 20 feet from the face of the two-car garage.

The subject property is a large lot, and there is an abundance of open space behind the house.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed new single-family residence to be located at 523 W. Ridge Court. This recommendation is subject to compliance with the architectural plans received on 10/27/17, revised site plan and elevations dated 11/15/17 and received 11/17/17, and the following:

1. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.

2. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

_____, December 21, 2017

Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-136

LEGEND

A = ASSUMED	NW = NORTHWEST
BL = BUILDING SETBACK LINE	P.O.B. = POINT OF BEGINNING
C = CALCULATED	P.O.C. = POINT OF COMMENCEMENT
C.E. = CITY EASEMENT	P.U.E. = PUBLIC UTILITY EASEMENT
CH = CHORD	P.U. & D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
CL = CENTERLINE	R = RECORD
D = DEED	RAD = RADIUS
D.E. = DRAINAGE EASEMENT	R.O.W. = RIGHT OF WAY
E = EAST	S = SOUTH
F.I.P. = FOUND IRON PIPE	S.I.P. = SET IRON PIPE
F.I.R. = FOUND IRON ROD	S.I.R. = SET IRON ROD
FT. = FEET/FOOT	SE = SOUTHEAST
L = ARC LENGTH	SW = SOUTHWEST
M = MEASURED	V.E. = VILLAGE EASEMENT
N = NORTH	W = WEST
NE = NORTHEAST	

AREA OF SURVEY:
CONTAINING 16,715 SQ. FT. 0.38 ACRES MORE OR LESS

MORRIS ENGINEERING, INC.

5100 S. LINCOLN Lisle, Illinois 60532
MAIN PHONE: (630)271-0770 SURVEY DEPT. PHONE (630)271-0599
EMAIL: SURVEY@ECIVIL.COM WEBSITE: ECIVIL.COM

PLAT OF SURVEY

OCT 27 2017

FILE

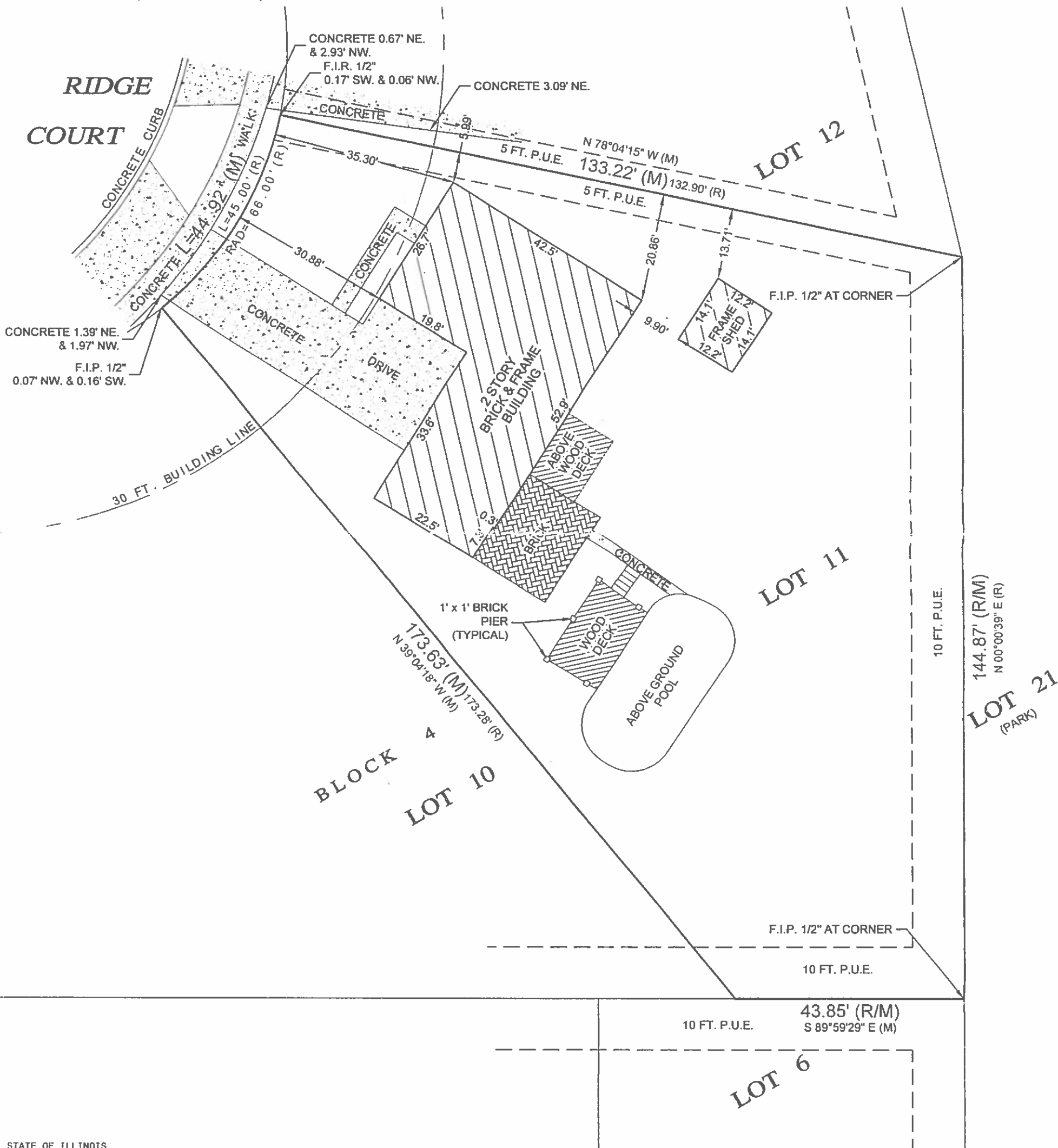
DEVELOPMENT DEPARTMENT

NORTH

20' 10' 0' 20'

BASIS OF BEARING:
EASTERLY LINE OF LOT 11 AS FOUND
MONUMENTED AND OCCUPIED PER RECORD
SUBDIVISION PLAT.
N 00°00'39" E (R)

LOT 11 IN BLOCK 4 IN HASBROOK SUBDIVISION, UNIT NUMBER 2, OF PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 17, 1957 AS DOCUMENT NO. 17041013, IN COOK COUNTY, ILLINOIS.



STATE OF ILLINOIS)
COUNTY OF DUPAGE)SS

I, THE UNDERSIGNED, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY," AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

DATED, THIS 9TH DAY OF NOVEMBER, A.D., 2013, AT Lisle, ILLINOIS.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-2181
LICENSE EXPIRATION DATE NOVEMBER 30, 2014
ILLINOIS BUSINESS REGISTRATION NO. 184-001245



NOTE:

- ALL TIES SHOWN ON THIS SURVEY ARE MEASURED TO THE BUILDING'S SIDING (BRICK, FRAME, STUCCO, METAL, ETC.) AND NOT TO THE FOUNDATION, UNLESS NOTED OTHERWISE.
- ROOF LINES AND OVERHANGS ARE TYPICALLY NOT SHOWN HEREON.
- COMPARE ALL DISTANCES AND POINTS IN FIELD AND REPORT ANY DISCREPANCIES TO SURVEYOR AT ONCE.
- NO DIMENSIONS SHALL BE ASSUMED BY SCALING.

ADDRESS COMMONLY KNOWN AS 523 W. RIDGE COURT
ARLINGTON HEIGHTS, ILLINOIS

CLIENT BRAIMAN AND ASSOCIATES

JOB NO. 13-12-0050

FIELDWORK DATE/CREW CHIEF 12-07-13 (DS/KW)

DRAWN BY: JB REVISED:

* IMPERVIOUS SURFACE

50% MAX

FRONT YARD $44.92 + 67.0 \div 2 = 55.96$

$55.96 \times 39.0 = 1678 \text{ sq ft}$

$1678 \times .50 = 839.4 \text{ MAX}$

KAYOL DRIVE EXIST 16x30=480=(C)

NEW ADDED 7x9=63 (A)

13x7=2 45.5 (A)

12x10=2 60 (B)

839.4 > 648.5
MAX ACTUAL

W. RIDGE COURT

EXIST'G TREE

NEW PORCH

PROPOSED ADDITION

133.22'

6' SIDEYARD REQ'D

56'0"

MOVE SHED

EXIST'G 2 STORY RESIDENCE

T/F IS NOT CHANGED

PROPOSED 2 STORY ADDITION

(B) EXTEND DRIVE

EXIST'G DRIVE (C)

30' BUILDING

PROPOSED ADDITION

8'0"

173.63'

EXIST'G DECK

EXIST'G ABOVE GROUND POOL

30' REAR YARD

10' EASEMENT

144.87'

523 W. RIDGE CT

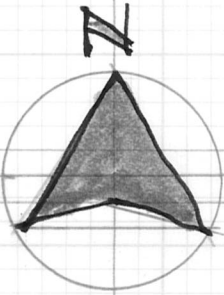
10' EASEMENT

43.85'

* LENGTH OF 30' BUILDING VINE = 67'0"

* SIDEYARD REQ'D 10% 6.7'

* LOT SIZE 10,715 sq ft
.38 ACRES



SITE DEVELOPMENT PLAN

1" = 20' 0"

REVISED 11.15.17

MM DESIGN

IL. REG. ARCHITECT/DESIGN FIRM
P.O. BOX 3392, BARRINGTON, IL 60011
(847) 352-7000 FAX (847) 352-7224



533



SOUTH SIDE OF RIDGE ST.
539



545



520



EXISTING
SUBJECT PROPERTY 523



527



524



528



NORTH SIDE OF RIDGE ST.
534



540

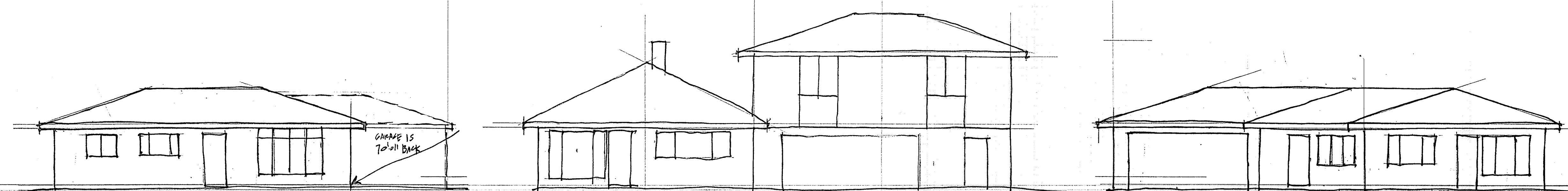
SURROUNDING PROPERTIES

REVISIONS	BY

MM DESIGN
IL. REG. ARCHITECT/DESIGN FIRM
P.O. BOX 3392, BARRINGTON, IL 60011
(847) 352-7000 FAX (847) 352-7224

Date
Scale
Drawn
Job
Sheet
Of
Sheets

REVISIONS	BY



520

EXISTING 523

527



520

PROPOSED NEW FRONT
523 W. RIDGE CT.

527

PROPOSED CONTEXT ELEVATION

1/8" = 1'-0"

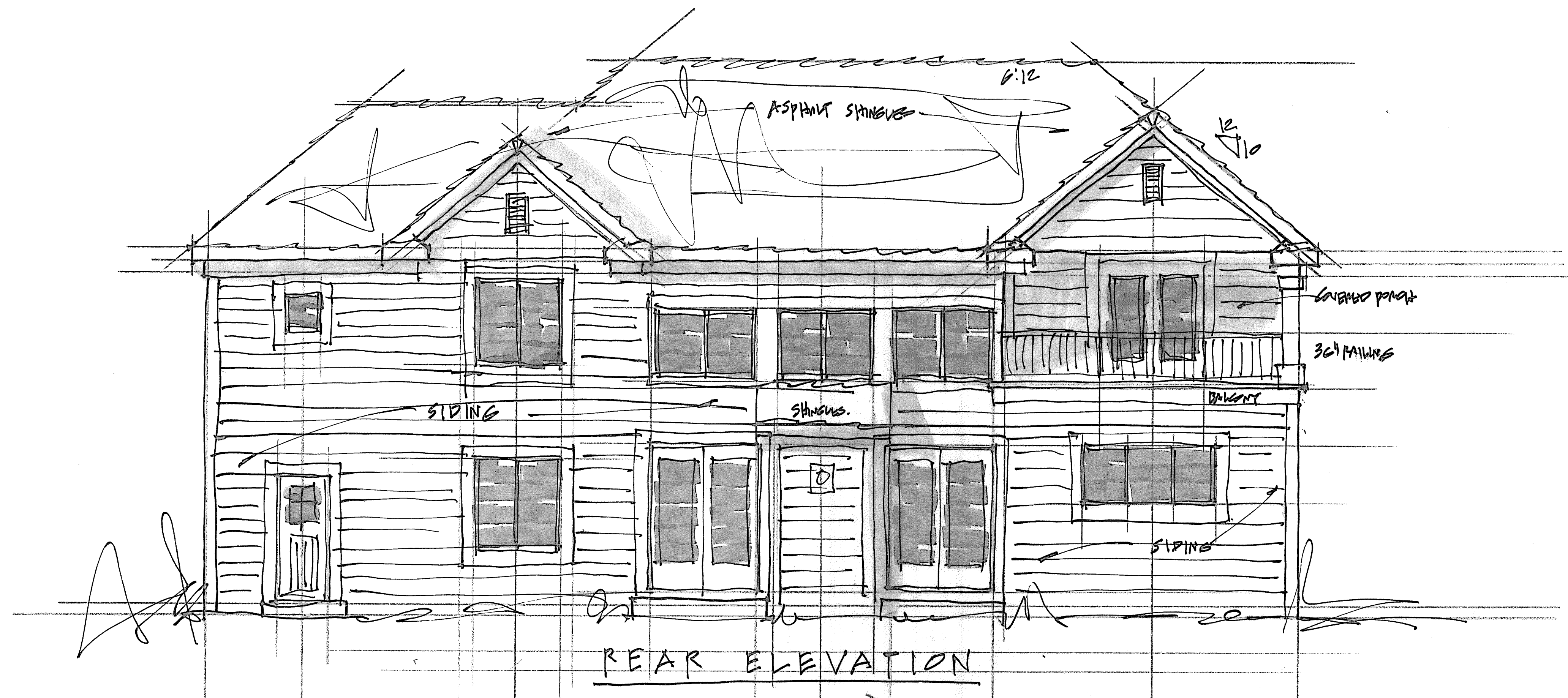
REVISED
12-28-17

MM DESIGN

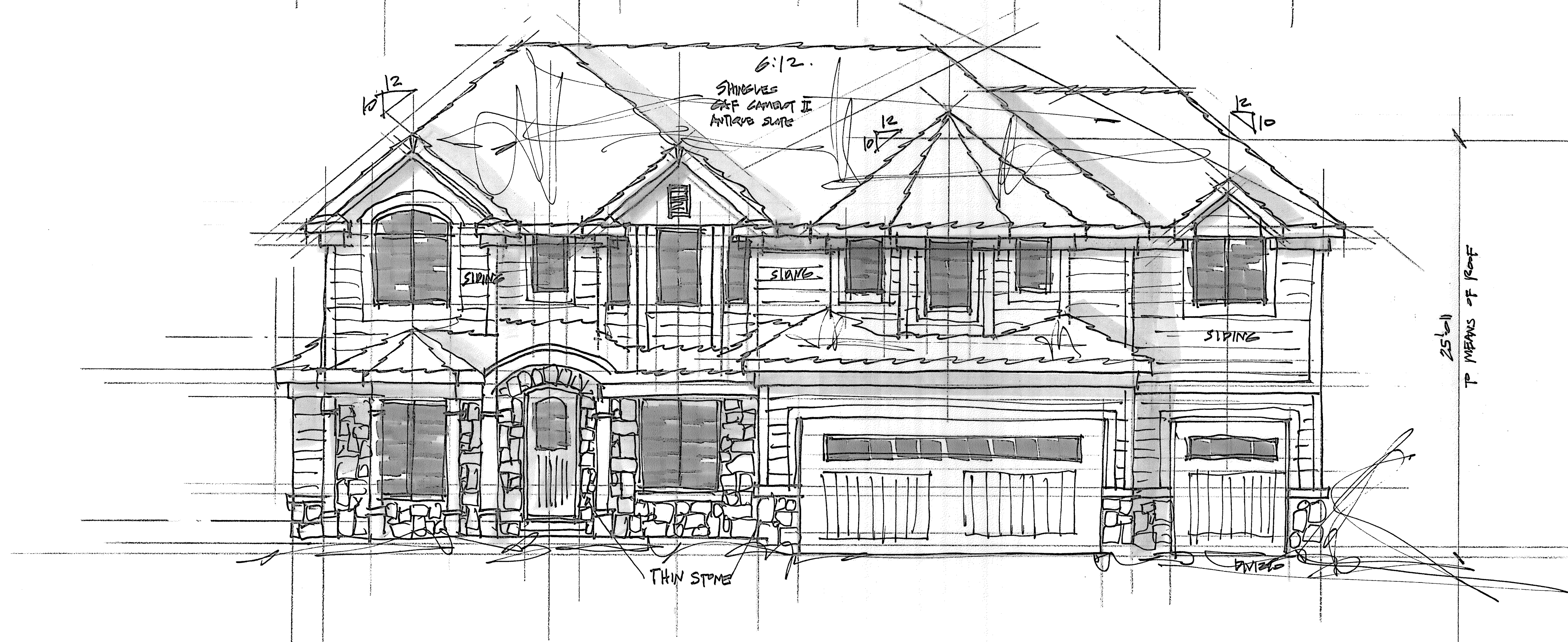
ILL. REG. ARCHITECT/DESIGN FIRM
P.O. BOX 3392, BARRINGTON, IL 60011
(847) 352-7000 FAX (847) 352-7224

