



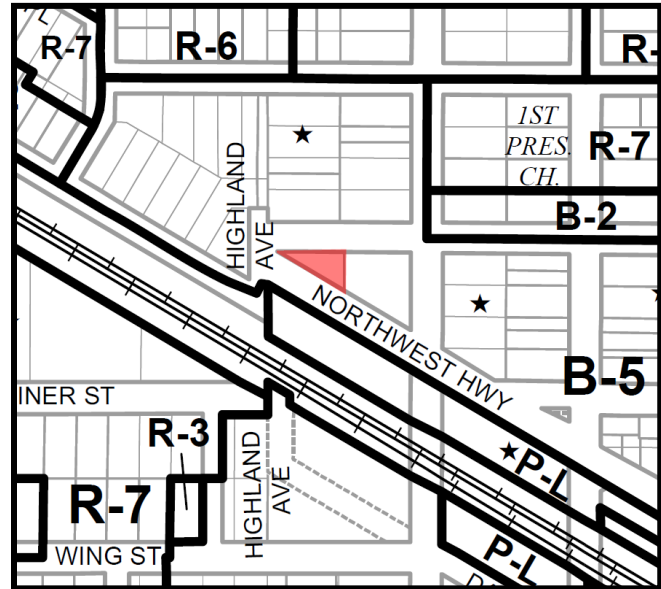
VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

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

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

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

Existing Zoning: B-5, Downtown District



SURROUNDING LAND USES

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

Requested Action:

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

Variations Required:

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

Project Background:

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

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

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

Zoning and Comprehensive Plan

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

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

Conceptual Plan Review Committee

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

Design Commission

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

Site and Landscaping

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

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

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

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

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

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

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

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

Traffic and Parking

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

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

Table I – Required Parking

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

* Includes interior garage space

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

RECOMMENDATION

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

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

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

_____, January 9, 2018

Bill Enright, Deputy Director of Planning and Community Development

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