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Of	Sheets



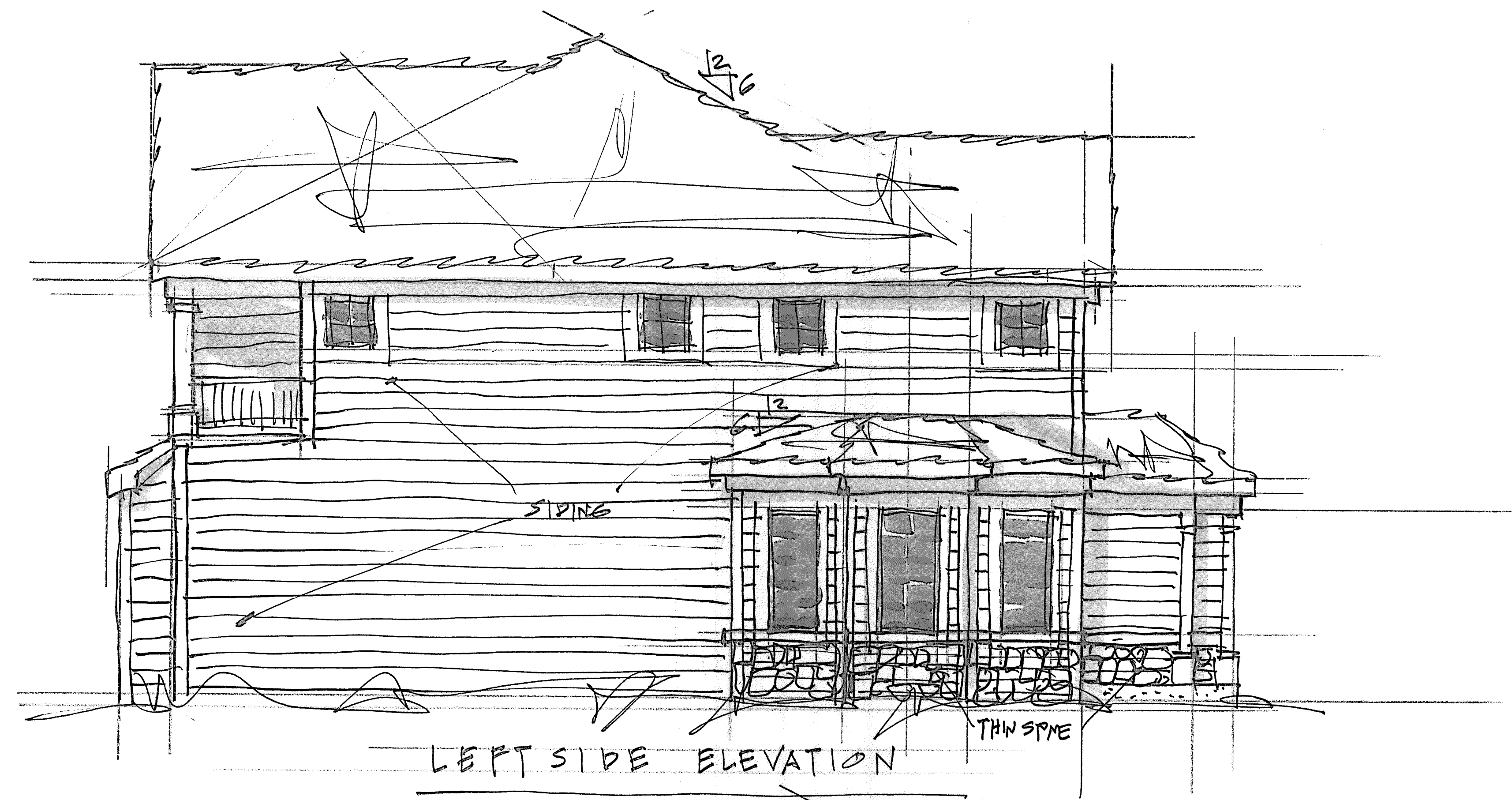


REAR ELEVATION

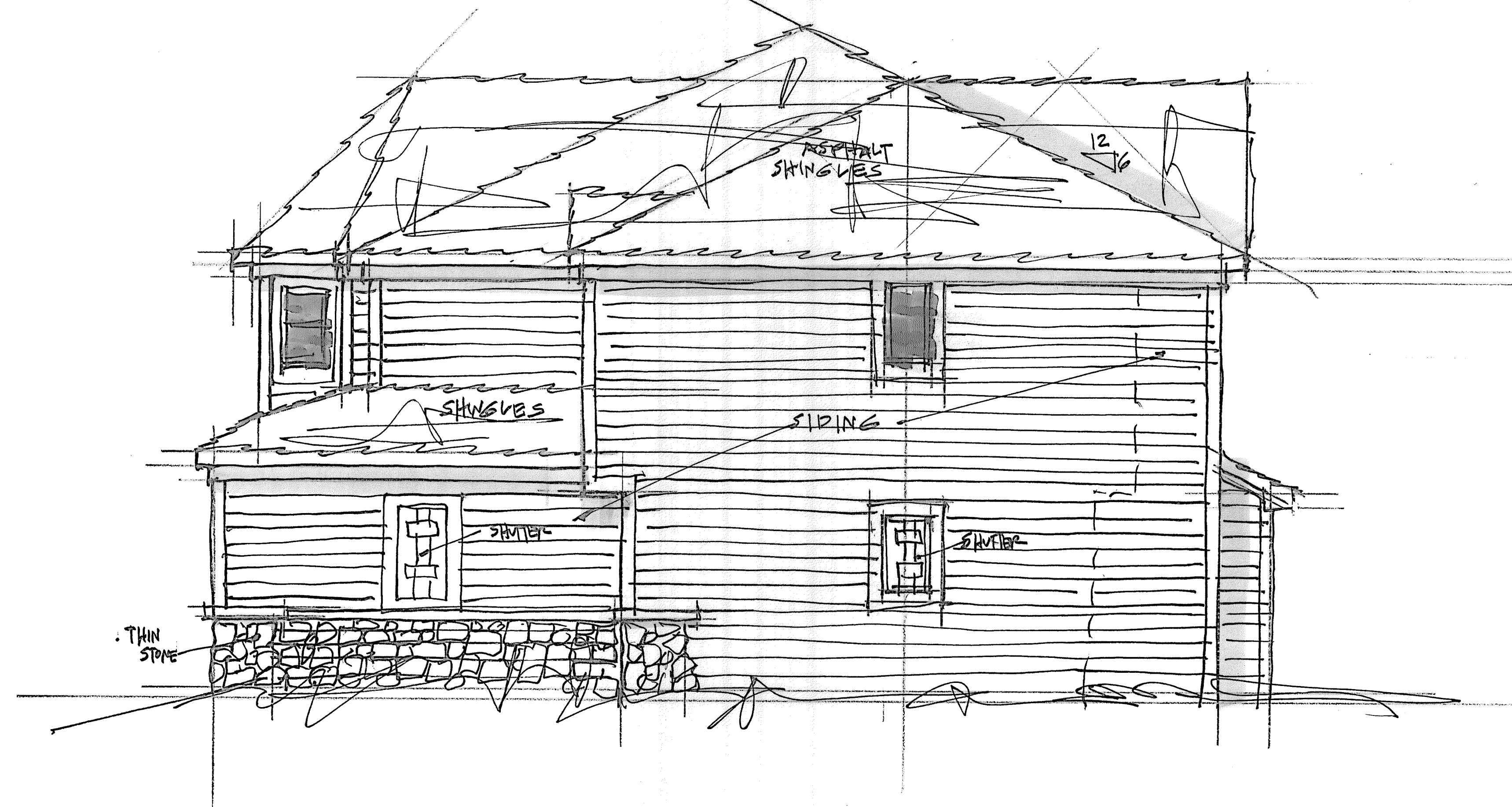


FRONT ELEVATION

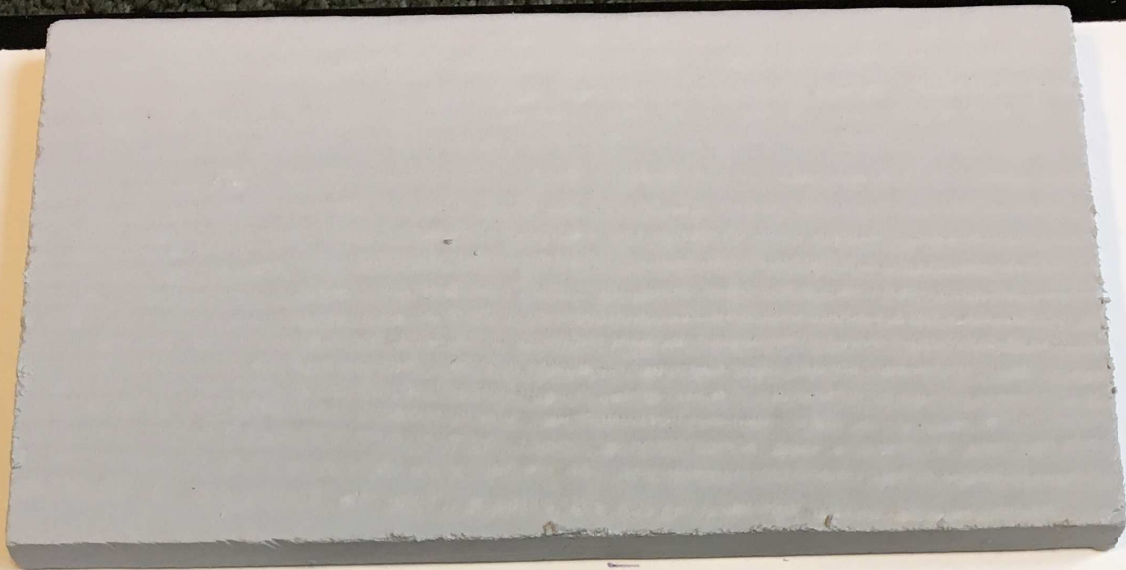
REVISED ELEVATIONS
11-15-17
HIGHT



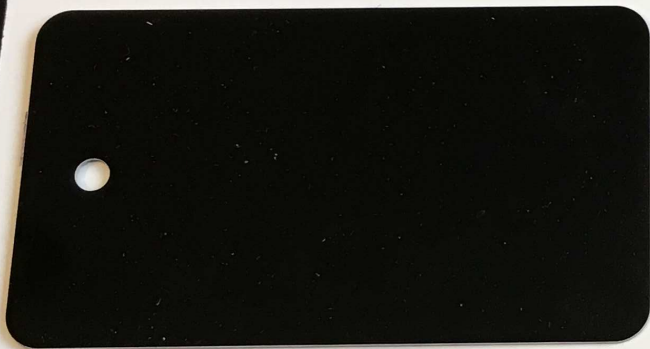
LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION



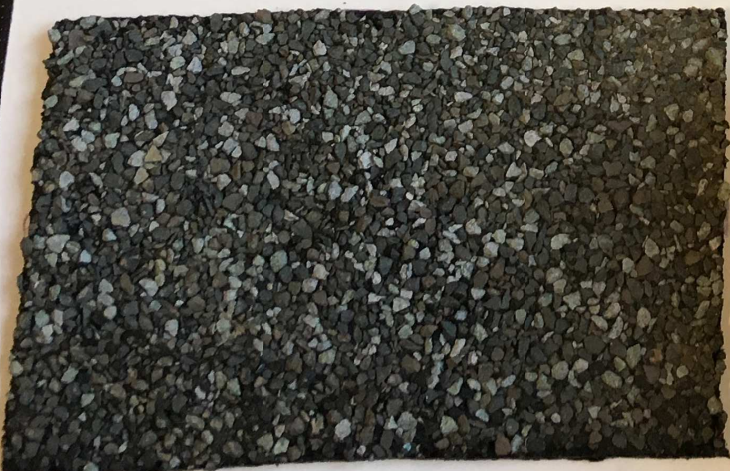
HARDIE BOARD SIDING (PEARL GRAY)



PELLA WINDOWS (BLACK)



FASCIA, SOFFIT, TRIM, GUTTERS
WHITE ALUM.



ROOF ASPHALT GAF
PEWTER GRAY



NATURAL STONE
EDEN

ITEM	MATERIAL	MANUFACTURER	COLOR	
ROOF	ASPHALT	SAF	PENTER GRAY TIMBERLINE	
SIDING	CONC. BD.	JAMES HARDIE	PEARL GRAY	
WINDOWS	ALUM.	PELLA	BLACK	
STONE	THIN STONE	EDEN	EDEN	NATURAL
FASCIA SOFFIT	ALUM.	ALUM.	WHITE	
GARAGE DOOR	ALUM/INSUL.	CLOPAY	BLACK	

MATERIAL SCHEDULE

OCT 27 2017

FILE



Item: DC#17-149 - 504 S. Mitchell Ave. - SF/New

Department: Planning & Community Development

Requested Action

Approval of the proposed architectural design for a new single-family residence.

Recommendation

It is recommended that the Design Commission evaluate the proposed new single-family residence to be located at 504 S. Mitchell Avenue. This recommendation is based on the architectural plans received on 11/17/17, and the following:

1. Evaluate the side-load garage configuration with the context of the neighborhood. Consider a revised design with the body of the house at the front of the lot, and the garage recessed away from the street.
2. Evaluate the logic of the design with the pairing of the steeply pitched garage massing, large main roof hip, and stone tower element.
3. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.
4. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Exhibits	Exhibits

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 504 S. Mitchell Avenue
Project Address: 504 S. Mitchell Avenue
Prepared By: Steve Hautzinger

Date Prepared: December 21, 2017

PETITION INFORMATION:

DC Number: 17-149
Petitioner Name: Tony Divizio
Petitioner Address: Divizio Group
2409 Kenmore Court
Schaumburg, IL 60193
Meeting Date: January 9, 2018

Requested Action(s): Approval of the proposed architectural design for a new single-family residence.

ANALYSIS:

Summary

The proposed design is being forwarded to the Design Commission for review to determine if it meets the standards, requirements, and intent of the Village of Arlington Heights Single-Family Design Guidelines, and Chapter 28 (Zoning Ordinance) of the Village of Arlington Heights Municipal Code.

The petitioner is proposing to build a new two-story residence with an attached, side load, two-car garage on a vacant lot. The subject site is zoned R-3, One Family Dwelling District. The property has a total land area of 8,432 square feet and the proposed residence will have approximately 3,822 square feet. This project does comply with the R-3 zoning requirements as summarized below, except for two air conditioning units that need to be relocated to avoid encroaching into the required side setback.

	ALLOWED	PROPOSED
Setbacks	Front: 25 feet Side: 7 feet Side: 7 feet Rear: 30 feet	Front: 26.5 feet Side: 8.6 feet Side: 8 feet Rear: 31.3 feet
Building Height	25 feet to the midpoint	25 feet to the midpoint
FAR	3,794 SF	3,822 SF
Building Lot Coverage	2,951 SF	2,931 SF
Impervious Surface Coverage Total	4,216 SF	4,083 SF

The subject property is part of a new four-lot subdivision that received final approval in April 2017. The new subdivision consists of lots for three new single-family homes, and one lot for stormwater detention. As part of the subdivision approval, two existing trees along the south property line on the subject property, and one existing parkway tree are required to be preserved.

This neighborhood, and this street, consist of a wide variety of houses including single-story, two-story, historic, newer, attached garages, and detached garages. However, the subject site is adjacent to three charming vintage cottage style homes that have a very consistent appearance. The proposed design does a nice job of picking up on the traditional form of the adjacent houses with a steeply pitched asymmetrical garage gable facing the street. However, the main body of the house has a large hipped roof that does not quite fit with the character of the garage massing on the front. The stone tower feature next to the entry also feels out of context with the steep garage gables.

The primary concern with the proposed design is that a side-load garage on a relatively narrow lot pushes the main body of the house towards the back of the lot, whereas the adjacent houses on the street are justified towards the front setback line. The Design Commission should evaluate the appropriateness of the proposed side-load garage configuration, or whether a revised design with the main body of the house at the front of the lot and the garage recessed away from the street would be more appropriate.

RECOMMENDATION:

It is recommended that the Design Commission evaluate the proposed new single-family residence to be located at 504 S. Mitchell Avenue. This recommendation is based on the architectural plans received on 11/17/17, and the following:

1. Evaluate the side-load garage configuration with the context of the neighborhood. Consider a revised design with the body of the house at the front of the lot, and the garage recessed away from the street.
2. Evaluate the logic of the design with the pairing of the steeply pitched garage massing, large main roof hip, and stone tower element.
3. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.
4. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

December 21, 2017

Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-149

MAIL PLAT TO:

HAEGER ENGINEERING LLC
CONSULTING ENGINEERS AND LAND SURVEYORS
100 EAST STATE PARKWAY
SCHAUMBURG, IL 60173

LEGEND

- Concrete Monument
Subdivision or Block Corners,
Set or Found as Noted
Underlying Subdivision Lot No.
New Subdivision Lot No.
- Underlying Lot Lines
New Lot Lines
Boundary Line
Area Dedicated for Public Street

LOT 4

LOT 1

PLAT PREPARED FOR:

JMC DEVELOPMENT, LLC
33 W. HIGGINS ROAD, SUITE 830
SOUTH BARRINGTON, IL 60010

SUBMITTED BY

VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

SEND NEW TAX BILL TO:

JMC DEVELOPMENT, LLC
33 W. HIGGINS ROAD, SUITE 830
SOUTH BARRINGTON, IL 60010

OWNER'S CERTIFICATE AND SCHOOL DISTRICT STATEMENT

STATE OF ILLINOIS }
COUNTY OF COOK } SS

WE THE UNDERSIGNED, JMC DEVELOPMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, OWNERS OF HE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS IS TO FURTHER CERTIFY THAT TO THE BEST OF THE OWNER'S KNOWLEDGE THE LAND HEREIN DESCRIBED FALLS WITHIN ELEMENTARY SCHOOL DISTRICT NO. 25, TOWNSHIP HIGH SCHOOL DISTRICT NO. 214 AND HARPER COMMUNITY COLLEGE DISTRICT 512.

SIGNED AT _____, ILLINOIS, THIS _____ DAY OF _____, A.D. 2017.

BY: _____

TITLE: _____

STATE OF ILLINOIS }
COUNTY OF COOK } SS

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE SAID COUNTY IN THE STATE AFORESAID DOES HEREBY CERTIFY THAT PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGE THAT HE SIGNED AND DELIVERED SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 2017.

PRINT NAME _____

NOTARY PUBLIC

COMMISSION EXPIRES _____ (SEAL)

PUBLIC UTILITY EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRICAL AND COMMUNICATIONS SERVICES, GAS, CABLE TELEVISION, STORM WATER DRAINAGE AND SANITARY SEWERS IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY
AND
AMERITECH

NORTHERN ILLINOIS GAS COMPANY (NICOR)
AND

ANY CABLE COMMUNICATIONS FIRM OR COMPANY GRANTED
A CABLE COMMUNICATIONS FRANCHISE BY THE VILLAGE OF ARLINGTON HEIGHTS

AND
THE VILLAGE OF ARLINGTON HEIGHTS, GRANTEEES

THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR THE PLACEMENT, INSTALLATION, USE, OPERATION, MAINTENANCE, REPAIR, RELOCATION, REPLACEMENT AND REMOVAL OF WATERMANS, STORM SEWERS, SANITARY SEWERS, DRAINAGE DITCHES AND SWALES, RETENTION PONDS, GAS MAINS, ELECTRICAL LINES, TELEPHONE LINES, FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND SIGNALS AND SIGNALS, INCLUDING BUT NOT LIMITED TO TELEVISION, DATA AND RADIO SIGNALS, TOGETHER WITH ALL BRACES, GUYS, ANCHORS, MANHOLES, VALVES AND ALL OTHER EQUIPMENT AND APPURTENANCES NECESSARY IN CONNECTION UPON AND UNDER THE SUBDIVISION IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DOTTED LINES ON THE PLAT AND MARKED EASEMENT, AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON OR ON ADJACENT LOTS, COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM, OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES, OBSTRUCTIONS SHALL NOT BE PLACED OVER THE GRANTEEES FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DOTTED LINES MARKED EASEMENT WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES, EXCEPT GARDEN, SHRUBS AND LANDSCAPING MAY BE PLACED OVER ANY SUB SURFACE FACILITIES THAT DO NOT UNREASONABLY INTERFERE WITH THE SAFETY, USEFULNESS OF UNREASONABLY RESTRICT TO, OR PREVENT THE PROMPT MAINTENANCE OF REPAIR OF ANY SUCH SUB SURFACE FACILITIES, AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

SPACE RESERVED FOR COUNTY CLERK'S STAMP

SPACE RESERVED FOR COUNTY RECORDER'S STAMP

AREA SUMMARY

Lot 1	9,253 S.F.	0.2124 Ac.
Lot 2	8,432 S.F.	0.1936 Ac.
Lot 3	8,480 S.F.	0.1947 Ac.
Outlot 4	9,268 S.F.	0.2127 Ac.
Right-of-Way	401 S.F.	0.0092 Ac.
Total	35,834 S.F.	0.8226 Ac.

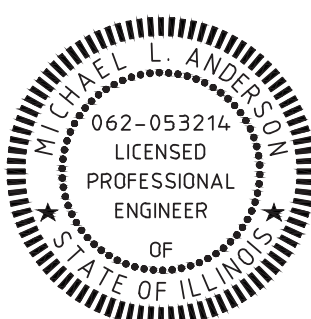
THE TERM ACOMMON AREA OR AREAS IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH MAY BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS AOUT LOTS, OPEN SPACE, OPEN AREA, COMMON GROUND, PARKING AND COMMON AREA. THE TERM COMMON AREA OR AREAS INCLUDES REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL OR RETENTION POND, OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEEES AT COST OF GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

THE GRANTING OF THE FOREGOING EASEMENT CONFERS NO OBLIGATION ON THE VILLAGE OF ARLINGTON HEIGHTS TO MAINTAIN, REPAIR, REPLACE, RELOCATE OR REMOVE ANY OF THE FOREGOING UTILITIES. THE EASEMENT PROVISION IS SUBJECT TO THE TERMS AND CONDITIONS OF THE DECLARATION OF COVENANTS AND RESTRICTIONS RECORDED HEREWITH AS DOCUMENT NUMBER.

SURVEYOR NOTES:

- The field work for this survey was completed on July 6, 2015.
- The Horizontal coordinates and basis of bearing shown hereon are assumed.
- The Vertical Datum referenced hereon is based on NAVD 88 (Geoid 12A) as referenced from Kara Company's RTK Network.



EXPIRES 11-30-17

STATE OF ILLINOIS }
COUNTY OF COOK } SS

I, _____, VILLAGE COLLECTOR OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPOINTED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT.

DATED THIS _____ DAY OF _____, 20____.

VILLAGE COLLECTOR

STORM WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

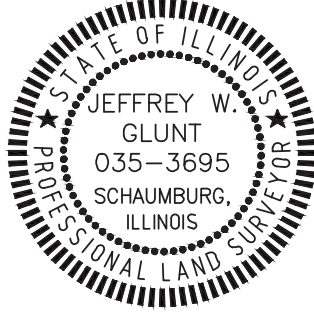
TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR THAT IF THE SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR THE COLLECTION AND DIVERSION OF SURFACE WATERS INTO PUBLIC AREAS OR DRAINS AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PROCEDURES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS SUBDIVISION.

BY: _____
ILLINOIS PROFESSIONAL ENGINEER
NO. 062-053214

BY: _____
OWNER

DATE: _____

DATE: _____



EXPIRES 11-30-18

VILLAGE CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12, AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

_____, A.D., 20____.

BY: _____
CHAIRPERSON

ATTEST: _____
SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

_____, A.D., 20____.

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

APPROVED BY THE DIRECTOR OF ENGINEERING ON _____

_____, A.D., 20____.

BY: _____
DIRECTOR OF ENGINEERING

STATE OF ILLINOIS }
COUNTY OF COOK } SS

I, JEFFREY W. GLUNT, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

THE EAST 265.10 FEET OF LOT 7 IN CAROLINE FIENE'S SUBDIVISION OF THE SOUTH 50 ACRES OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 31, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECTED TO A TEMPERATURE OF 68 DEGREES FAHRENHEIT.

I DO HEREBY FURTHER CERTIFY THAT UPON COMPLETION OF CONSTRUCTION, IRON PIPES AT ALL INTERIOR LOT CORNERS AND POINTS OF CHANGE IN ALIGNMENT WILL BE SET, AS REQUIRED BY THE PLAT ACT (765 ILCS 205/0.01 ET SEQ.). I FURTHER CERTIFY THAT ALL EXTERIOR CORNERS OF THE SUBDIVISION HAVE BEEN MONUMENTED PRIOR TO RECORDEATION OF THE SUBDIVISION PLAT, AND THAT CONCRETE MONUMENTS HAVE BEEN SET AS REQUIRED. THIS IS TO FURTHER CERTIFY THAT THE LAND INCLUDED IN THE ANNEXED PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, WHICH HAS AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED.

THIS IS TO FURTHER CERTIFY THAT BASED ON INFORMATION PROVIDED ON THE FLOOD INSURANCE RATE MAP COMMUNITY - PANEL NO. 17031 C0203J DATED AUGUST 19, 2008 PRODUCED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR COOK COUNTY, ILLINOIS, THE PROPERTY SHOWN AND DESCRIBED HEREON IS LOCATED WITHIN ZONE X, WHICH IS DEFINED BY FEMA AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

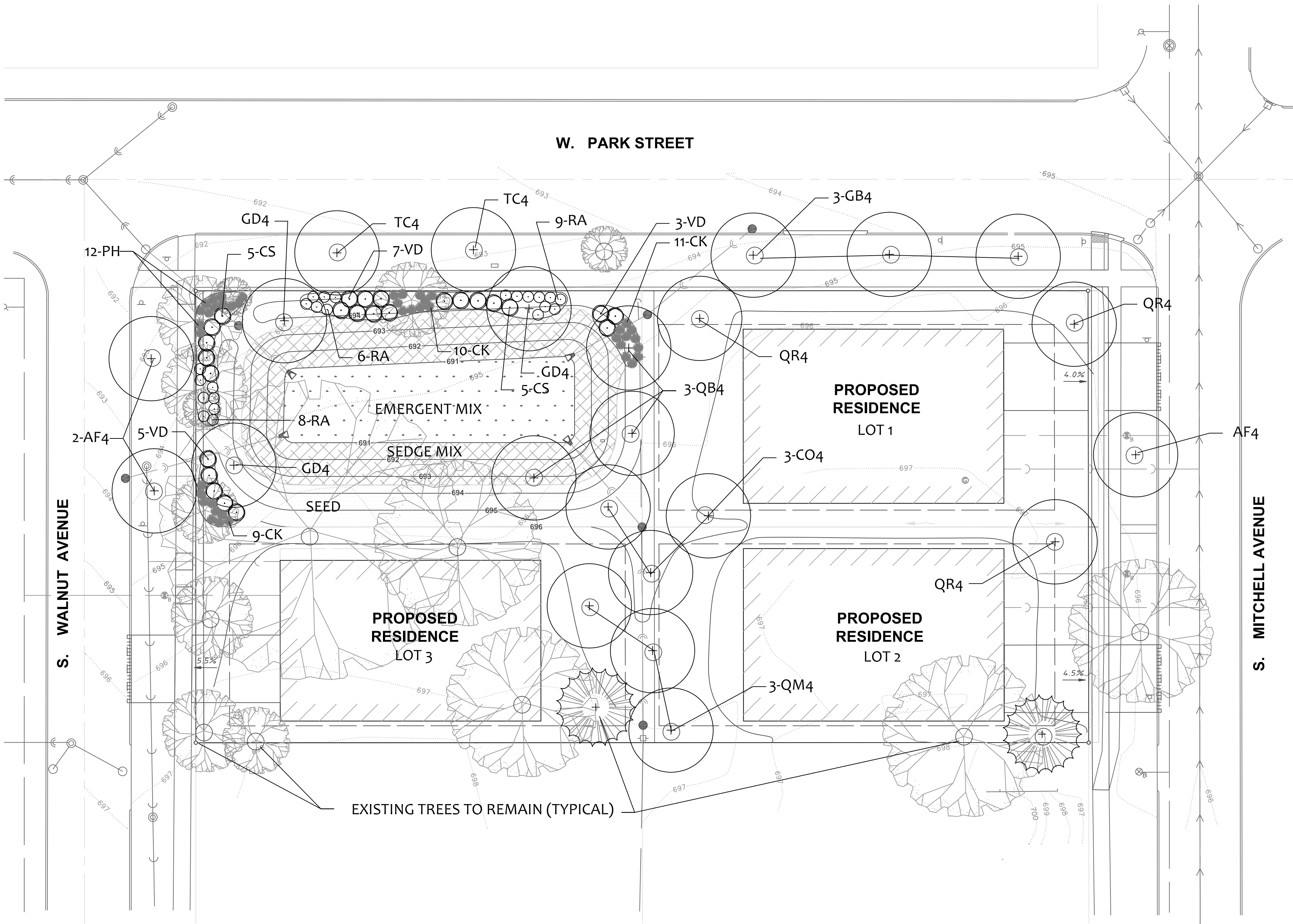
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.

SCHAUMBURG, ILLINOIS _____ JANUARY 28, 2017

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3695

HAEGER ENGINEERING
consulting engineers • land surveyors

100 East State Parkway, Schaumburg, IL 60173
Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com



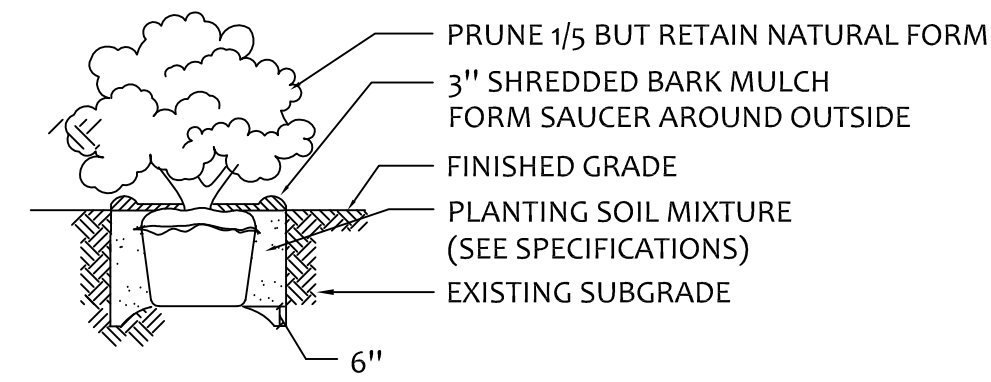
PLANT MATERIAL KEY

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
Replacement Trees - 23 Trees Total					
AF4	3	Acer x freemanii	Autumn Blaze Maple	4"	Central Leader
CO4	3	Celtis occidentalis	Common Hackberry	4"	Central Leader
GB4	3	Ginkgo biloba	Ginkgo	4"	Central Leader (Male)
GD4	3	Gymnocladus dioicus	Kentucky Coffee Tree	4"	Central Leader
QB4	3	Quercus bicolor	Swamp White Oak	4"	Spring Dig
QM4	3	Quercus macrocarpa	Bur Oak	4"	Spring Dig
QR4	3	Quercus rubra	Red Oak	4"	Spring Dig
TC4	2	Tilia cordata	Littleleaf Linden	4"	Central Leader
Deciduous Shrubs					
CS	10	Cornus sericea	Red-Twig Dogwood	10 Gal.	
RA	23	Rhus aromatica 'Gro-low'	Gro-low Sumac	5 Gal.	
VD	15	Viburnum dentatum	Arrowwood Viburnum	10 Gal.	
Ornamental Grasses					
CK	30	Calamagrostis 'Karl Foerster'	Karl Foerster Reed Grass	1 Gal.	36" O.C.
PH	12	Pennisetum alopecuroides 'Hamelin'	Dwarf Fountain Grass	1 Gal.	36" O.C.
Miscellaneous Materials*					
16		Shredded Hardwood Mulch		C.Y.	
322		Kentucky Bluegrass Blend Seed WITH ECB		S.Y.	
0.047		Emergent Mix		Ac.	
0.076		Wet Meadow Mix with ECB		Ac.	

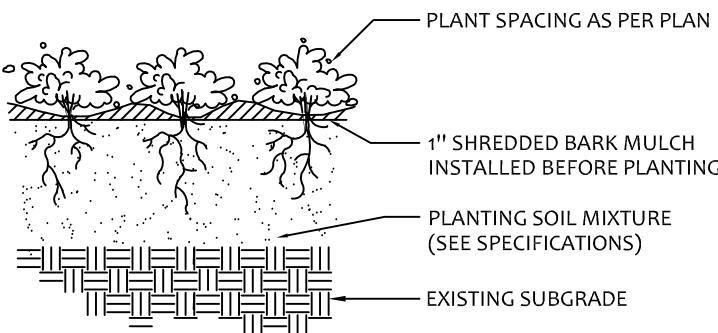
*Exact mixes to be determined at time of Final Engineering.

GENERAL NOTES

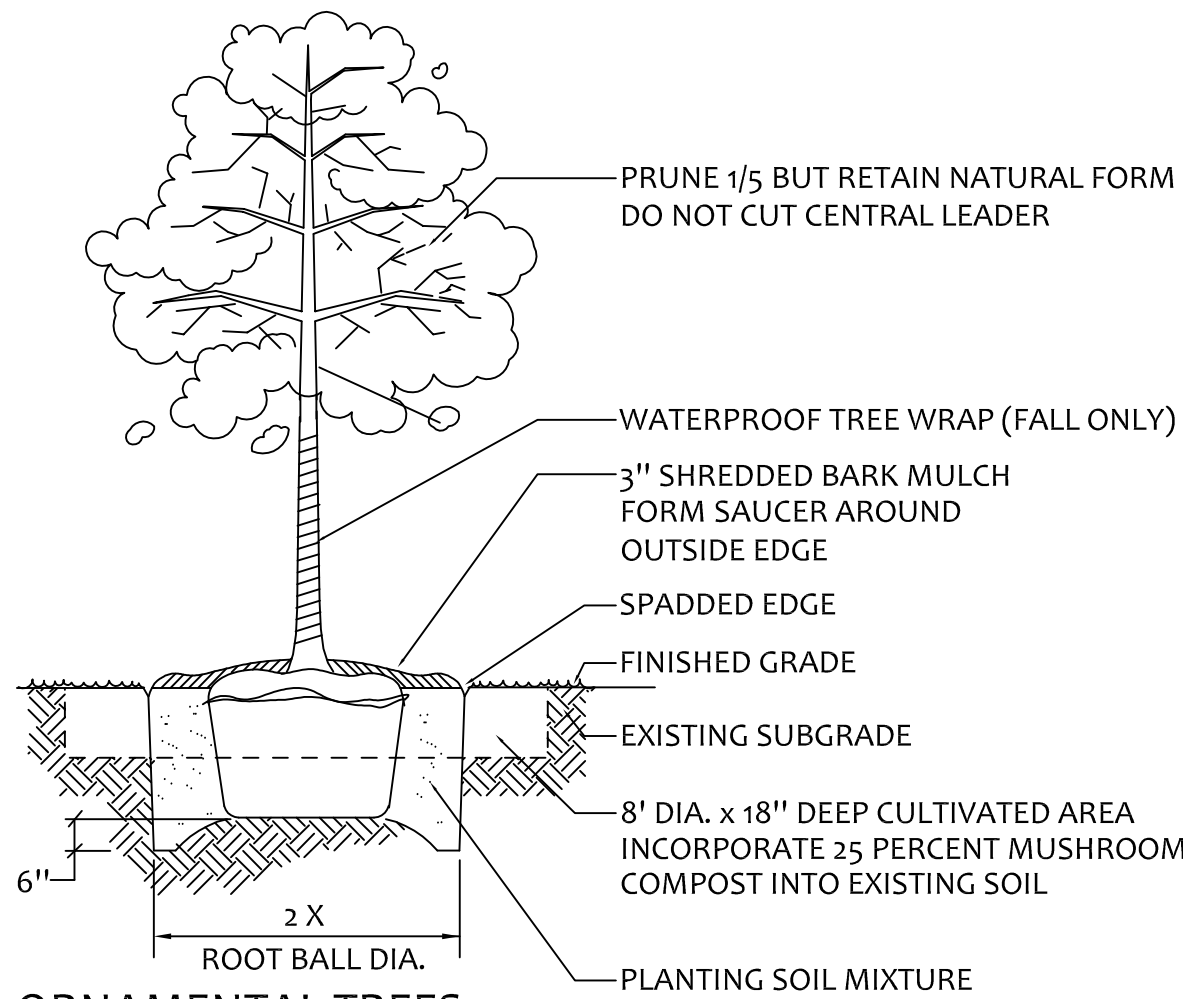
- QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES, AND FOR PROVIDING SUFFICIENT MATERIALS TO COMPLETE THE JOB PER PLAN. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY VARIATION TO QUANTITIES.
- CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR SHALL AVOID ALL EXISTING UTILITIES, UNDERGROUND AND OVERHEAD WHERE APPLICABLE, AND IS RESPONSIBLE FOR ANY DAMAGE. IF ANY CONFLICTS SHOULD EXIST BETWEEN UTILITIES AND PROPOSED MATERIAL LOCATIONS, FIELD ADJUSTMENTS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND SHALL REPORT TO LANDSCAPE ARCHITECT ANY VARIANCE OR CONDITION WHICH WOULD PREVENT ADHERENCE TO SCHEDULE, PLANS OR SPECIFICATIONS.
- WORK SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, STATE OF ILLINOIS HORTICULTURAL STANDARDS, AND LOCAL MUNICIPAL REQUIREMENTS.
- THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIAL ON SITE WHETHER STOCK PILED OR INSTALLED IN PLACE.
- THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ALL PLANTED MATERIAL EITHER AT PLACE OF GROWTH OR AT SITE BEFORE PLANTING, FOR COMPLIANCE WITH REQUIREMENTS OF VARIETY, SIZE AND QUALITY.
- ALL PLANTS SHALL BE INSTALLED PER THE LANDSCAPE PLAN AND SPECIFICATIONS. PLANTINGS NOT FOUND TO BE IN COMPLIANCE SHALL BE REPLANTED CORRECTLY AT NO ADDITIONAL EXPENSE TO THE OWNER.
- FINE GRADE, FERTILIZE AND SOD/SEED ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS AS SHOWN. ALL AREAS SHALL DRAIN COMPLETELY AND SHALL NOT POND OR PUDDLE.
- WHERE PLANTING BEDS MEET TURF AREAS, THE CONTRACTOR SHALL PROVIDE A CULTIVATED EDGE. MULCH ALL SHRUB BEDS TO THE LINE SHOWN.
- CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, FEES, AND INSPECTIONS NECESSARY FOR THE PROPER EXECUTION OF THIS WORK AND COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
- SOME FIELD ADJUSTMENTS MAY BE NECESSARY TO ENSURE THAT THERE ARE NO CONFLICTS BETWEEN EXISTING AND PROPOSED TREES.
- MATERIAL QUALITY AND MEASUREMENT SHOULD CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60 BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
- ALL SHADE/OVERSTORY TREES SHALL HAVE A 'CENTRAL LEADER'.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN IN ACCORDANCE WITH THE PLAN DESIGN AND MATERIALS QUANTITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING UNDERGROUND UTILITIES, SIDEWALKS, AND OTHER PREVIOUSLY CONSTRUCTED SITE IMPROVEMENTS.



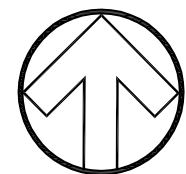
DECIDUOUS AND EVERGREEN SHRUBS
N.T.S.



PERENNIALS AND GROUNDCOVERS
N.T.S.



ORNAMENTAL TREES
N.T.S.



0 20' 40' 60'

KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE • CONSULTING
599 PEBBLEDOR CT. #1, CENTRAL LEE, IL 60048
KROGSTAD@LANDDESIGNLIMITED.COM



504 S. Mitchell Avenue
Arlington Heights, IL
PRELIMINARY LANDSCAPE PLAN

REVISIONS

DATE February 11, 2016

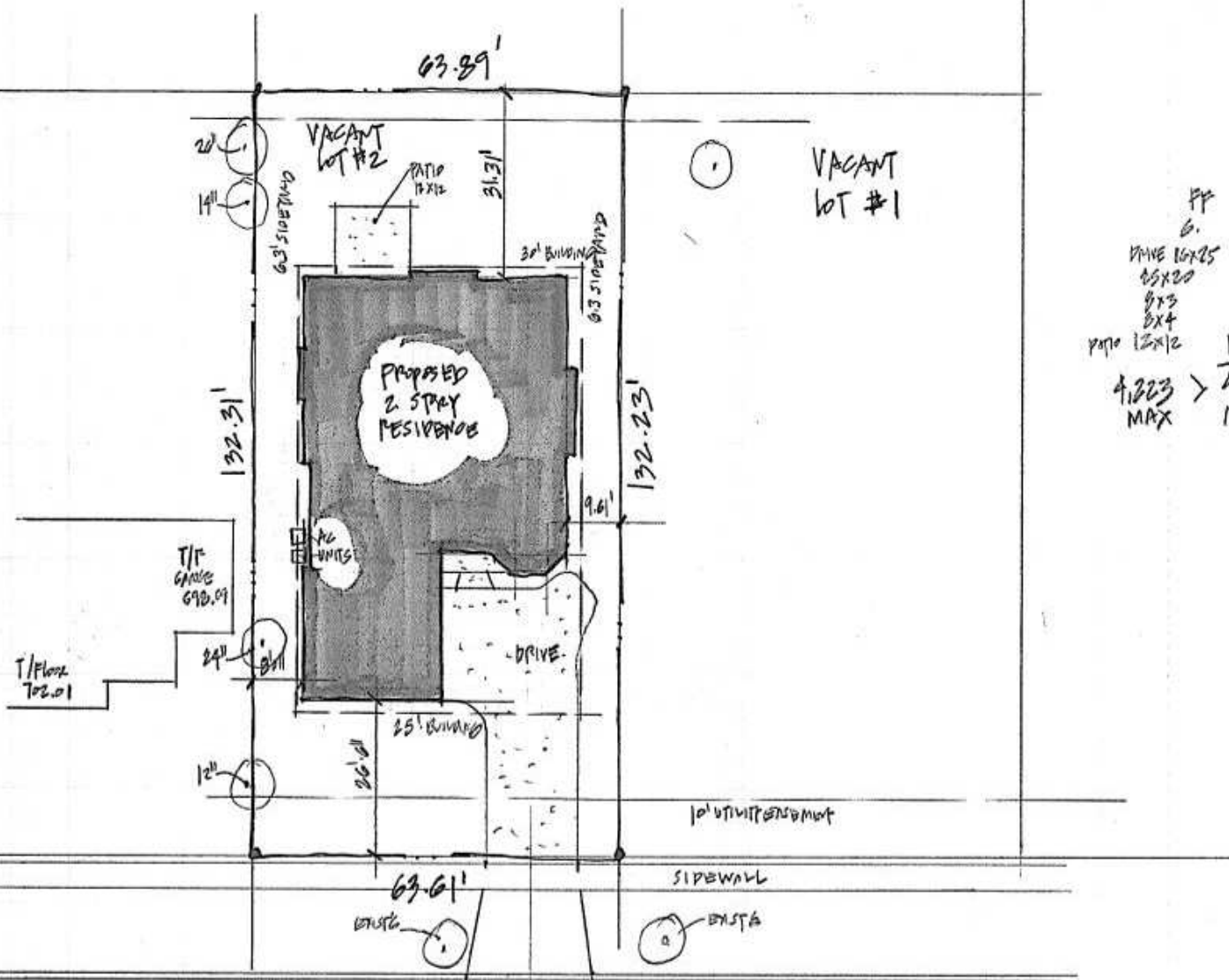
PROJECT HEL1619

DRAWN KTK

CHECKED KTK

SHEET NO.

1 of 1



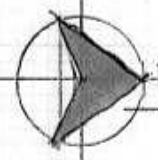
IMPERVIOUS SURFACE
 50% MAX
 $8.4464 \times .50 = 4.223$ #
 ALLOWED
 FRONT YARD
 $63.61 \times 25.0 = 1,590$ #
 DRIVE 16x20.5
 $= 424$
 $1,590 > 424$
 MAX ACTUAL

FF	2,334
G.	507
DRIVE 16x25	400
65x20	500
8x3	24
8x4	32
PATIO 12x12	144
4,223	> 4,001
MAX	NATURAL

MM DESIGN

IL. REG. ARCHITECT/DESIGN FIRM
 P.O. BOX 3392, BARRINGTON, IL 60011
 (847) 352-7000 FAX (847) 352-7224

S. MITCHELL AVE.

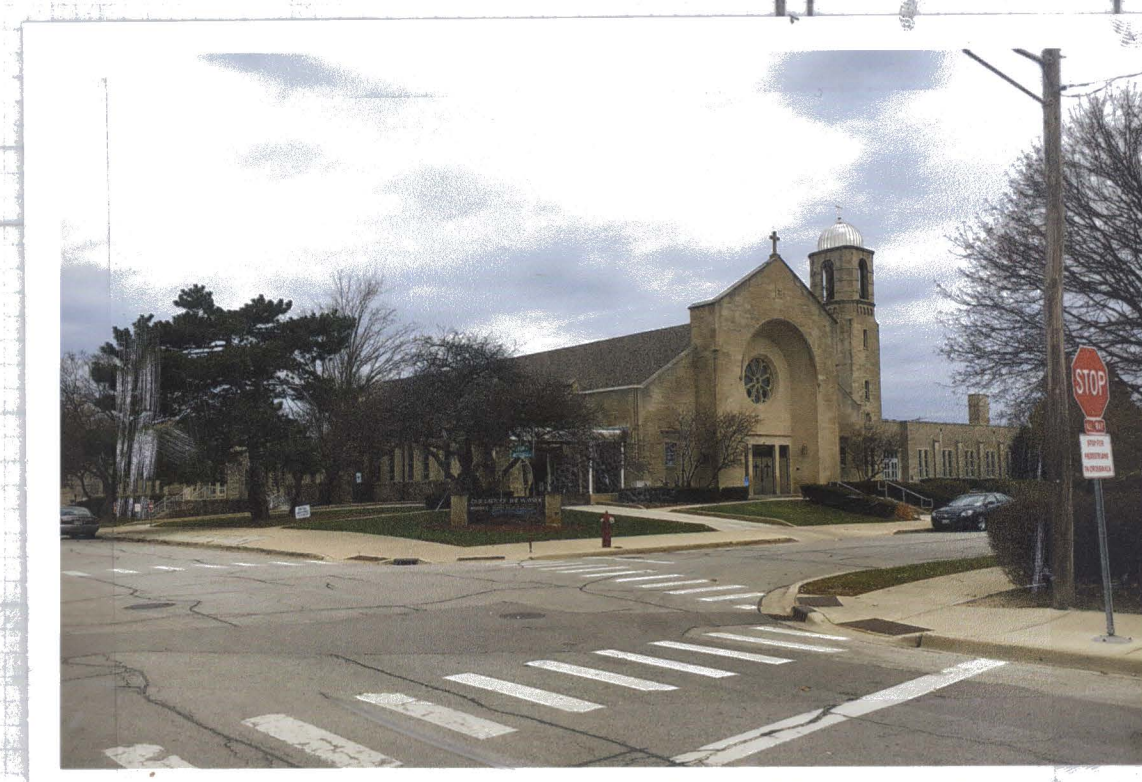


SITE DEVELOPMENT PLAN 1"=20'-0"

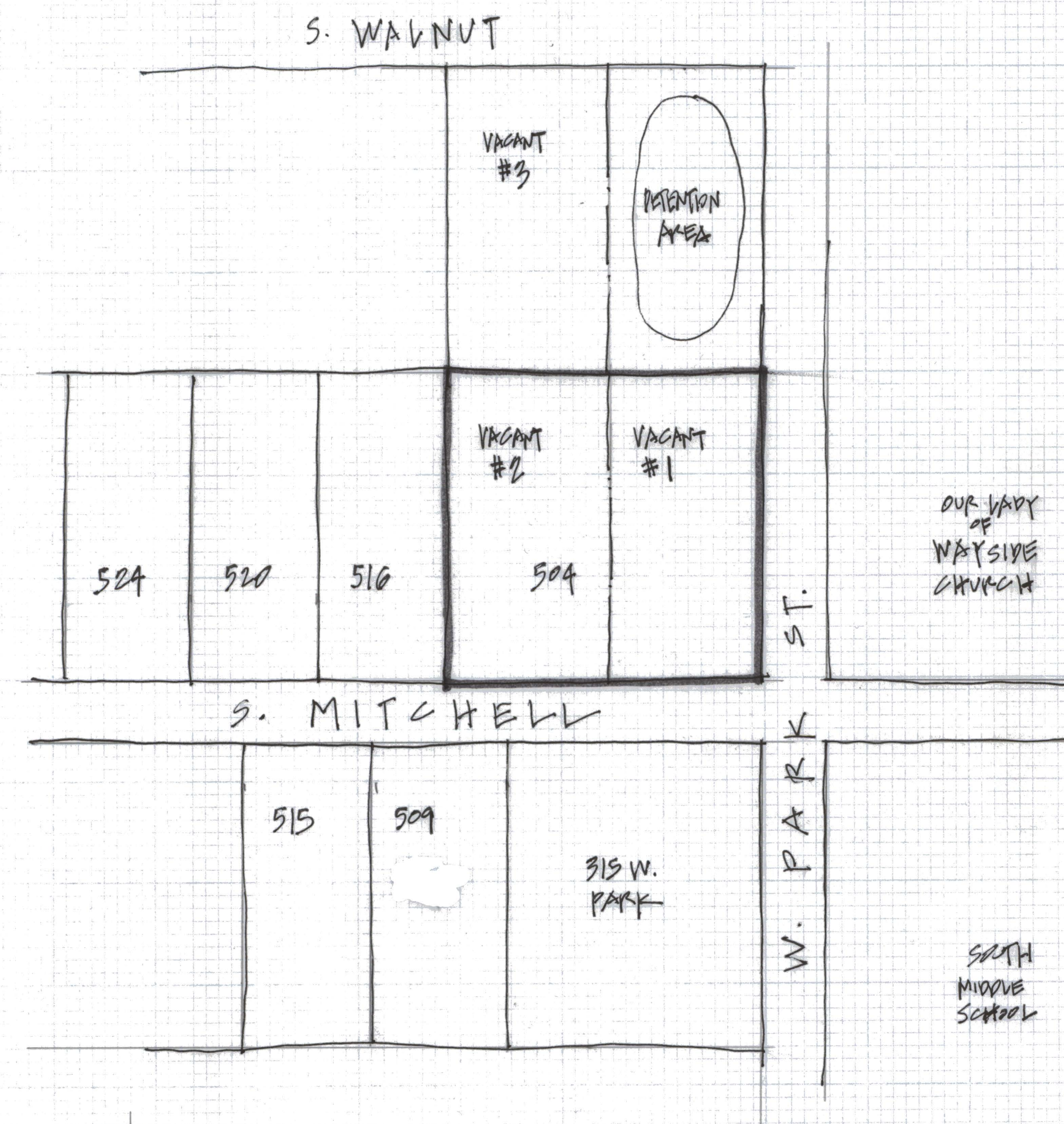
REVISIONS	BY



LOT # 2
SUBJECT PROPERTY
504 S. MITCHELL



OUR LADY OF WAYSIDE
ON CORNER
JUST NORTH OF PROPERTY



515 S. MITCHELL



509 S. MITCHELL



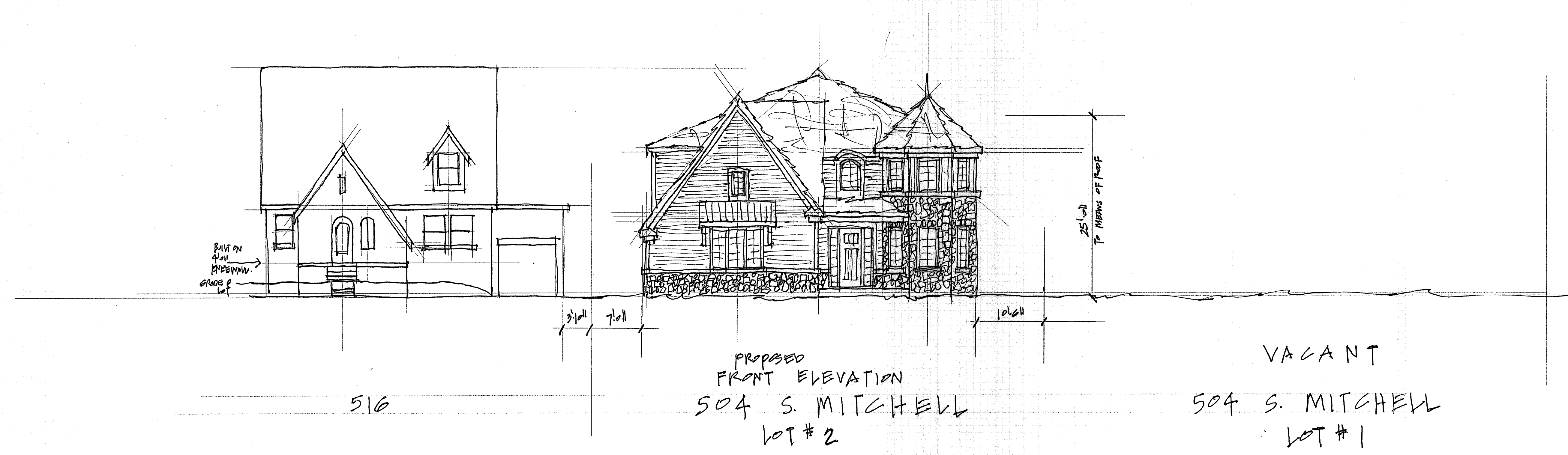
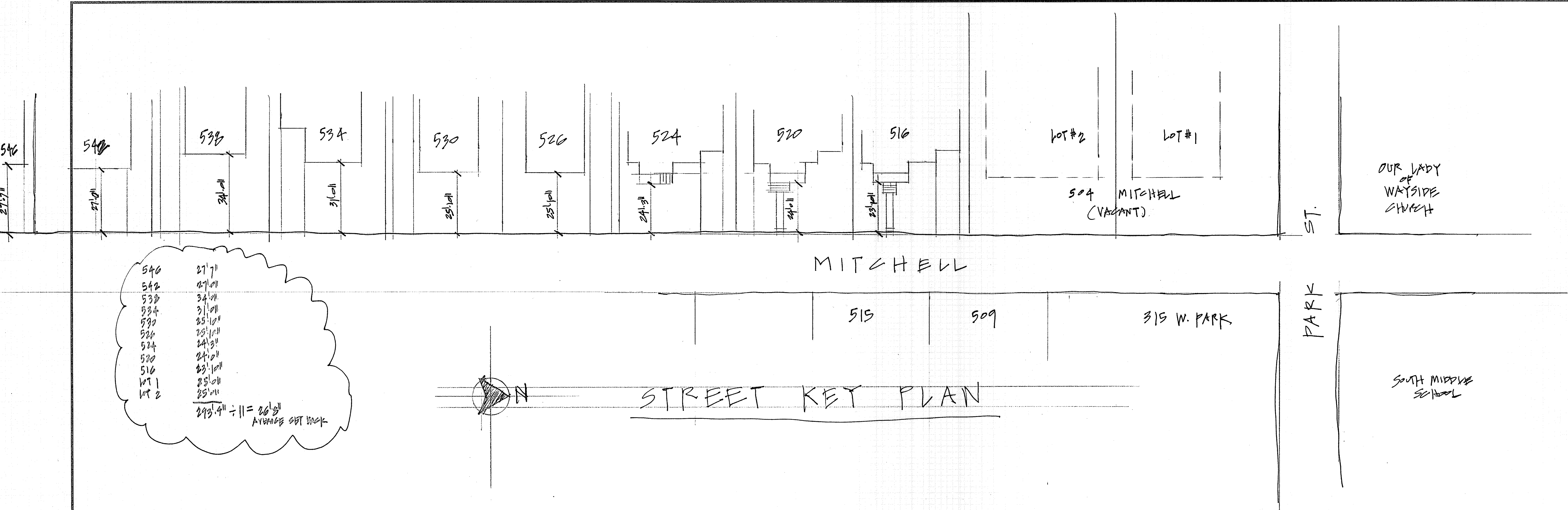
315 W. PARK
(FACES MITCHELL)

SURROUNDING PROPERTIES

MM DESIGN
ILL. REG. ARCHITECT/DESIGN FIRM
P.O. BOX 3392, BARRINGTON, IL 60011
(847) 552-7000 FAX (847) 552-7224

Date	
Scale	
Drawn	
Job	
Sheet	
Of	Sheets

REVISIONS	BY



PROPOSED CONTEXT ELEVATION

$1/8" = 1'0"$

MM DESIGN
 IL REG. ARCHITECT/DESIGN FIRM
 P.O. BOX 3392, BARRINGTON, IL 60011
 (847) 352-7000 FAX (847) 352-7224

Date	
Scale	
Drawn	
Job	
Sheet	
Of	Sheets

RECEIVED

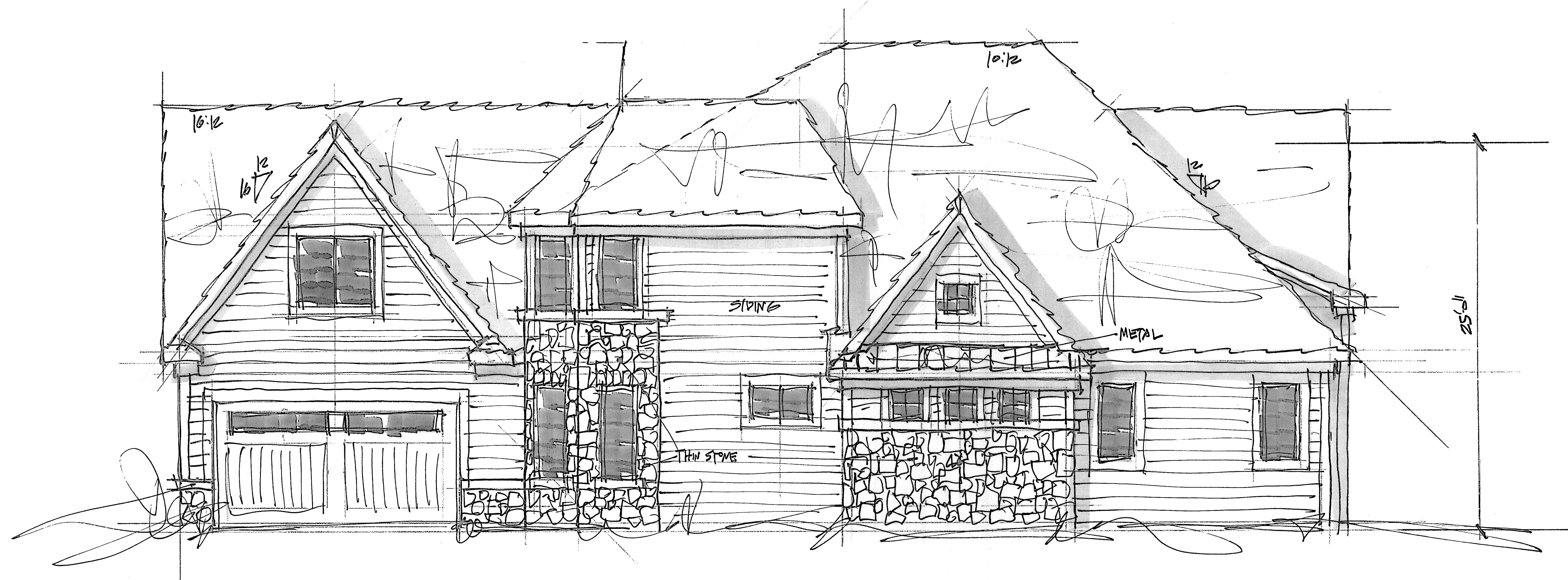
NOV 17 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

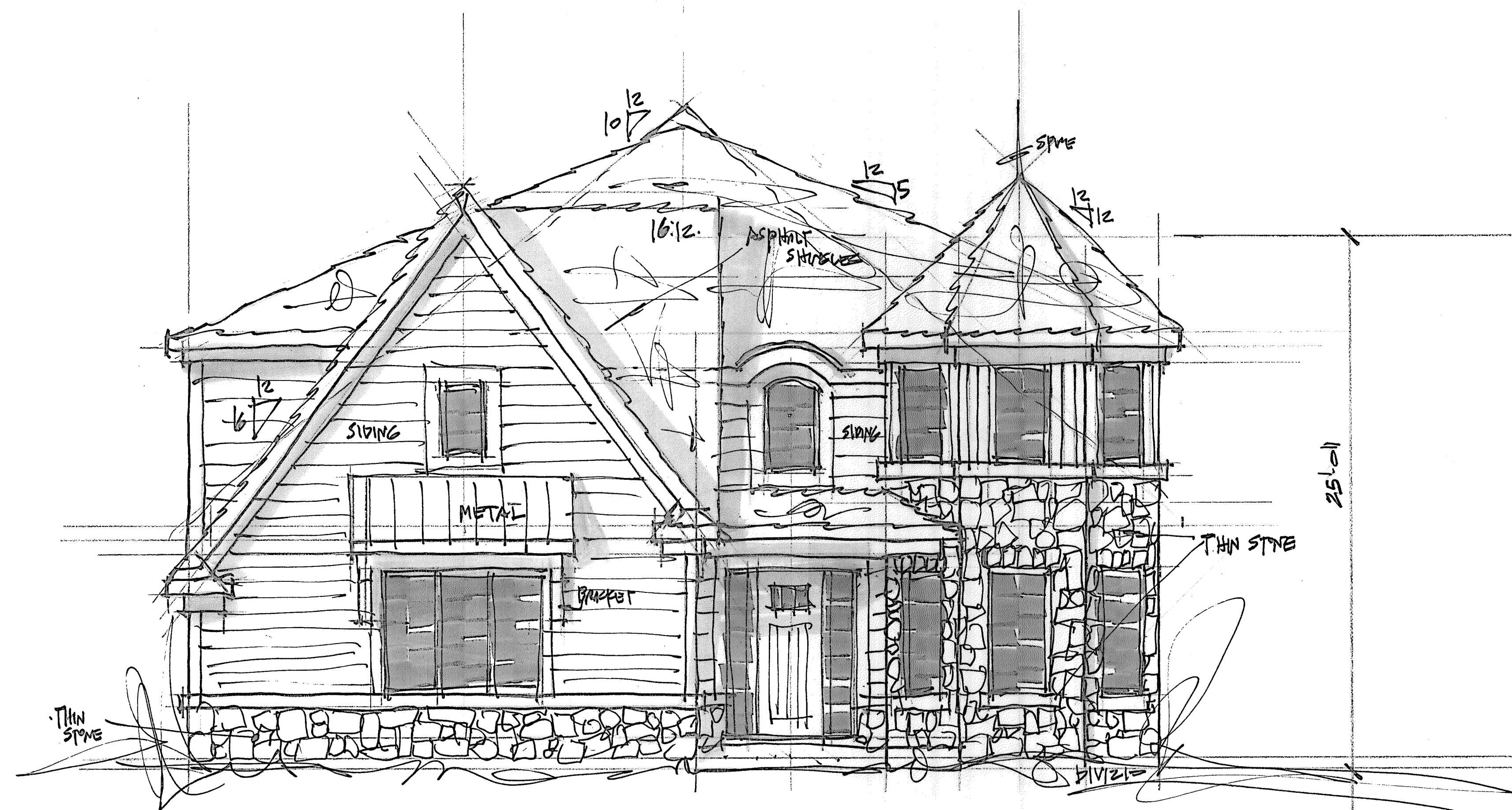
FILE



256011



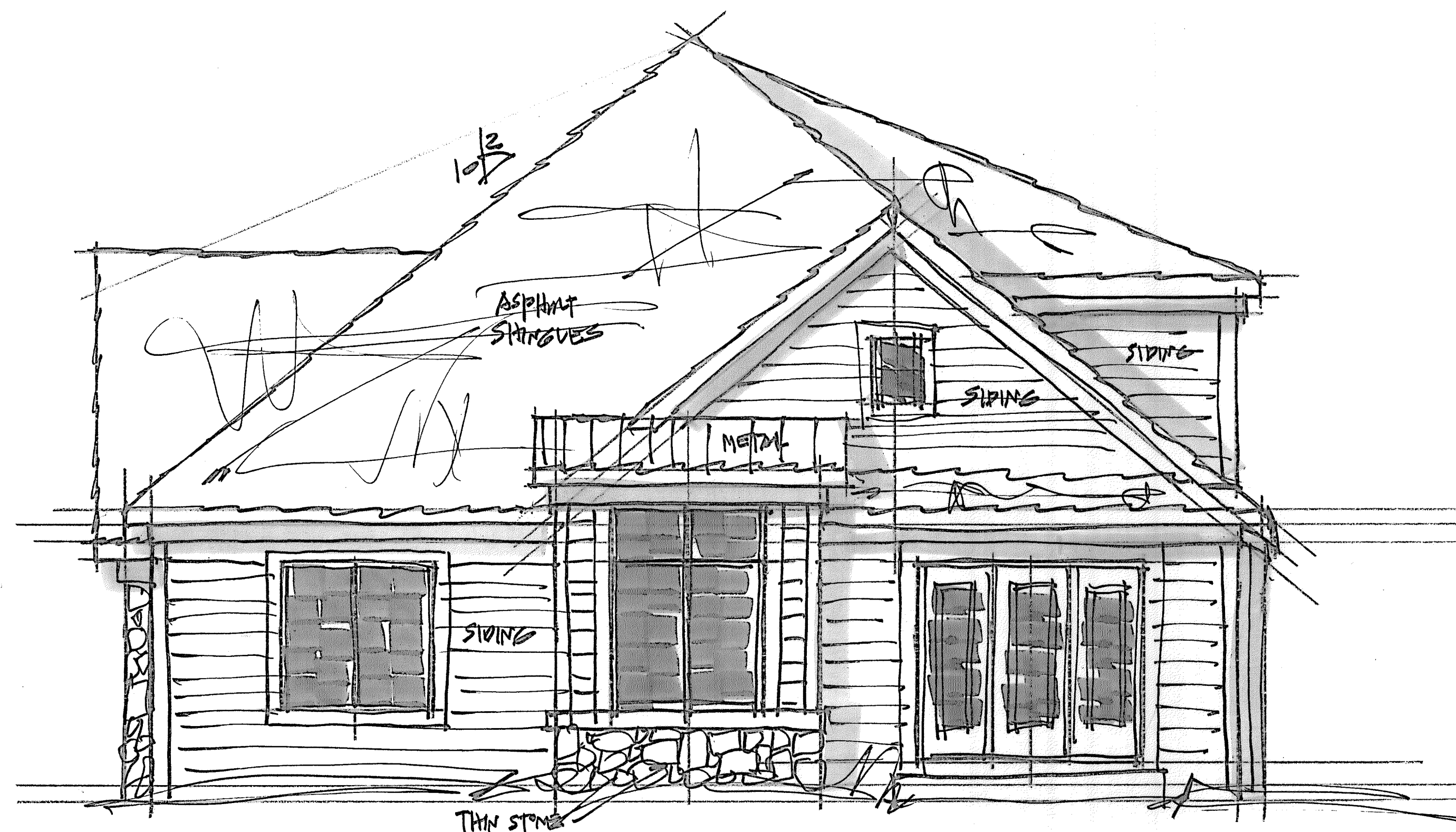
RIGHT SIDE ELEVATION 4/1-1/01



FRONT ELEVATION 4/1-1/01



LEFT SIDE ELEVATION 1/4" = 1'-0"



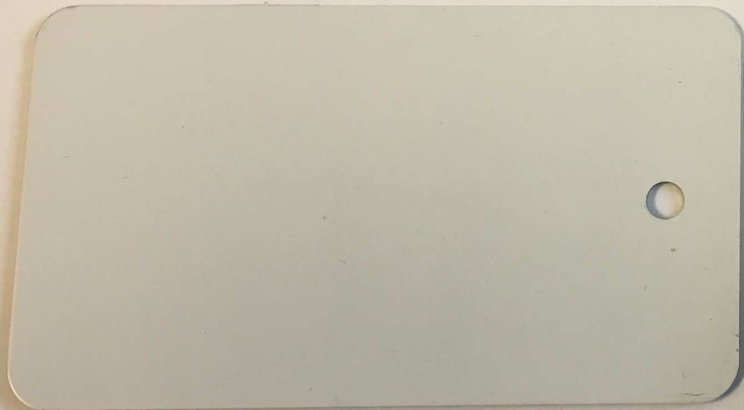
REAR ELEVATION 1/4" = 1'-0"



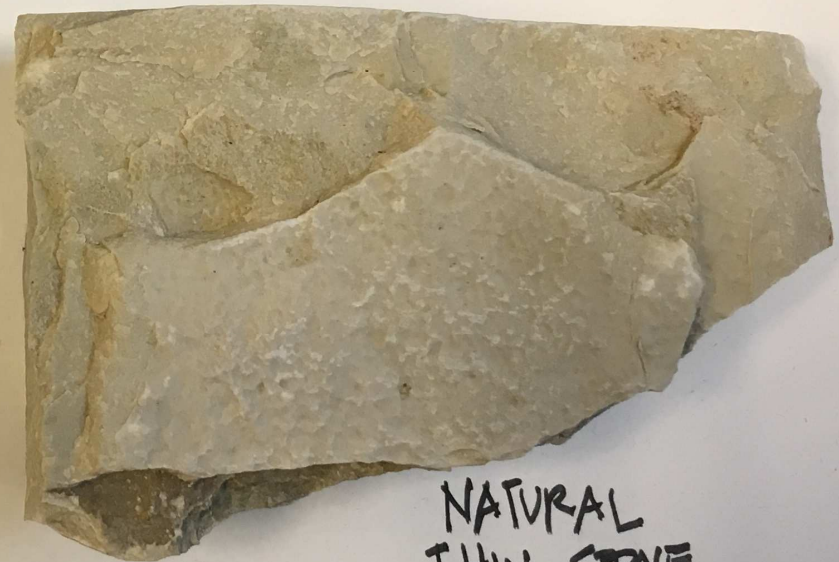
J. HARDIE BD.
(BUVE EVENING)



ANTIQUE SLATE



PELLA WHITE ALUM
TRIM BBS. WHITE
FASCIA/SOFFIT WHITE ALUM



NATURAL
THIN STONE
DIMENSIONAL SPLIT FACE

ITEM	MATERIAL	MANUFACTURER	COLOR	
ROOF	ASPHALT	GAF	CAMELOT II ANTIQUE SLATE	
SLIDING	CONC. BD.	JAMES HARDIE	EVENING BLUE	
WINDOWS	ALUM	PELLA	WHITE	
STONE	THIN STONE	EDEN	DIMENSIONAL SPLIT FACE	NATURAL THIN STONE
FASCIA SOFFIT	ALUM	ALUM	WHITE	
GARAGE DOOR	ALUM/INSUL	CLIPART	BROWN (WOOD LOOK)	

MATERIAL SCHEDULE

504 S.
MITCHELL



Item: DC#17-153(H)- 223 S. Dunton Ave. - SF/Teardown

Department: Planning & Community Development

Requested Action

Approval of the proposed architectural design for a new (teardown) single-family residence.

Recommendation

It is recommended that the Design Commission approve the proposed new single-family residence to be located at 223 S. Dunton Avenue. This recommendation is subject to compliance with the architectural plans dated and received 12/21/17, and the following:

1. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.
2. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

ATTACHMENTS:

Description

Staff Report
Exhibits
Foundation Photos

Type

Board or Commission Report
Exhibits
Exhibits

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 223 S. Dunton Ave.
Project Address: 223 S. Dunton Ave.
Prepared By: Steve Hautzinger

Date Prepared: December 22, 2017

PETITION INFORMATION:

DC Number: 17-153(H)
Petitioner Name: Piotr J. Janota
Petitioner Address: 318 S. Waterman Ave.
Arlington Heights, IL 60004
Meeting Date: January 9, 2017

Requested Action(s): Approval of the proposed architectural design for a new (teardown) single-family residence.

ANALYSIS:

Summary

The proposed design is being forwarded to the Design Commission for review to determine if it meets the standards, requirements, and intent of the Village of Arlington Heights Single-Family Design Guidelines.

The petitioner is proposing to demolish an existing two-story residence allow the construction of a new two-story residence with a new detached garage. The subject site is zoned R-6, Multiple Family Dwelling District. The property has a total land area of 6,957 square feet and the proposed residence will have 3,126 square feet. This project does comply with the R-6 zoning requirements for single-family residences as summarized below.

	ALLOWED	PROPOSED
Setbacks	Front: 15 feet Side: 5 feet Side: 5 feet Rear: 30 feet	Front: 15 feet Side: 12 feet Side: 6.5 feet Rear: 69.6 feet
Building Height	25 feet to the midpoint	24.8 feet to the midpoint
FAR	3,130 SF	3,126 SF
Building Lot Coverage	2,435 SF	2,156 SF
Impervious Surface Coverage Total	3,479 SF	3,472 SF

The subject property is located in one of Arlington Heights' older neighborhoods amongst primarily historic homes, located just south of the Downtown. The existing house (proposed to be demolished) was listed in a Community Preservation Report which was prepared for the Village of Arlington Heights by the School of the Art Institute of Chicago in 2004. The Preservation Report was prepared in an effort to raise community awareness and promote the preservation of the historic character of certain neighborhoods in Arlington Heights. Homes in the report are rated in order of importance as "Exceptional", "Notable", or "Contributing". The subject house is rated as "Notable".

Although the existing house is included in the Preservation Report, the petitioner has reported that the house has multiple deficiencies most notably a failing brick foundation. Photos of the existing conditions have been provided. Due to the poor condition of the foundation, the petitioner is proposing to replace the house with a newly constructed home. The proposed new house with a front porch and a detached garage is nicely designed to fit the scale and character of the neighborhood.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed new single-family residence to be located at 223 S. Dunton Avenue. This recommendation is subject to compliance with the architectural plans dated and received 12/21/17, and the following:

1. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.

2. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

December 22, 2017

Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-153(H)



SCALE 1 inch = 15 feet

PLAT OF SURVEY

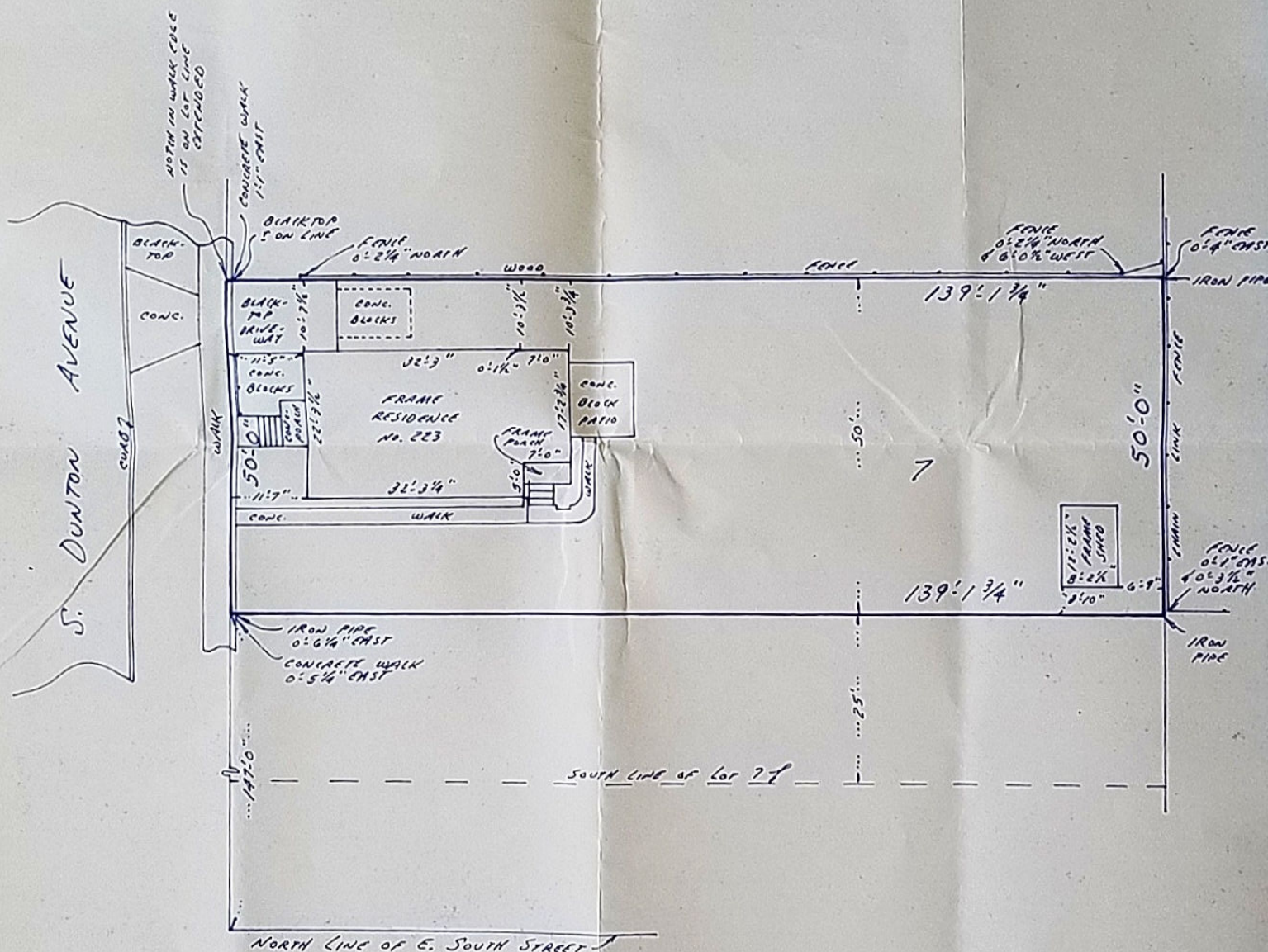


ANTON ADAMS
Illinois Professional Land Surveyor

301 N. Wille Street
Mt. Prospect, IL 60056

(847) 255-3512

The North 50 feet of Lot 7 in Flentie's Subdivision of the South 530 feet of the West 5.20 chains of the West $\frac{1}{2}$ of the North 30 acres of the East $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 32, Township 42 North, Range 11, East of the Third Principal Meridian, in Cook County, Illinois.



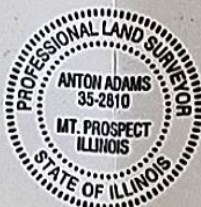
ORDER NUMBER: 48925

FIELD BOOK: 42-11-112

PAGE: 95

ORDERED BY: Eric Schmalz

Compare legal description on this plat with deed or title policy. Compare all points before building by same and report any differences at once. Building lines and easements, if any, are shown as they appear on the recorded plat of subdivision, otherwise refer to deed, title policy or Zoning ordinances. Distances or angles shown may not be assumed by scaling.

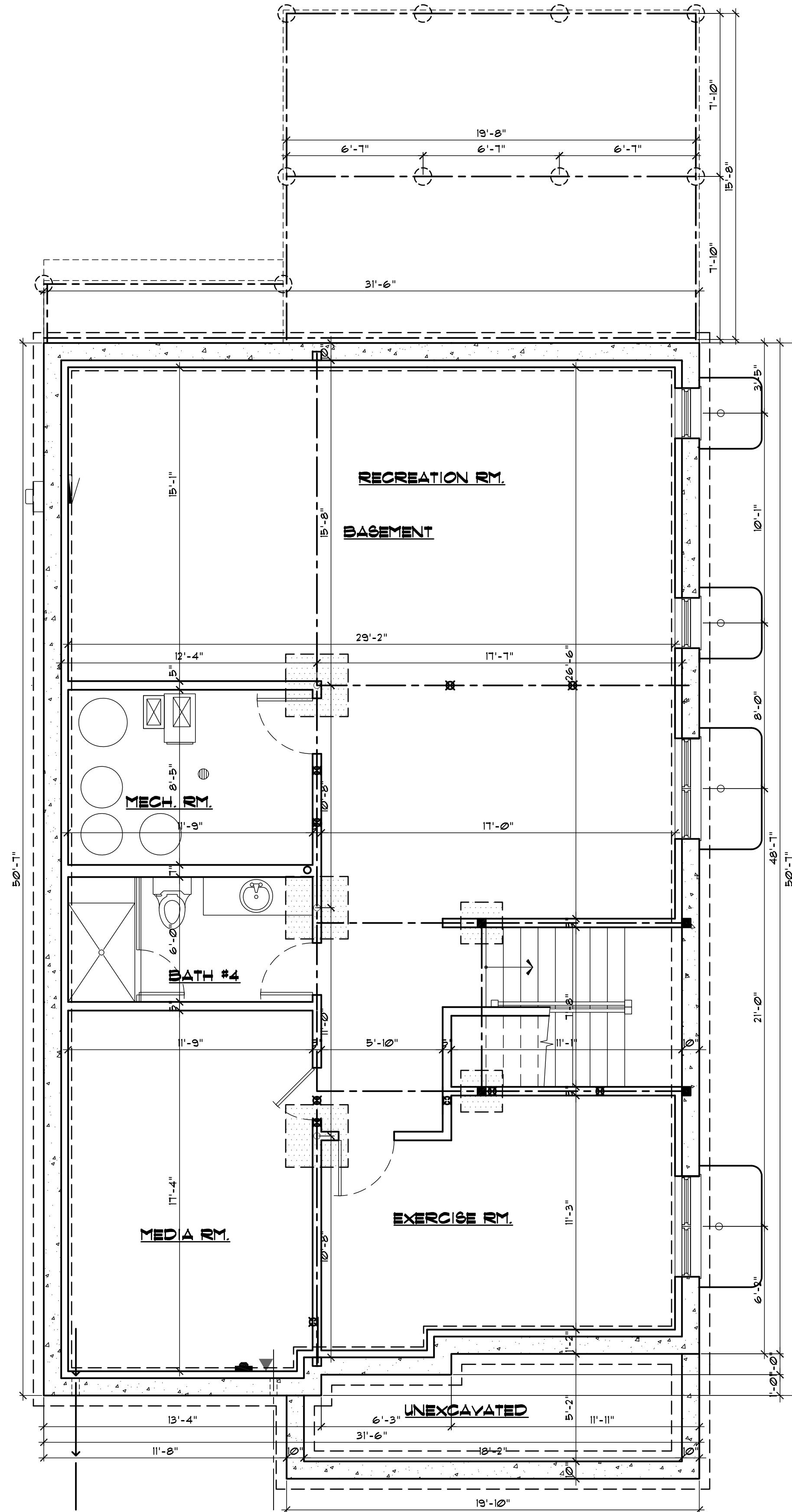


STATE OF ILLINOIS)
COUNTY OF COOK) SS.

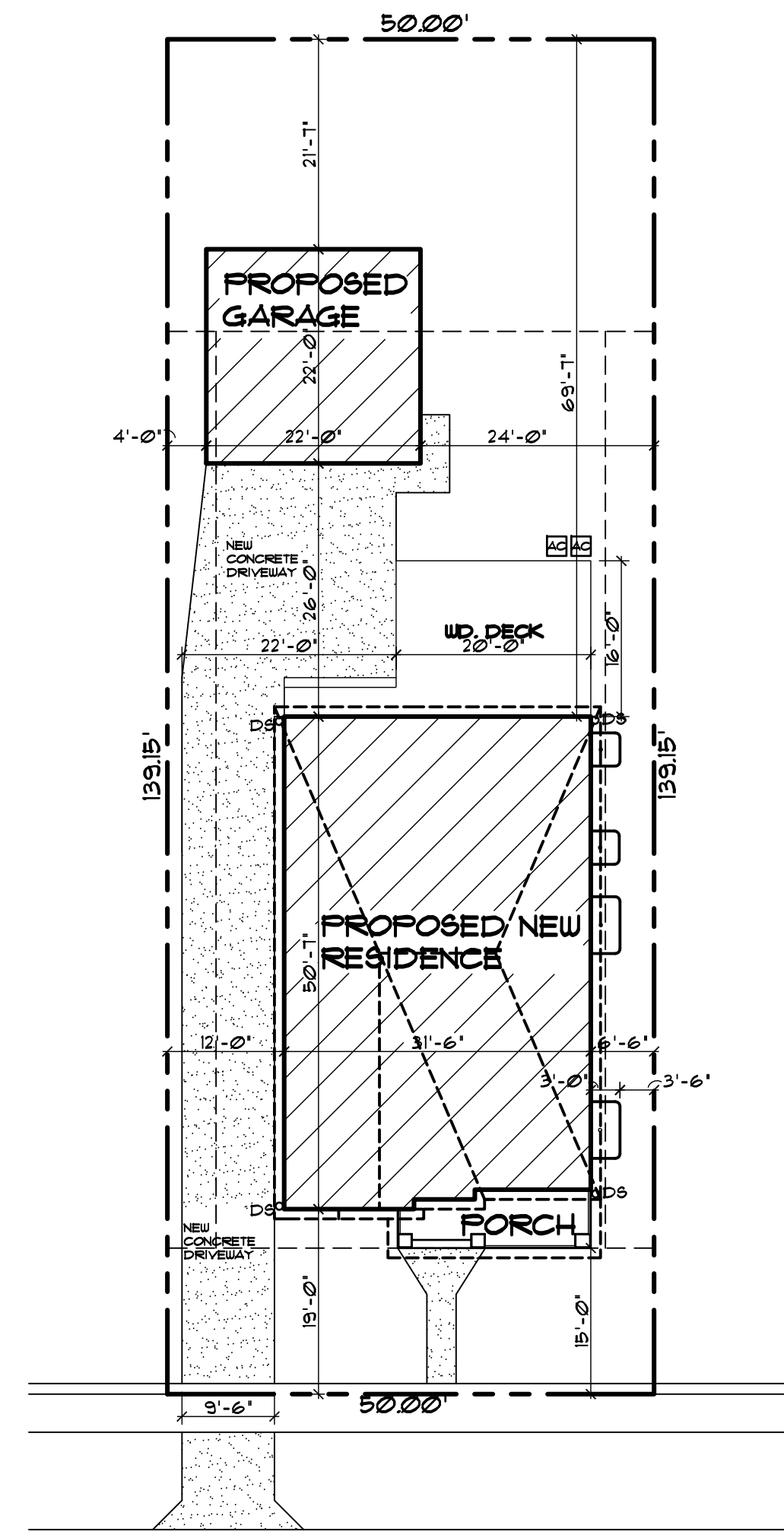
I, ANTON ADAMS, Illinois Professional Land Surveyor, hereby certify that I have surveyed the property described above and that the plat hereon drawn is a correct representation thereof. This professional service conforms to the current Illinois minimum standards for a boundary survey.

MOUNT PROSPECT, ILLINOIS, September 28 A.D. 2017

Anton Adams
Illinois Professional Land Surveyor
License #35-2810 expires 11/18



FOUNDATION PLAN
SCALE: 1/4"=1'-0"



S. DUNTON AVE.
SITE PLAN
SCALE: 1"=15'-0"

ZONING:	R-6
LOT AREA:	6,957 SQFT.
ALLOWABLE F.A.R.:	3,130 SQFT.
NET AREA:	
1ST FLOOR:	1,463 SQFT.
2ND FLOOR:	1,463 SQFT.
TOTAL NET LIVING AREA:	2,926 SQFT.
GROSS AREA:	
1ST FLOOR:	1,563 SQFT.
2ND FLOOR:	1,563 SQFT.
TOTAL GROSS BUILDING AREA:	3,126 SQFT.

BUILDING LOT COVERAGE:	
ALLOWABLE COVERAGE (35%):	2,435 SQFT.
1ST FLOOR FOOTPRINT:	1,563 SQFT.
FRONT PORCH:	103 SQFT.
GARAGE FOOTPRINT:	484 SQFT.
TOTAL BUILDING LOT COVERAGE:	2,150 SQFT.

INTERVIEWS COVERAGE:	
ALLOWABLE COVERAGE (50%):	3,479 SQFT.
1ST FLOOR FOOTPRINT:	1,563 SQFT.
FRONT PORCH:	103 SQFT.
DRIVEWAYS, PATIO AND WALKS:	136 SQFT.
GARAGE FOOTPRINT:	484 SQFT.
TOTAL INTERVIEWS COVERAGE:	3,472 SQFT.

PROPOSED NEW S.F. RESIDENCE
223 S. DUNTON AVE.
ARLINGTON HTS.
ILLINOIS

I hereby verify that these plans were prepared by me or under my direct supervision and that I am a duly licensed professional engineer in the State of Illinois. I am not providing engineering services to the client in violation of the provisions of the Illinois Engineering Act. I am not providing engineering services to the client in violation of the provisions of the Illinois Engineering Act.

DATE: 12/21/2017
PROJECT: 1

SHEET NO.

A-1

COPYRIGHT ARCHIMAX, INC.

ARCHIMAX, INC.
PROFESSIONAL DESIGN FIRM - NO. 184.007363-0001
9850 W. LAWRENCE AVE. STE 307 SCHILLER PARK IL 60176
PHONE: 847-377-4414
ARCHIMAXINC@GMAIL.COM

JOB #:



PROPERTY TO LEFT 3
205 S. DUNTON AVE.



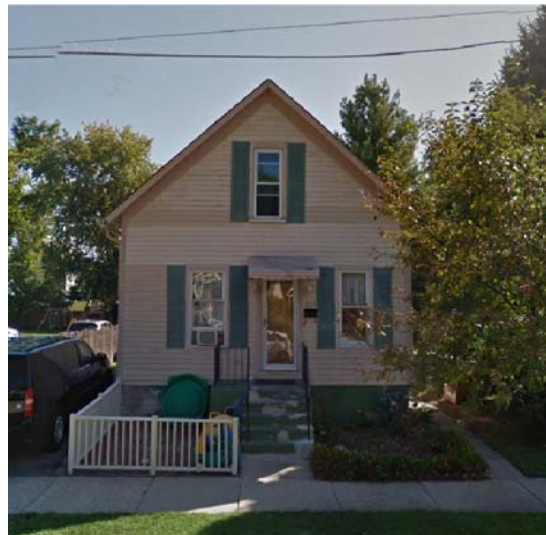
PROPERTY TO LEFT 2
209 S. DUNTON AVE.



PROPERTY TO LEFT 1
217 S. DUNTON AVE.



SUBJECT PROPERTY
223 S. DUNTON AVE.



SUBJECT PROPERTY
223 S. DUNTON AVE.



PROPERTY TO RIGHT 1
229 S. DUNTON AVE.

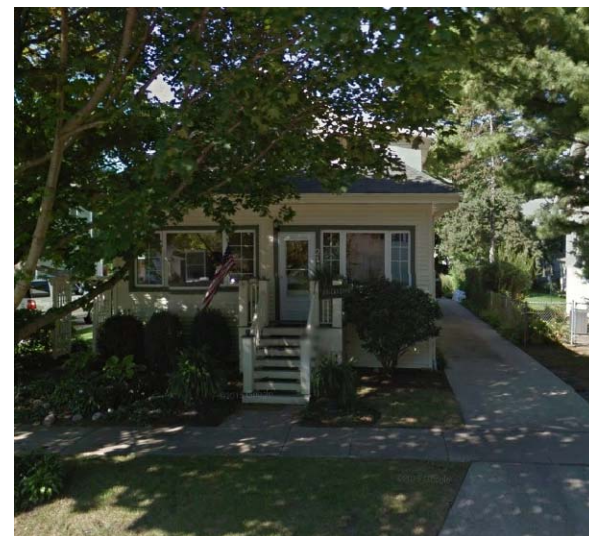


PROPERTY TO RIGHT 2
235 S. DUNTON AVE.

E. SOUTH ST.



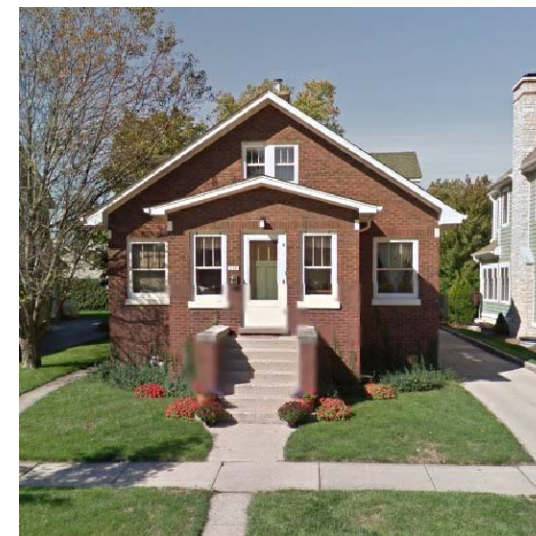
PROPERTY TO RIGHT 3
301 S. DUNTON AVE.



PROPERTY ACROSS 2
214 S. DUNTON AVE.



PROPERTY ACROSS 2
222 S. DUNTON AVE.



PROPERTY ACROSS 3
226 S. DUNTON AVE.



EXISTING CONTEXT ELEVATION
SCALE: 1/4"=1'-0"



PROPOSED CONTEXT ELEVATION
SCALE: 1/4"=1'-0"

±26'-0"



223 S. DUNTON AVE.
ARLINGTON HTS., ILLINOIS



ATLAS
PEWTER



NORANDEX
WHITE
SOFFIT, TRIM COIL & GUTTER



JAMES HARDIE
AGED PEWTER

223 S. DUNTON AVE.
ARLINGTON HTS., ILLINOIS

MATERIAL SCHEDULE

<u>ITEM</u>	<u>MANUFACTURER</u>	<u>COLOR</u>
SIDING	JAMES HARDIE	AGED PEWTER
ROOF	ATLAS	PEWTER
SOFFIT, TRIM COIL, GUTTER & WINDOWS	NORANDEX	WHITE

Attached please find pictures of the foundation which I took from outside and inside. As you may see, the foundation is in a very poor condition. The main defects of the foundation include:

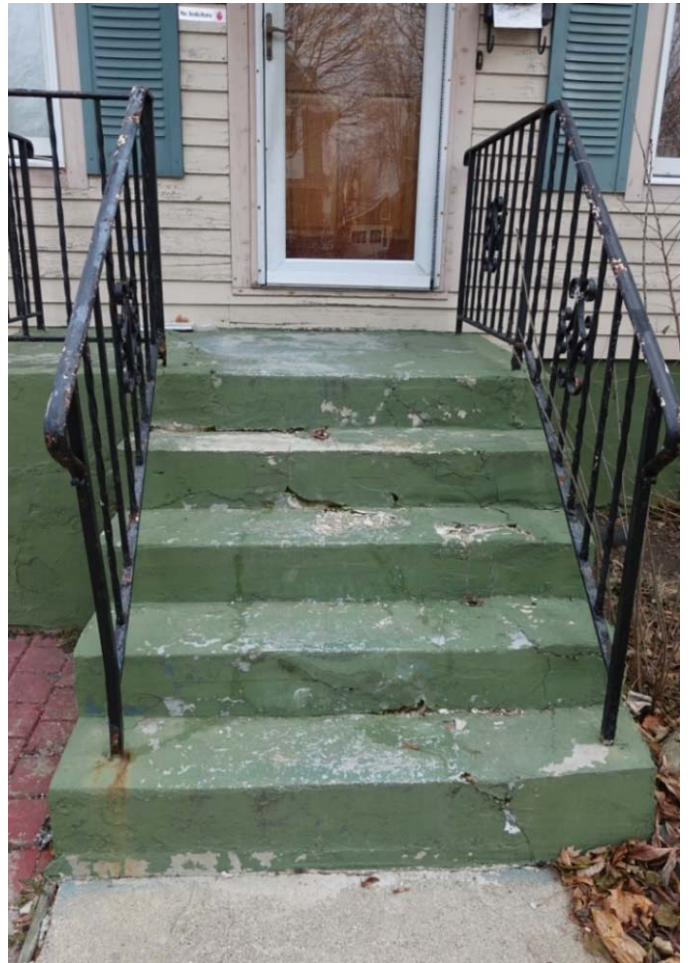
- **Loose and missing bricks and missing or lost mortar:** and movement where mortar is severely washed-out by roof spillage or other water movement against the foundation.
- **Spalling bricks:** brick spalling is caused by water and frost, such as water leaking into a brick structure at any entry point: a crack, a brick which has lost its hard surface, or at openings by window and door penetrations.
- **Diagonal or Stair-Stepped Cracks** and loose bricks in walls: these brick wall crack patterns are typically due to frost, settlement, sometimes thermal expansion. Bond courses were lost or broken in this wall, damaged by water (roof spillage) and frost.
- **Permanently damaged bricks by loss of the harder surface of the bricks which had been provided by their original firing.** Once the softer internal brick has been exposed, the bricks will be more inclined to absorb water and to suffer water and (in northern climates) frost damage.
- **Brick wall settlement:** The photographs show what is probably old and recurrent structural damage to a brick building in its above-ground walls.
- **Weep holes missing** in structural brick walls.

The foundation is the original one from the 1889 and it appears that nobody made any professional (according to industry standards) repairs. Just used expanding foam in some places of water penetration/leaks.

It is clear that the only way is to demolish the house and to build a new and safe one.

Best Regards,
Piotr

Piotr J. JANOTA, MSc. Eng.
Miyako Investments, LLC
Licensed General Contractor
Licensed Professional Home Inspector
Member of the Polish American Engineers Association (PAEA)
Member of the American Society of Home Inspectors (ASHI)
Member of the Great Lakes Chapter of ASHI











Item: DC#17-154 - 626 N. Harvard Ave. - SF/New

Department: Planning & Community Development

Requested Action

Approval of the proposed architectural design for a new single-family residence.

Recommendation

It is recommended that the Design Commission approve the proposed new single-family residence to be located at 626 N. Harvard Avenue. This recommendation is subject to compliance with the architectural plans dated 12/8/17 received on 12/11/17, and the following:

1. Change the two transom windows in the second floor Master Bedroom to full size double hung windows.
2. Consider adding a box bay window feature in the Dining Room (similar to the Den/Guest Room) to break up the large flat wall
3. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.
4. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

ATTACHMENTS:

Description

Staff Report
Exhibits

Type

Board or Commission Report
Exhibits

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 626 N. Harvard Avenue
Project Address: 626 N. Harvard Avenue
Prepared By: Steve Hautzinger

Date Prepared: January 3, 2018

PETITION INFORMATION:

DC Number: 17-154
Petitioner Name: Brian Hyde
Petitioner Address: Greenscape Homes LLC
4355 Weaver Parkway
Warrenville, IL 60555
Meeting Date: January 9, 2018

Requested Action(s): Approval of the proposed architectural design for a new single-family residence.

ANALYSIS:

Summary

The proposed design is being forwarded to the Design Commission for review to determine if it meets the standards, requirements, and intent of the Village of Arlington Heights Single-Family Design Guidelines, and Chapter 28 (Zoning Ordinance) of the Village of Arlington Heights Municipal Code.

The petitioner is proposing to build a new two-story residence with an attached, three-car garage on an existing vacant lot. The subject site is zoned R-E, One Family Dwelling District. The property has a total land area of 25,450 square feet and the proposed residence will have approximately 3,769 square feet. The project does comply with the R-E zoning requirements as summarized below.

	ALLOWED	PROPOSED
Setbacks	Front: 43.20 feet Side: 12.90 feet Exterior Side: 39.80 feet Rear: 30 feet	Front: 43.30 feet Side: 41.06 feet Exterior Side: 40.10 feet Rear: 89.72 feet
Building Height	25 feet to the midpoint	24.6 feet to the midpoint
FAR	7,635 SF	3,769 SF
Building Lot Coverage	7,635 SF	2,279 SF
Impervious Surface Coverage Total	12,725 SF	3,697 SF

The existing neighborhood is predominantly single-story homes with attached garages. However, there is also a variety of other house styles with numerous split-level and two-story homes and a few previously completed teardowns. The subject property is a large corner lot with an abundance of mature landscaping, especially along the west property line.

Overall, the proposed design is nicely done in a traditional style that complements the variety of existing houses in the neighborhood. The front elevation is nicely designed, and the stone base is returned down the side wall of the garage. The only concern with the design is the quantity of small transom windows on the large exterior side elevation. Since this elevation will be highly visible, the following revisions are recommended:

- Change the two transom windows in the second floor Master Bedroom to full size double hung windows.
- Consider adding a box bay window feature in the Dining Room (similar to the Den/Guest Room) to break up the large flat wall.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed new single-family residence to be located at 626 N. Harvard Avenue. This recommendation is subject to compliance with the architectural plans dated 12/8/17 received on 12/11/17, and the following:

1. Change the two transom windows in the second floor Master Bedroom to full size double hung windows.
2. Consider adding a box bay window feature in the Dining Room (similar to the Den/Guest Room) to break up the large flat wall
3. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, 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.

4. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

January 3, 2018

Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-154

BOUNDARY AND TOPOGRAPHIC SURVEY

PROFESSIONAL LAND SURVEYING, INC.

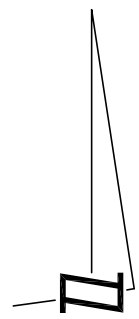
3080 OGDEN AVENUE SUITE 307

LISLE, ILLINOIS 60532

PHONE: 630-778-1757

PROF. DESIGN FIRM # 184-004196

E-MAIL: info@plsllsle.com



0 10 20 40
SCALE: 1" = 20'

SYMBOL LEGEND

(R) - RECORD DATA

(M) - MEASURED DATA

T/F - TOP OF FOUNDATION

F/F - FINISHED FLOOR

----- EXIST. CONTOURS

XXX.XX - EXISTING ELEVATION

--- SANITARY SEWER

--- STORM SEWER

--- WATERMAIN

--- OHW - OVERHEAD WIRES

⊙ - MANHOLE

○ - CATCHBASIN

□ - INLET

⊗ - WATER VALVE
(UNLESS OTHERWISE NOTED)

⊙ - HYDRANT

⊗ - VALVE & VAULT

--- FENCE LINE

⊗ - BUFFALO BOX

⊙ - POWER POLE

⊙ - DOWNSPOUT

--- CONCRETE SURFACE

⊙ - DECIDUOUS TREE, LESS THAN 6"
DIA. UNLESS OTHERWISE NOTED

⊙ - EVERGREEN TREE, LESS THAN 6"
DIA. UNLESS OTHERWISE NOTED

SITE BENCHMARK

P.K. NAIL SET IN PAVEMENT ALONG THE EAST SIDE
OF HARVARD AVENUE, AS SHOWN HEREON.

ELEVATION = 100.00' (ASSUMED)

LEGAL DESCRIPTION

LOT 70 IN ARLINGDALE, BEING HARRY J. ECKHARDT'S
SUBDIVISION OF THE WEST 2,346 FEET OF THE NORTH HALF
OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF
THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF CHICAGO
AND NORTHWESTERN RAILROAD, IN COOK COUNTY, ILLINOIS.

NOTES

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY
INFORMATION AND DRAWINGS IN SURVEYOR'S POSSESSION. THE SURVEYOR MAKES NO
GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH
UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER
DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT
LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS
ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT
PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.



PREPARED FOR: GREENSCAPE HOMES, LLC.

ADDRESS: 626 N. HARVARD AVENUE, ARLINGTON HEIGHTS, ILLINOIS

BOOK & PG: FILE DATE: 11/15/2017 JOB NO: 1715173

DRAWN BY: JHH CHECK BY: SAR

REVISED:



PROFESSIONAL LAND SURVEYING, INC. HEREBY CERTIFIES THAT IT HAS
SURVEYED THE TRACT OF LAND ABOVE DESCRIBED, AND THAT THE
HEREON DRAWN PLAT IS A CORRECT REPRESENTATION THEREOF.

FIELD WORK COMPLETED AND DATED
THIS 14TH DAY OF NOVEMBER, 2017.

IPLS No. 3483
MY LICENSE EXPIRES 11/30/2018

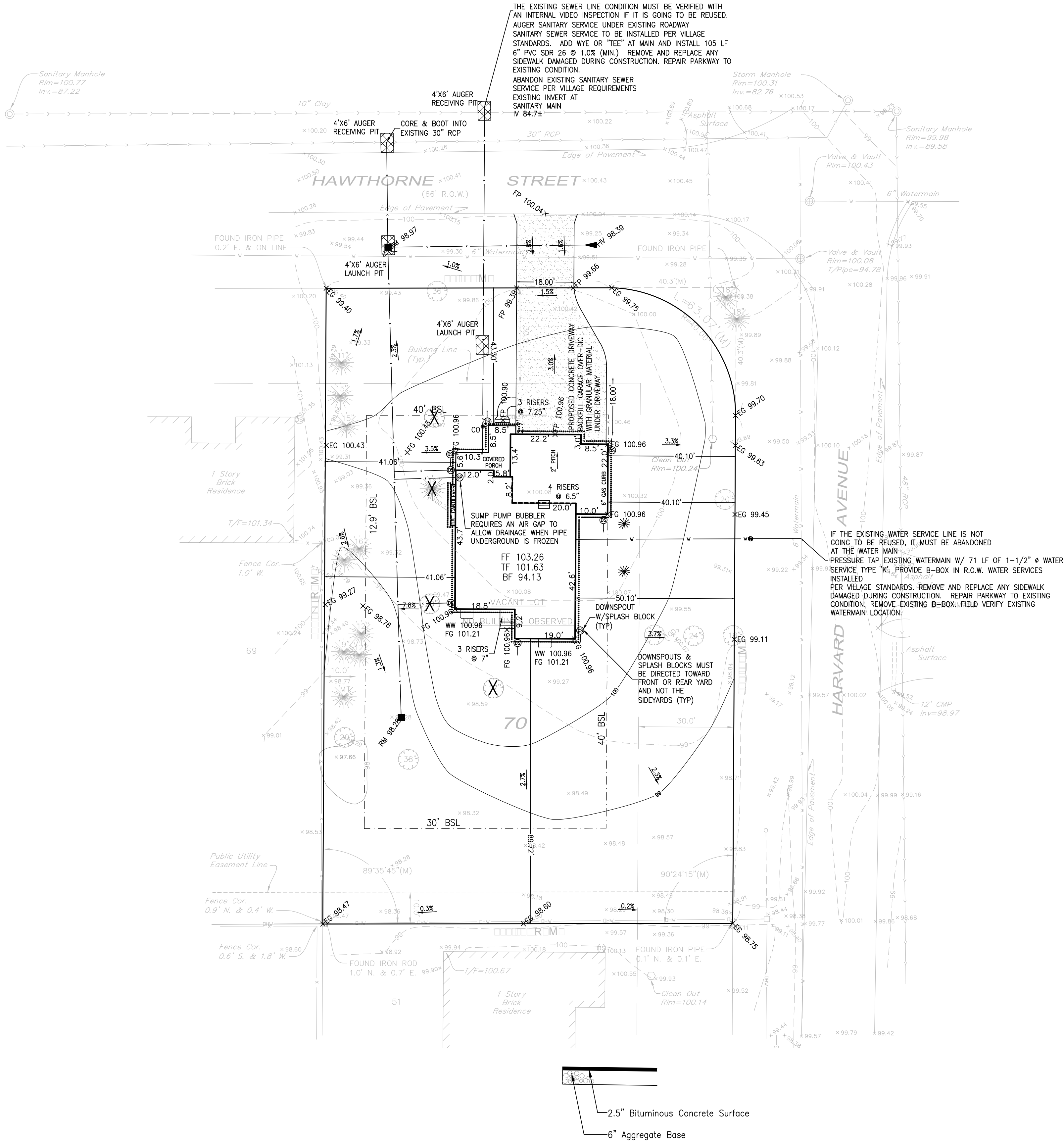
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS
MINIMUM STANDARDS FOR A BOUNDARY AND TOPOGRAPHIC SURVEY.

SITE ZONING SUMMARY		
RESIDENTIAL DISTRICT:		R-E
MINIMUM SETBACKS:		
	FRONT =	40
	SIDE =	12.9
	REAR =	30
MAXIMUM HEIGHT (AVERAGE GRADE TO MIDPOINT):		25
PROPOSED HEIGHT (TF TO MIDPOINT):		23.9
MAXIMUM LOT BLD COVERAGE (%):		35.0%
LOT AREA (SF):		25450
PROPOSED LOT BLD COVERAGE (SF):		2464
PROPOSED LOT BLD COVERAGE (%):		9.7%
MAXIMUM LOT IMPERVIOUS COVERAGE (%):		50%
PROPOSED LOT IMPERVIOUS COVERAGE (SF):		3697
PROPOSED LOT IMPERVIOUS COVERAGE (%):		15%

AVERAGE SETBACKS		
#1204		39.5'
#618		40.0'
#1209		39.1'
#1303		37.6'
#1311		37.6'
#1315		44.1'
#1405		47.6'
#1415		47.6'
#1501		47.6'
#1507		47.1'
#1515		47.1'
AVG.		43.2'

LOT 70 IN ARLINGDALE, BEING HARRY J. ECKHARDT'S SUBDIVISION OF THE WEST 2,346 FEET OF THE NORTH HALF OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF CHICAGO AND NORTHWESTERN RAILROAD, IN COOK COUNTY, ILLINOIS.

PIN 03-30-121-010



LEGEND & ABBREVIATIONS	
TF	Top of Foundation
FF	Finished Floor
BF	Basement Floor
JL	Joist Ledge (Raised Siding)
BL	Brick Ledge
TW	Top of Retaining Wall
xFG	Finished (Proposed) Ground Grade
xFP	Finished (Proposed) Pavement Grade
xHP	High Point (Proposed) Ground Grade
xEG	Existing Grade
BS	Bottom of Siding
WW	Top of Window Well
---	Existing Contour
—800—	Proposed Contour
→	Slope to Drain
↻	Overflow Route
—○—○—○—	Silt Fence (SF)
—○—	Tree Protection (TP)
⊙	Downspout
⊙	Sump Pump Discharge

ALL CONSTRUCTION TRAFFIC TO USE THE CONSTRUCTION ENTRANCE. REMOVE AND REPLACE ANY SIDEWALK DAMAGED DURING CONSTRUCTION. (MATCH EXISTING PLAN AND PROFILE)

PROPOSED GAS METER PER UTILITY COMPANY REQUIREMENTS

PROPOSED ELECTRIC METER PER ELECTRIC COMPANY REQUIREMENTS

SITE BENCHMARK P.K. NAIL SET IN PAVEMENT ALONG THE EAST SIDE OF HARVARD AVENUE, AS SHOWN HEREON. ELEVATION = 100.00' (ASSUMED)

BUILDING EXCAVATOR NOTE:

THIS PROPOSED SITE GRADING PLAN SHALL BE USED FOR PROPOSED ELEVATIONS AND PROPOSED GRADING ONLY. THE CONTRACTORS EXCAVATING FOR THE FOUNDATION AND POURING THE FOUNDATION ARE RESPONSIBLE FOR VERIFYING THE FOUNDATION DIMENSIONS AND LAYOUT BEFORE STARTING CONSTRUCTION. THE FOUNDATION DIMENSIONS SHALL BE BASED OFF THE APPROVED ARCHITECTURAL PLANS, NOT THIS SITE PLAN.

SOIL CAPACITY/INSPECTION NOTE

BEARING CAPACITY OF THE SOIL SHALL BE VERIFIED ON THE DAY OF EXCAVATION BY A LICENSED SOILS ENGINEER AND A COPY OF THE REPORT PROVIDED TO THE VILLAGE INSPECTOR PRIOR TO FOOTING APPROVAL

OTHER CONSTRUCTION NOTES:

- ALL CONSTRUCTION TRAFFIC TO USE THE CONSTRUCTION ENTRANCE. IF SIDEWALK IS DAMAGED DURING CONSTRUCTION IT IS TO BE REPLACED PER THE CITY STANDARDS (MATCH EXISTING PLAN AND PROFILE)
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY STANDARDS AND ORDINANCES
- NO PARKING ON OR BLOCKING OF SIDEWALKS IS PERMITTED.

BUILDING HEIGHT

ELEVATIONS TO DETERMINE ROOF HEIGHT:
AVERAGE GRADE AT FRONT BUILDING LINE = 100.96+100.96 = 100.96
MAX ELEVATION AT MIDPOINT OF ROOF (AVERAGE + ALLOWED): 100.96+25'=125.96'
PROPOSED ELEVATION AT MIDPOINT OF ROOF (TF + TF TO MIDPOINT): 100.96+23.9'=124.86'

SITE DEVELOPMENT PLAN

DRIVEWAY SECTION (ROW & NON ROW)



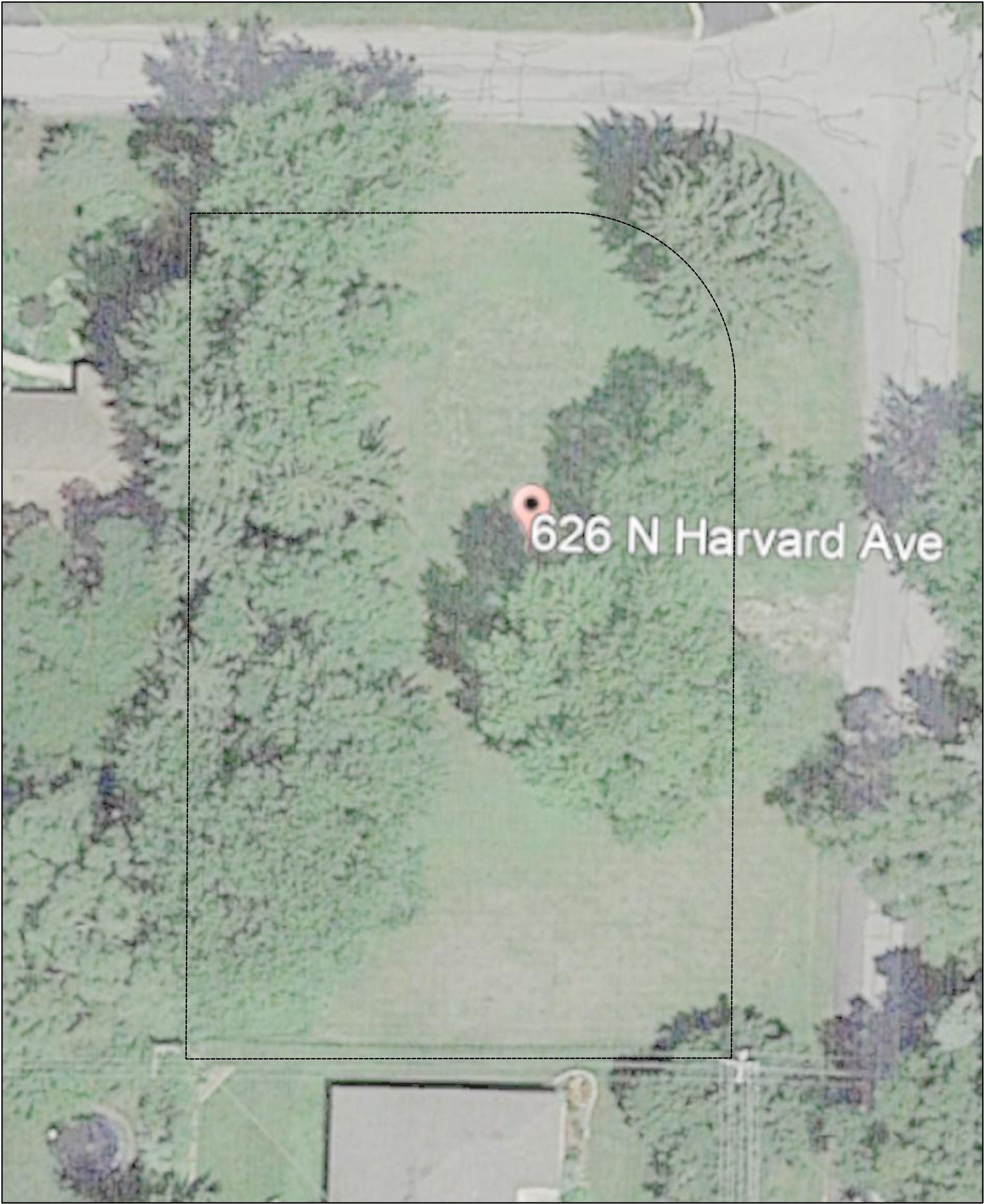
REV. #	DATE	DESCRIPTION

ISSUE DATE:
11-20-17

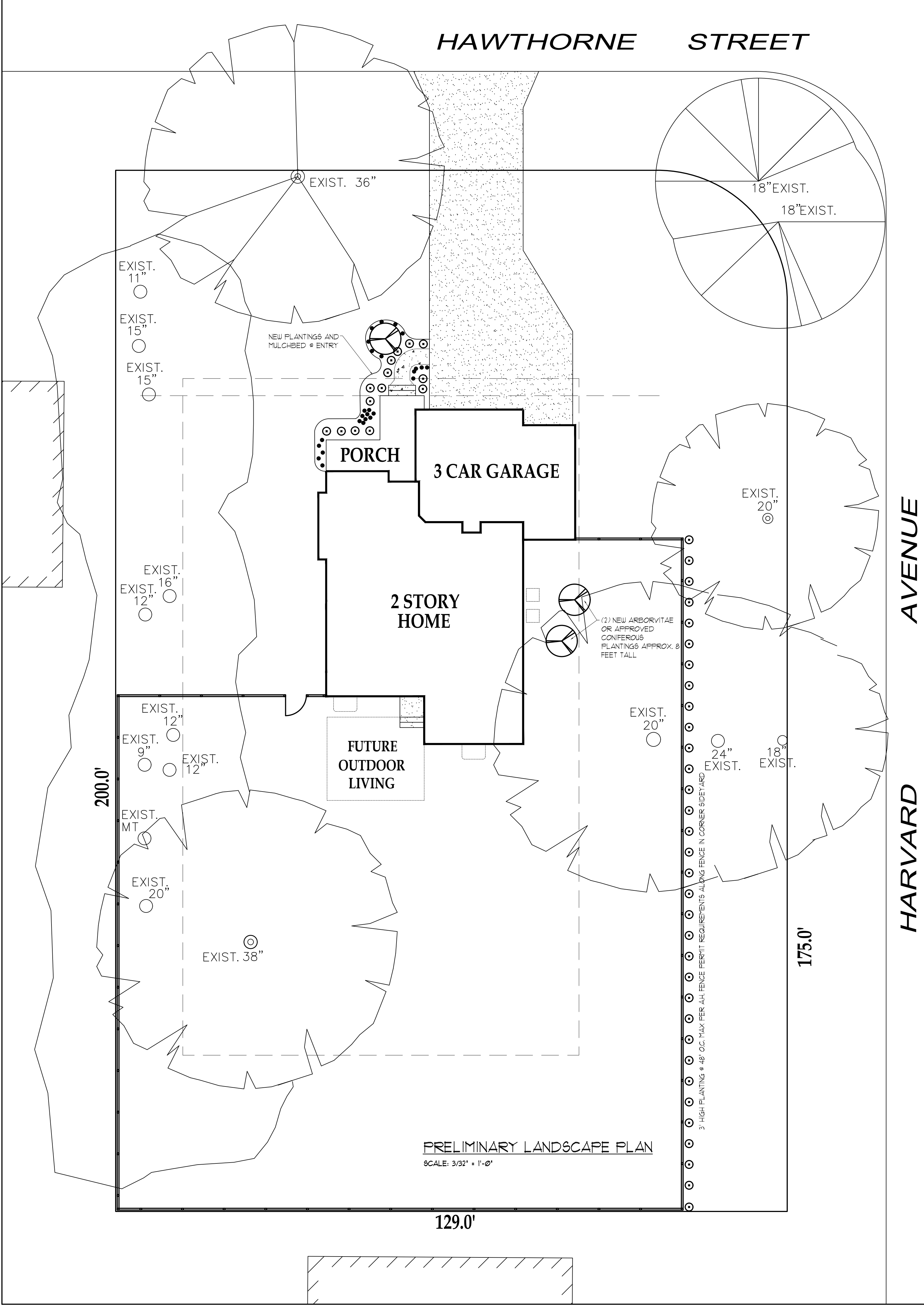
DRAWN BY:
MWR

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C-3



AERIAL IMAGE OF EXISTING PROPERTY
SCALE: 1/16" = 1'-0"





GREENSCAPE HOMES, LLC
4355 WEAVER PARKWAY
WARRENVILLE, IL 60555

JEFFERSON II H 08-2017.9-3500
626 N. HARVARD AVE
ARLINGTON HEIGHTS, IL

REV #	DATE	DESCRIPTION
1	12-8-17	DESIGN COMMISSION SUBMITTAL

ISSUE DATE:
12-6-17

DRAWN BY:
BPH

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LANDSCAPE

SURROUNDING PROPERTIES TO 626 N. HARVARD

Property Across
1402 W. Hawthorne



Property Across
1310 W. Hawthorne



Property Across
1300 W. Hawthorne



Property Across
1212 W. Hawthorne



Property Across
1206 W. Hawthorne



VINE ST.

Property Across
707 N. Harvard



Apartments Across
1120 W. Hawthorne



W. HAWTHORNE ST.



Property West 4
1315 W. Hawthorne



Property West 3
1311 W. Hawthorne



Property West 2
1303 W. Hawthorne



Property West 1
1209 W. Hawthorne



Subject Property
626 N. Harvard

Property to South 1
618 N. Harvard



Property to South 2
1204 W. Euclid



N. HARVARD AVENUE



Property Across
627 N. Harvard



Apartments to East
1117 W. Hawthorne



Property Across
619 N. Harvard



Property Across
1112 W. Euclid

W. Euclid Avenue

626 N. HARVARD: Immediate Neighborhood Architectural Variety

Within this relatively small triangular shaped neighborhood including Harvard Ave., Hawthorne St., Vine St. and Chicago Ave, (bounded by Wilke Road to the west, Euclid Avenue to the south, and the railroad lines along Northwest Highway to the northeast) there is a large variety of existing homes, including: age of home, architectural style, size, exterior materials, tear-downs/newer homes, renovation/additions, single story, split-level, 1.5 story, 2 story, apartment buildings, etc.

Our proposed home includes elements of a stone base, a mix of horizontal/shingle siding w/vertical board & batten details, covered front porch, 2-story, 3-car garage, fenced yard; all of which exist in the immediate neighborhood and compliments the variety that does exist.



1209 W. Hawthorne



1303 W. Hawthorne



1311 W. Hawthorne



1315 W. Hawthorne



1117 W. Hawthorne



1120 W. Hawthorne



1402 W. Hawthorne



1310 W. Hawthorne



1300 W. Hawthorne



1212 W. Hawthorne



1206 W. Hawthorne



707 N. Harvard



618 N. Harvard



627 N. Harvard



619 N. Harvard



1408 Hawthorne



1502 Hawthorne



1514 Hawthorne



1515 Hawthorne



1507 Hawthorne



1501 Hawthorne



1415 Hawthorne



1405 Hawthorne



1213 Vine



1335 Vine



1337 Vine



1401 Vine



1407 Vine



1505 Vine



1520 Vine



1414 Vine



1330 Vine



1304 Vine



1216 Vine



1212 Vine



1206 Vine



JEFFERSON II H 08-2017.9-3500
626 N. HARVARD AVE
ARLINGTON HEIGHTS, IL



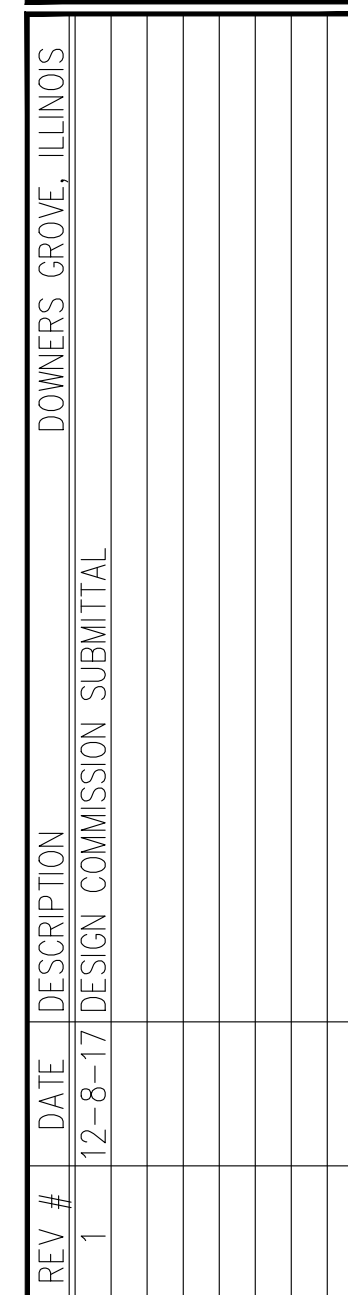
REV #	DATE	DESCRIBE NON-CONFORMANCE	COMMISSION GROVE, ILLINOIS
1	12-8-17	DESIGN COMMISSION SUBMITTAL	

DRAWN BY:
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CONTEXT 1



JEFFERSON II H 08-2017.9-3500
626 N. HARVARD AVE
ARLINGTON HEIGHTS, IL



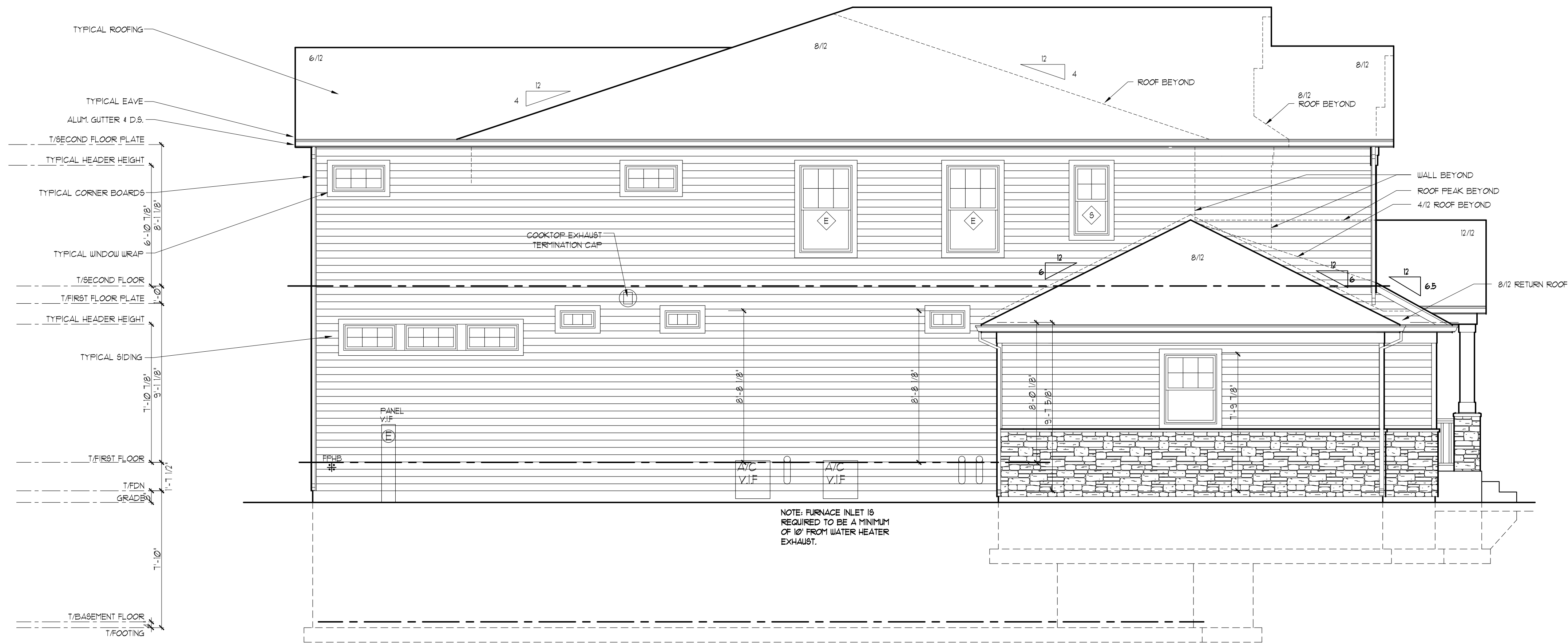
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CONTEXT 2



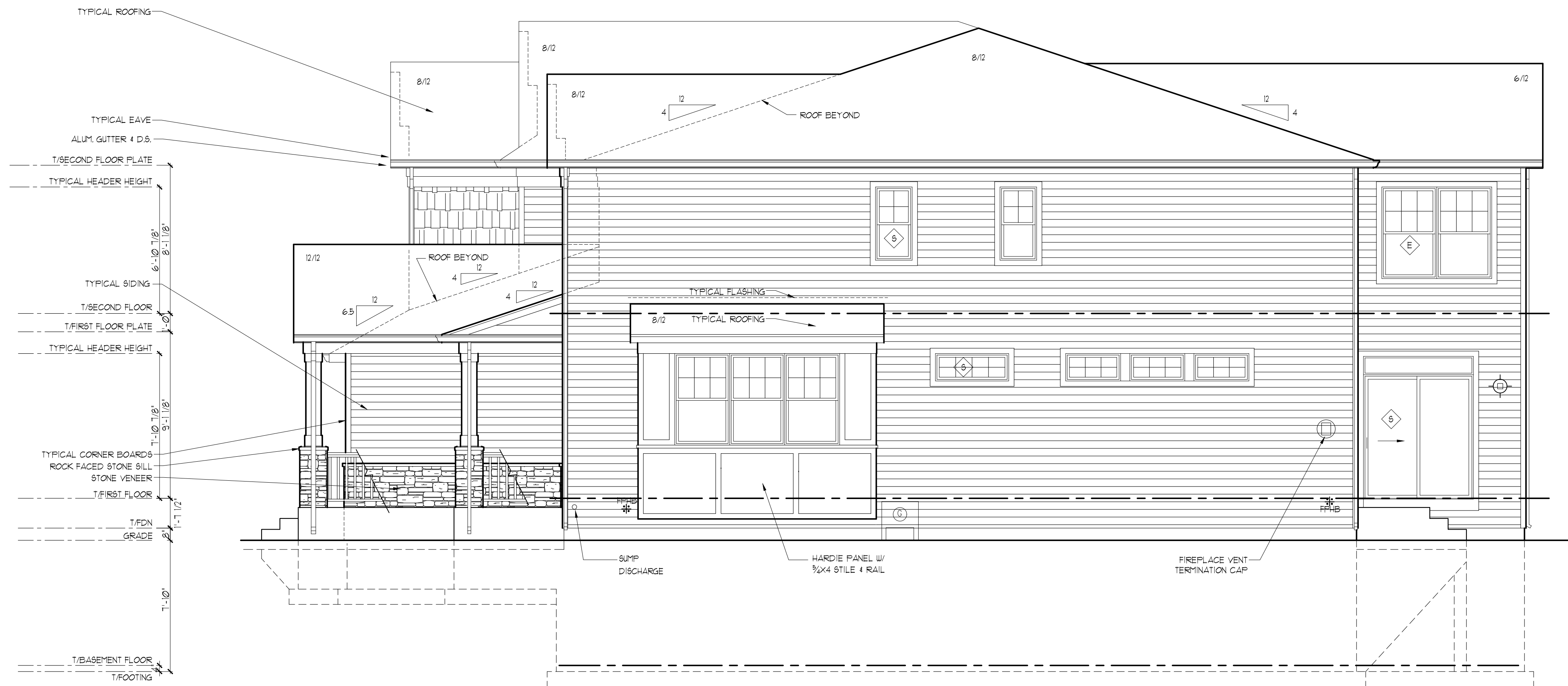


A3.1



LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

ELEVATION NOTES

SEE COVER SHEET FOR GENERAL NOTES

1. TYPICAL SIDING SHALL BE CEMENT BOARD SIDING.
2. TRIM SHALL BE CEMENT BOARD TO MATCH SIDING.
3. TYPICAL CORNERBOARDS SHALL BE 5/4x6 FACING FRONT AND REAR w/ 5/4x4 AT SIDES.
4. TYPICAL FRIEZE SHALL BE 1x4 ON 5/4x8.
5. TYPICAL WINDOW WRAP/SILL SHALL BE 5/4x4.
6. TYPICAL DOOR WRAP SHALL BE 5/4x6.
7. TYPICAL WINDOW/DOOR HEAD SHALL BE 1x4 ON 5/4x12 w/ ALUM. FLASHING ABOVE.
8. TYPICAL EAVE SHALL BE ALUM. WRAPPED 1x8 w/ CONTINUOUSLY VENTED ALUM. SOFFIT. SEE DETAIL.
9. PROJECTED RAKE SHALL BE 1x3 ON 1x8 w/ ALUM. SOFFIT AND 5/4x8 SUBRAKE.
10. TYPICAL ROOF SHALL BE CERTAINTED XT 25 YEAR SHINGLES OR 30 YEAR ARCHITECTURAL PER SELECTIONS.
11. PROVIDE 48" WIDE ICE & WATER SHIELD STARTER AND AT ALL VALLEYS AND EAVES.
12. PROVIDE ALUMINUM FLASHING AT ALL ROOF/WALL INTERSECTIONS, ABOVE WINDOW/DOOR HEADS AND BAND BOARDS, AND SIMILAR PENETRATIONS.
13. GUTTERS AND DOWNSPOUTS SHALL BE SEAMLESS ALUMINUM. DISCHARGE INTO STORM SEWER OR SPLASH TO GRADE w/ 3' EXTENSIONS AND SPLASHBLOCKS.
14. PROVIDE CONTINUOUS RIDGE VENT AND / OR 50 s.i. ALUM. ROOF VENTS NEAR RIDGE w/ EQUAL AREA OF SOFFIT VENTILATION. MINIMUM 1/300th OF ATTIC AREA.
15. WINDOW MANUFACTURER TO VERIFY EGRESS WINDOW AREA OF 5.7 s.i. PROVIDED IN EACH BEDROOM.
16. FIREPLACE FLUE TO MEET MANUFACTURER'S CLEARANCE RECOMMENDATIONS.
17. PROVIDE OSB SADDLES AT ROOF AND WALLS WHERE WATER FLOW OR SNOW BUILDUP MAY CAUSE DAMAGE. PROVIDE ICE AND WATER SHIELD ON ROOF / WALL.
18. PROVIDE BUILDING WRAP ON ALL WALL SHEATHING. ALL SEAMS TO BE LAPPED AND TAPED PER MANUFACTURER. LAP AND TAPE OVER FLASHING.
19. MOUNTED ADDRESS NUMBERS PLACED IN A POSITION PLAINLY LEGIBLE FROM THE STREET FRONTING THE PROPERTY; ADDRESS NUMBERS SHALL BE A MINIMUM OF FOUR (4") INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5" IN ARABIC FONT AND CONTRAST WITH THEIR BACKGROUND (2006 IRC VODG R321.1).
20. WINDOW SUPPLIER TO VERIFY THAT ALL BEDROOMS HAVE AN EGRESS WINDOW OF AT LEAST 5.7 s.i. CLEAR OPENING AND 24" MIN. HEIGHT AND 20" MIN. WIDTH. SILL HEIGHT SHALL NOT BE LESS THAN 24" OR GREATER THAN 44" A.F.F. VERIFY ALL WINDOW ROUGH OPENINGS WITH WINDOW SUPPLIER PRIOR TO FRAMING.
 - ◊ E DENOTES EGRESS WINDOW REQUIRED.
 - ◊ S DENOTES REMOVABLE SASH WINDOW FOR STOCKING DRYWALL.PROVIDE SAFETY GLAZING IN HAZARDOUS LOCATIONS PER CODE. WINDOW SUPPLIER TO VERIFY THAT GLAZING NEAR OR IN TUBS / SHOWERS AND THEIR ENCLOSURES, STAIRS, DOORS, AND WITHIN 18" OF FLOORS COMPLIES PER CODE.
 - ◊ S DENOTES SAFETY GLAZING REQUIRED.
21. PER THE 2015 IECC, ALL NEW WINDOWS AND DOORS SHALL BEAR MANUFACTURER'S STICKERS SO COMPLIANCE CAN BE CONFIRMED BY THE VILLAGE INSPECTOR. STICKERS SHALL NOT BE REMOVED PRIOR TO INSPECTION.

**GREENSCAPE
HOMES, LLC**
4355 WEAVER PARKWAY
WARRENVILLE, IL 60555



BASE

JEFFERSON II H 08-2017.9-3500
626 N. HARVARD AVE
ARLINGTON HEIGHTS, IL

DOWNERS GROVE, ILLINOIS

REV # DATE DESCRIPTION
1 12-8-17 DESIGN COMMISSION SUBMITTAL

ISSUE DATE:
12-6-17

DRAWN BY:
BPH

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A3.2

COLOR SELECTION REFERENCE SHEET

ADDRESS: 626 N. Harvard Ave, Arlington Heights

MODEL: JEFFERSON II H



ROOFING: CERTAINTED:
COLOR: PEWTER



HORIZONTAL SIDING
COLOR: PEARL GRAY



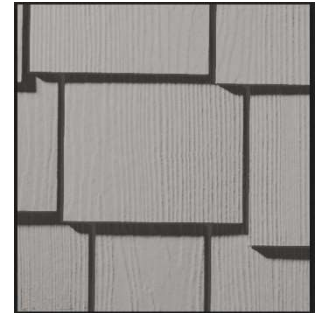
BATTEN BOARD SIDING
COLOR: WHITE



WINDOWS & WINDOW TRIM
COLOR: WHITE



COLUMNS & GARAGE DOORS & RAILINGS
COLOR: WHITE



SHINGLE SIDING
COLOR: PEARL GRAY



FRONT DOOR COLOR:
EBONY STAIN



STONE COLOR:
FONDULAC COUNTRY SQUIRE



SOFFIT-FASCIA-GUTTERS
COLOR: WHITE

Greenscape Homes (GSH) policy of continual improvement in design and construction requires that specifications, equipment, dimensions, and prices be subject to change without notice. Exterior colors pictured in this brochure are general representations and may be modified without notice.

EXTERIOR COLOR SELECTION SHEET

ADDRESS: 626 N. Harvard Avenue, Arlington Heights

MODEL: Jefferson II H

ROOF SHINGLES COLOR:	Pewter
SOFFIT COLOR:	White
FASCIA COLOR:	White
GUTTER COLOR:	White
WINDOW COLOR:	White
FRONT DOOR STAIN COLOR:	Ebony
STONE COLOR:	Fondulac Country Squire
GARAGE DOOR COLOR:	White
GARAGE DOOR WINDOWS:	YES
SIDING MATERIALS:	HARDIE BOARD
BATTEN BOARD COLOR:	Arctic White
SHAKE SIDING COLOR:	Pearl Gray
HORIZONTAL SIDING COLOR:	Pearl Gray
BAND BOARD COLOR:	N/A
WINDOWS & GARAGE DOOR TRIM COLOR:	White
CORNER BOARD COLOR:	White
FRONT PORCH COLUMNS COLOR:	White
FRONT PORCH RAILING COLOR:	White
DRIVEWAY MATERIAL:	CONCRETE

SALES SIGN OFF:	_____	DATE:	_____
ARCHITECTURE SIGN OFF:	_____	DATE:	_____
PURCHASING SIGN OFF:	_____	DATE:	_____



Item: DC#17-155 - 132 W. Northwest Highway - CBD Commercial Addition

Department: Planning & Community Development

REQUESTED ACTION

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

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 facade 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.

ATTACHMENTS:

Description

Staff Report

Exhibits

Type

Board or Commission Report

Exhibits

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

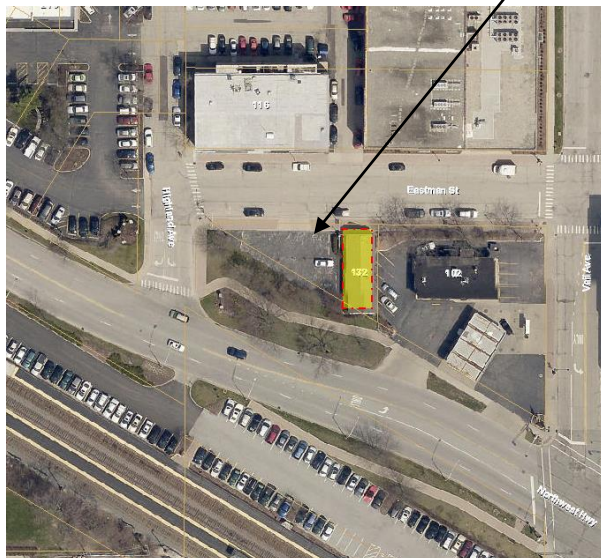
Summary:

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.

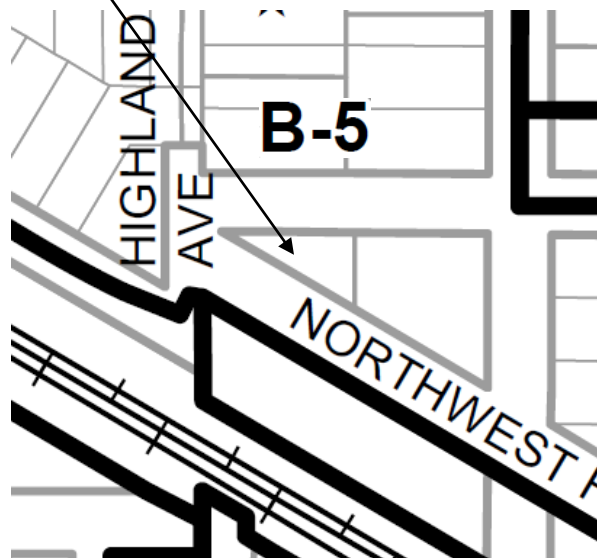
This project requires Plan Commission review and Village Board approval as a Planned Unit Development, as well as approval of setback variations.

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).
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11. All signage must meet code, Chapter 30.

December 20, 2017

Steve Hautzinger AIA, Design Planner

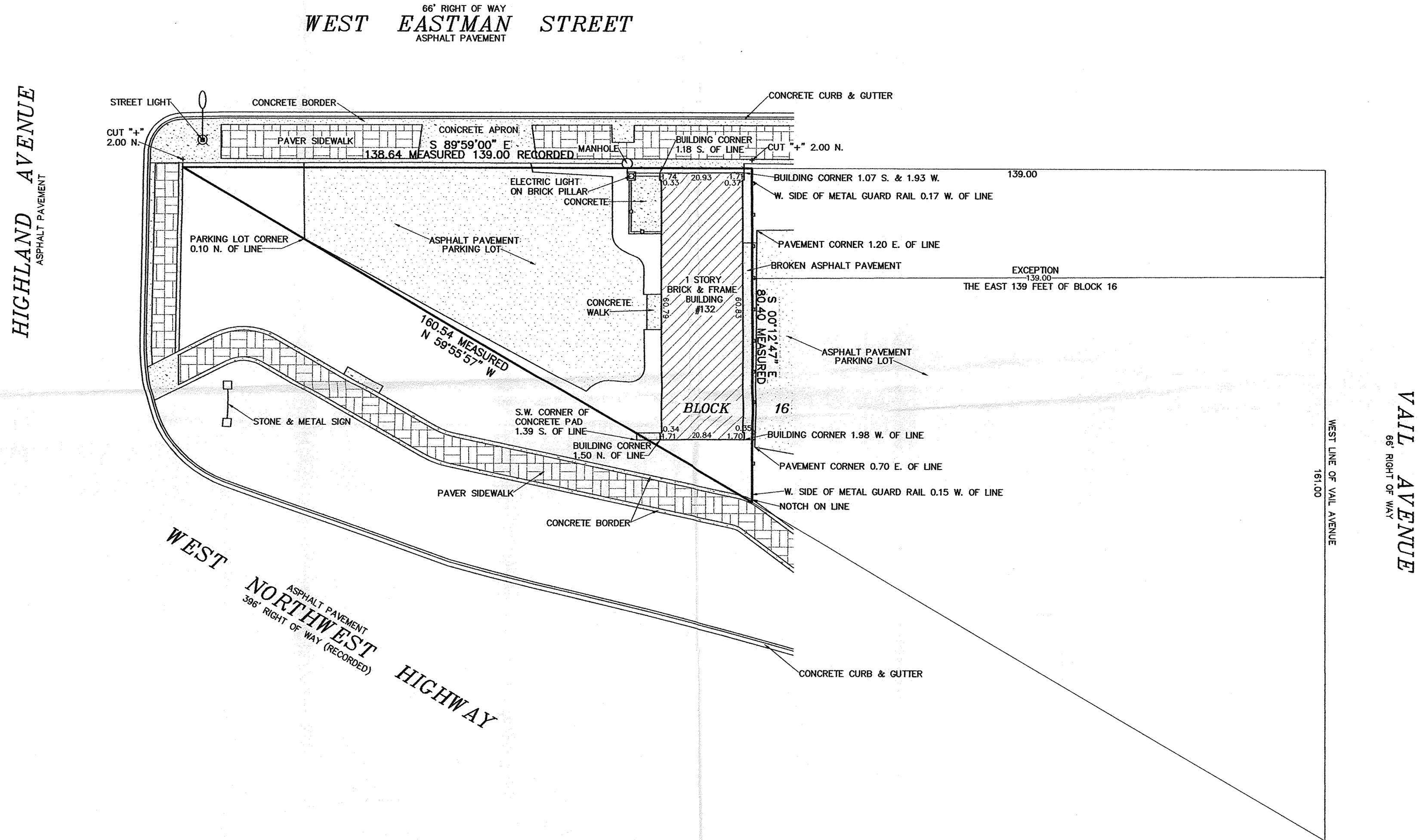
Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-155

T.K.D. Land Surveyors, Inc.
P.O. BOX 1463, Arlington Heights, IL 60006
Phone: (847) 997-9292
tkdlandsurveyors@att.net

PLAT OF SURVEY OF

ALL OF BLOCK 16 (EXCEPT THE EAST 139 FEET MEASURED ON THE NORTH LINE THEREOF) IN THE TOWN OF DUNTON (NOW KNOWN AS ARLINGTON HEIGHTS) IN COOK COUNTY, ILLINOIS ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 8, 1854, AS DOCUMENT 55328 IN BOOK 85 OF PLATS, PAGE 80, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

BASIS OF BEARING
(ASSUMED)



LEGEND

WOOD FENCE

MEASURED LOT AREA = 5,573 SQ. FT. (0.128 ACRES)

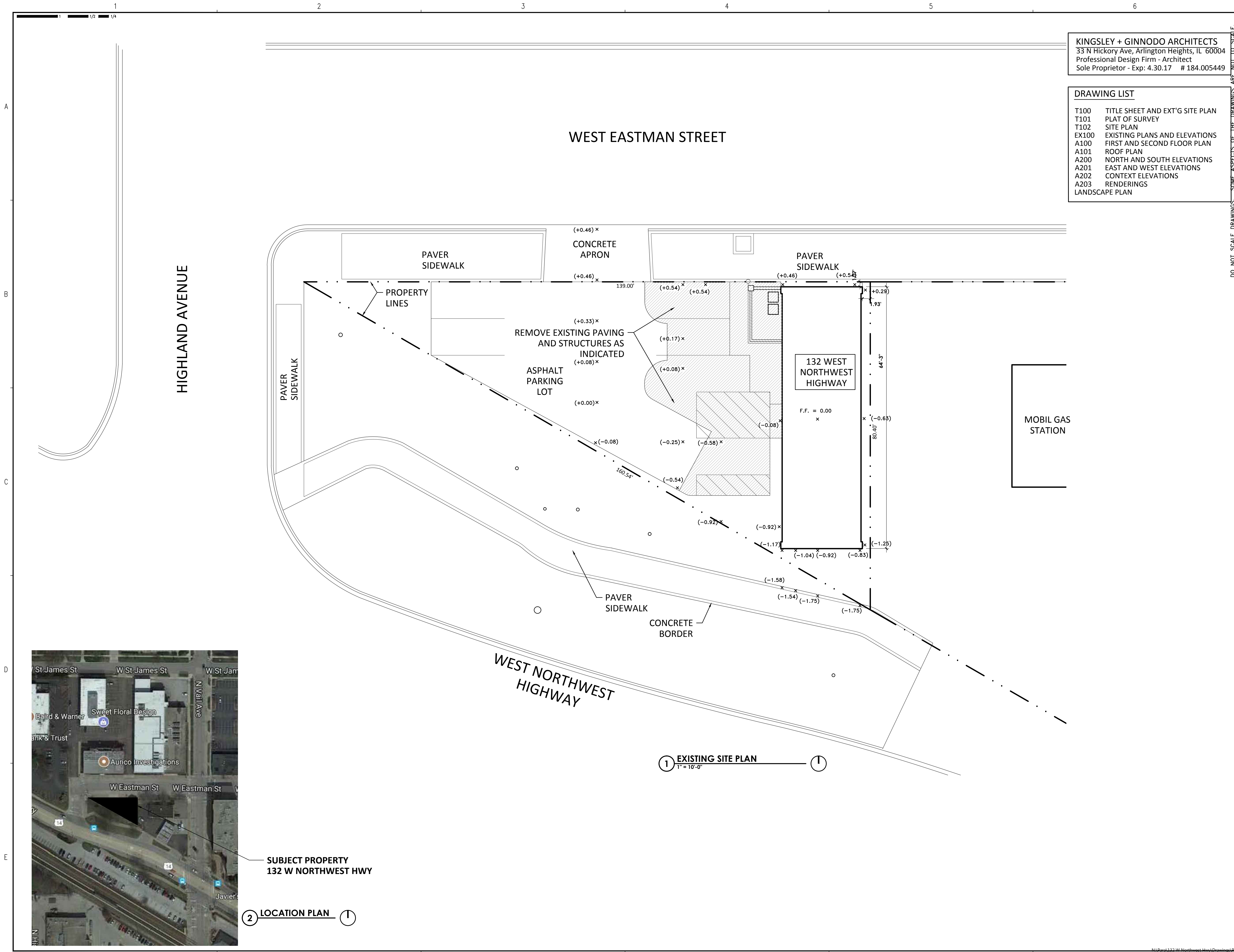
* All dimensions shown are given in feet & decimal parts thereof
* No angles or distances are to be assumed by scaling
* Legal description, building lines and easements are taken from recorded subdivision plat and/or other available documentation. Refer to title policy, deed or local jurisdiction for building setbacks and easements not shown hereon and report any discrepancies.

Scale: 1"=20'
Order # 16-058
Address: 132 W. Northwest Highway
Arlington Heights, IL 60004
P.I.N. 03-29-324-001-0000
Ordered by: Barbara K. Hyman



STATE OF ILLINOIS } ss.
COUNTY OF COOK }
I, Keith E. DeLaney, an Illinois Professional Land Surveyor do hereby certify that I have surveyed the above described property, and that the above plat is a correct representation of said survey.
Lic. Exp. 11-30-16
Keith E. DeLaney Illinois P.L.S. #035-003385
Dated: March 8, 2016
Field work completed: March 8, 2016
Professional Design Firm Lic. No. 184.005204
This professional service conforms to the current Illinois minimum standards for a boundary survey.

THIS SURVEY IS VALID ONLY WITH EMBOSSED SEAL



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 |
| LANDSCAPE PLAN | |



KINGSLEY + GINNODO ARCHITECTS

33 N HICKORY AV ARLINGTON HTS IL 60004 847 975 5008 info@kingsleyginnodo.com

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**MICHAEL &
ELLEN PARA**

132 W NORTHWEST HWY
ARLINGTON HTS, IL 60004

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

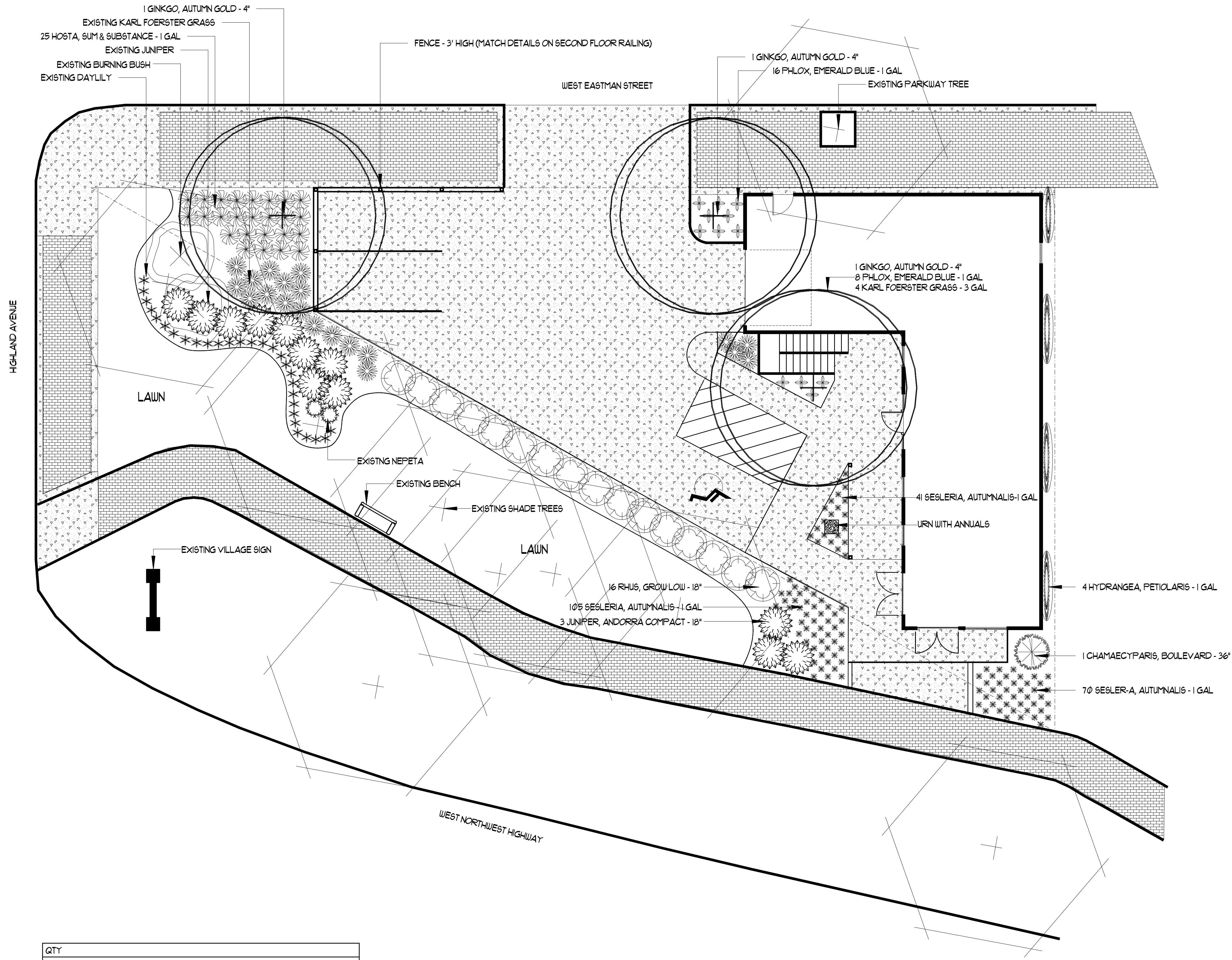
no.	revision	init.	date
	DESIGN + PLAN COMMISSION		12/11/17

**TITLE SHEET AND SITE
PLAN**

date	drawn by	checked by

Job No. **PARA**

Sheet No. **T100**



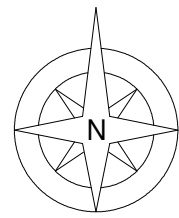
QTY			
3	GINKGO BILOBA 'AUTUMN GOLD'	4"	
3	JUNIPER HORIZONTALIS 'ANDORRA'	18"	48" SPACING
16	RHUS AROMATICA 'GROW LOW'	18"	3' SPACING
1	CHAMAECYPARIS PISIFERA 'BOULEVARD 36'		
4	HYDRANGEA PETIOLARIS	1 GAL	
105	SESLERIA AUTUMNALIS	1 GAL	12" SPACING
24	PHLOX SUBULATA 'EMERALD BLUE'	1 GAL	12" SPACING
4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

Revision #:

Date: 12/11/2017

Scale:

1/8" = 1'

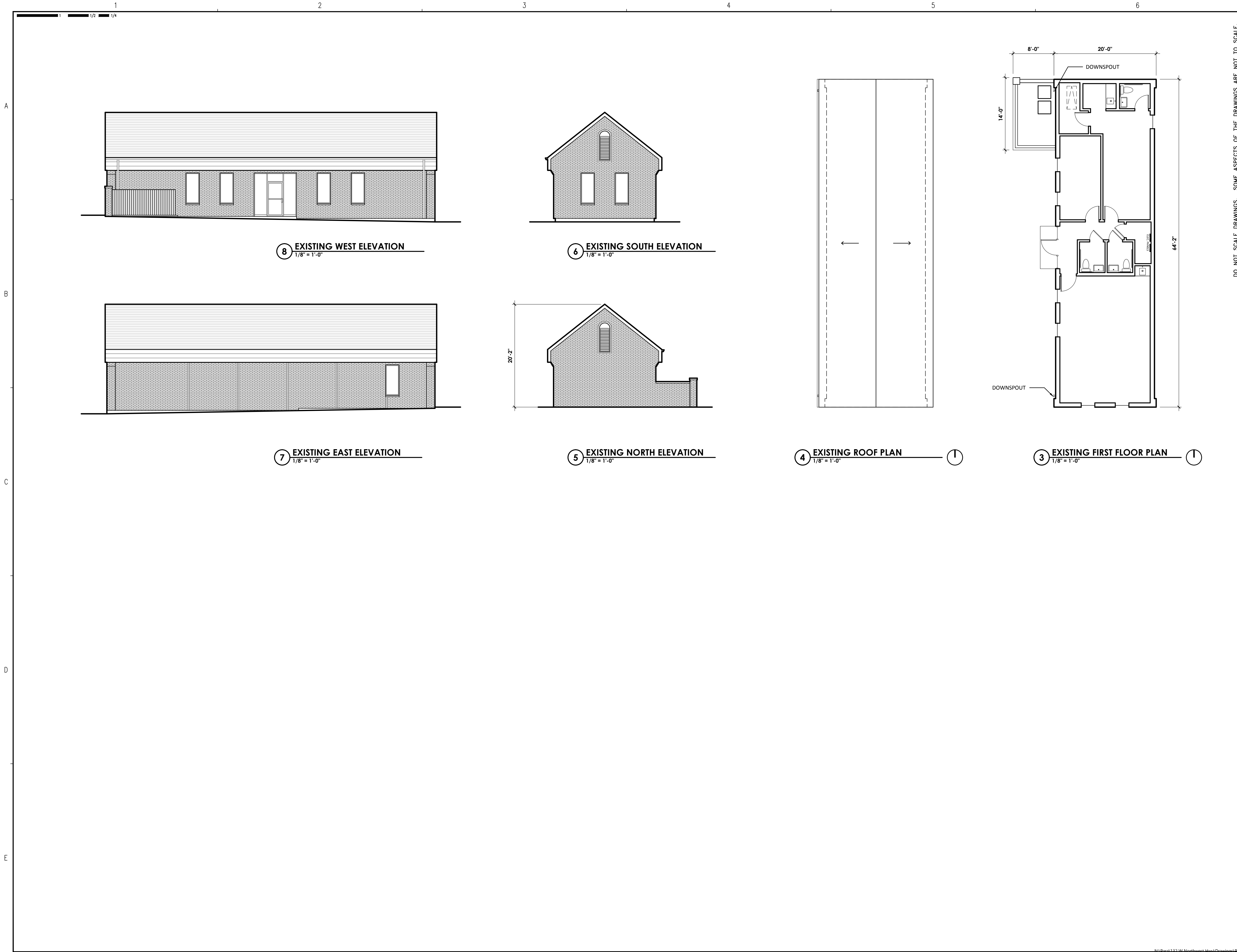


Landscape Plan:

PARA RESIDENCE

Landscape Design by: John Fitzgerald

132 W. Northwest Hwy



KINGSLEY + GINNODO



ARCHITECTS

KINGSLEY + GINNODO ARCHITECTS

33 N HICKORY AV ARLINGTON HTS IL 60004 847 975 5008 info@kingsleyginnodo.com

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**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

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

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

Sheet No. **EX100**



PROPERTY TO NORTH 3
210 W NORTHWEST HWY

N Highland Ave



PROPERTY TO NORTH 1
116 W EASTMAN AVE



PROPERTY TO NORTH 2
106 W EASTMAN AVE



PROPERTY TO NORTH 3
302 N DUNTON AVE

W Eastman St



SUBJECT PROPERTY
132 W NORTHWEST HWY



PROPERTY TO EAST 1
102 W NORTHWEST HWY

N Vail Ave



PROPERTY TO EAST 2
201 N VAIL AVE



PROPERTY TO EAST 3
4 W MINER ST

PROPERTY ACROSS WEST 1
302 W MINER ST



W Miner St

PROPERTY ACROSS
122 N VAIL AVE



PROPERTY ACROSS EAST 1
45 W NORTHWEST HWY

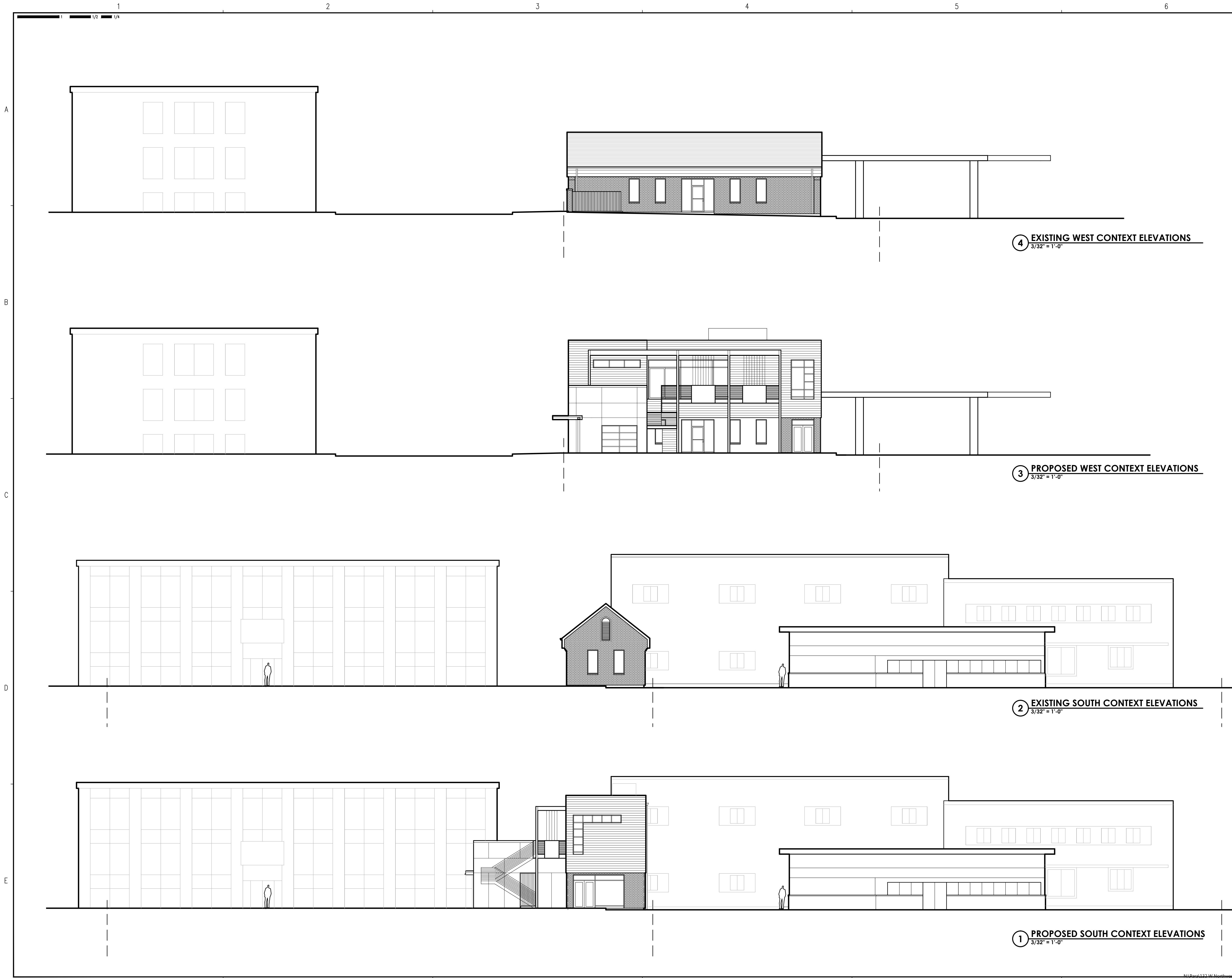


1 CONTEXT PHOTOS
NO SCALE

1



ELLEN AND MIKE PARA
132 WEST NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004



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**CONTEXT
ELEVATIONS**

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Job No.	PARA
Sheet No.	A202



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RENDERINGS

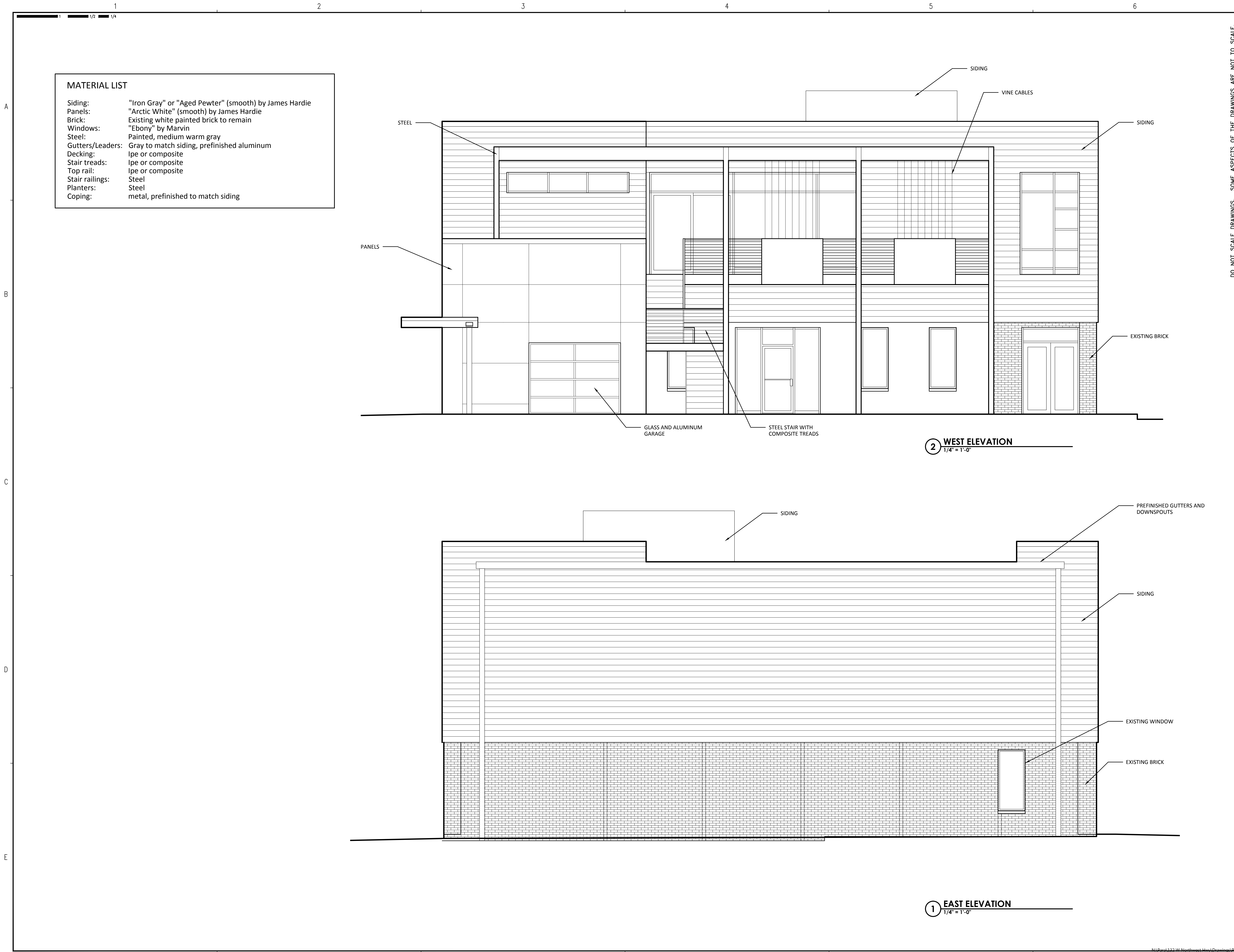
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Job No.

Sheet No.

PARA

A203



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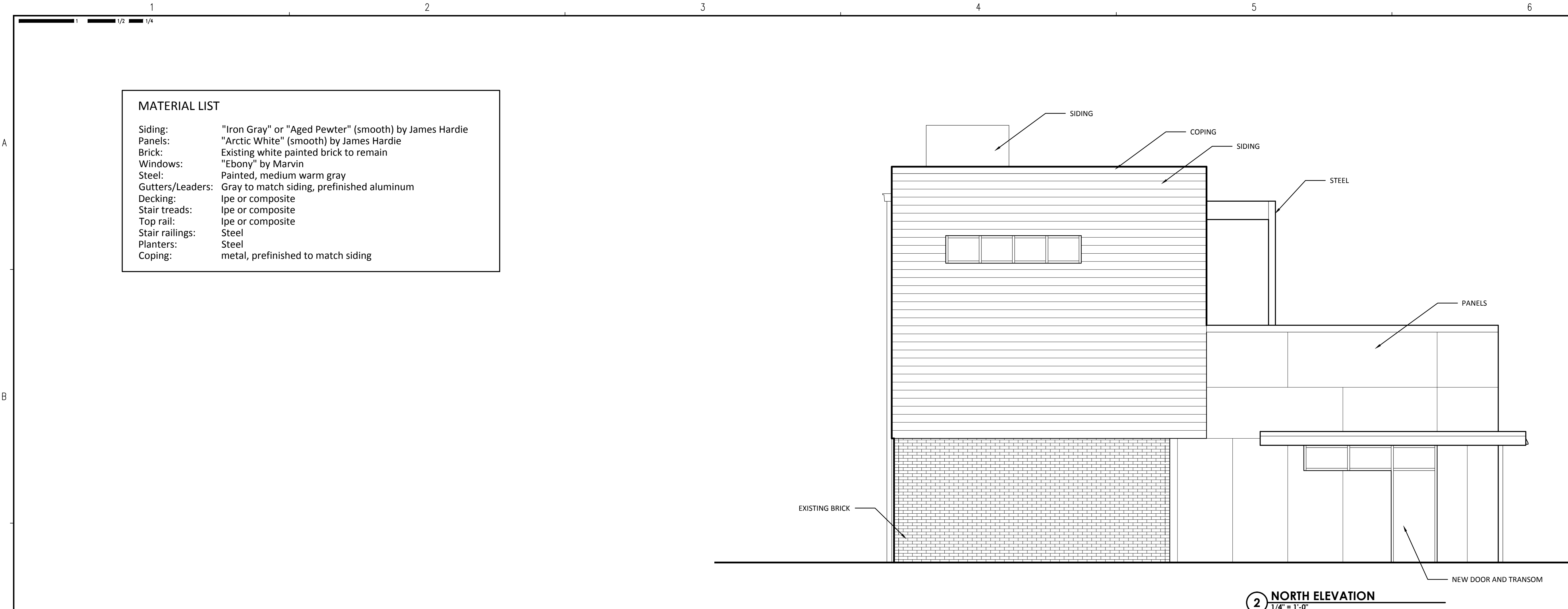
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ARLINGTON HTS, IL 60004

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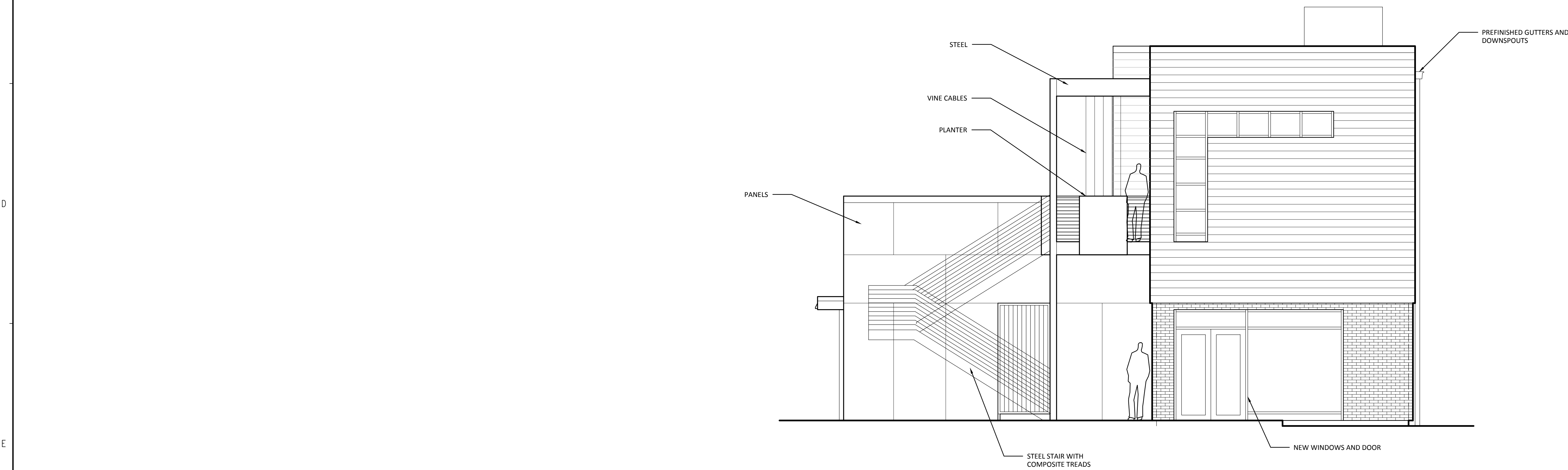
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**EAST AND WEST
ELEVATIONS**

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



2 NORTH ELEVATION
1/4" = 1'-0"



1 SOUTH ELEVATION
1/4" = 1'-0"



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**NORTH AND SOUTH
ELEVATIONS**

date	drawn by	checked by

Job No. **PARA**
Sheet No. **A201**

PARA RESIDENCE: 132 WEST NORTHWEST HIGHWAY
MATERIAL LIST

LIST OF PRIMARY COLORS, TEXTURES AND MATERIALS TO BE USED:

1. Petitioner Name: Kingsley + Ginnodo Architects
2. Date: December 11, 2017
3. Project: Para Residence
4. Location: 132 W. Northwest Hwy.

Addition:

Siding: "Iron Gray" or "Aged Pewter" SMOOTH
by James Hardie

Panels: "Artic Whie" SMOOTH
by James Hardie

Brick: Existing white painted brick
to remain

Windows: "Ebony" by Marvin

Steel: Medium warm gray, painted

Gutters/Leaders: Gray to match siding,
Prefinished aluminum

Decking: Ipe or composite

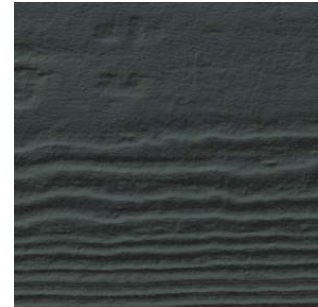
Stair treads/top rail: Ipe or composite

Stair railings/planter: Steel

Coping: Metal, prefinished to match
siding



Aged Pewter



Iron Gray



Ipe



Brick

