

Glenview Active Adult Apartments 630 Waukegan Road

Project Overview

As a multi-family developer focused on creating timeless and lasting infill, urban housing, Trammell Crow Company (TCC) is excited to propose an apartment development within walking distance to the Downtown District of Glenview, IL. In recent years, TCC has seen growing demand for housing in walkable cities and neighborhoods throughout the country. The Glenview area, with its mix of uses and a vision for walkable streetscapes and a neighborhood feel, is highly desirable to prospective residents.

TCC's proposed development is a luxury residential community with approximately 176 age-restricted "Active Adult" rental apartment units, including approximately 232 parking stalls. The proposed Active Adult use is designed to meet the wave of the baby boomer demand over the next decade. According to FreddieMac, over 5 million baby boomers will rent their next home by 2020. This is a growing trend that TCC is seeing across the country and the subject property satisfies all of TCC's proprietary Active Adult site criteria.

Note: A description of the Active Adult housing approach to design and programming is included in this submittal.

The proposed development will offer a housing option for empty-nesters to stay in Glenview and downsize their homes, acting as a catalyst to recycling the existing housing stock. Active Adult serves the baby boomer's growing desire to live in an urban environment, makes economic sense by offering affordable monthly payments, unlocks home equity, and provides a rich social experience. The market for this segment of renters is robust. There is an avalanche of demand over the next 10 years as residents age into this type of housing. Currently, there is a shortage of adequate for-rent housing options in a luxury, programming-rich, and age-restricted project in the Village of Glenview.

The building will be constructed utilizing a wood-framed structure over a concrete podium, and the exterior materials will consist of stone, brick, stucco, composite siding and glass. Windows will be expansive, allowing plenty of daylight into and views from the dwelling units. Drawing on the existing surroundings, the exterior facades will feature contextual details and a simple system of recessed and hung balconies that allow residents to take advantage of the outdoors.

Streetscape and Public Realm

The redevelopment will dramatically improve the current site conditions. Beyond the active residential use, the building will have a handsome exterior and site design that will provide a warm and welcoming pedestrian experience. The building will be positioned to allow a generous setback along the street edge and supports a pedestrian-friendly perimeter.

Adding resident dwelling units at this location naturally creates a more inviting streetscape, as more people will be walking and biking to and from the site which creates an energetic, safe and people-friendly environment, in place of the existing vehicular-oriented conditions today. The new development will work closely with all surrounding land uses to provide appropriate connectivity and long-term compatibility. The surrounding properties will benefit from the new improvements which include pedestrian walkways, yards and porches at street level, dense landscaping, below-grade and screened

parking and a strong design aesthetic. The parcel's sidewalk conditions will be improved, thus supporting nearby sites and encouraging area residents to walk for their shopping and entertainment needs. Finally, the project will incorporate attractive, high-quality native landscaping, lighting and exterior signage.

Sustainable Design and Lifestyle Living

This project will support the residents' sustainable living experience by meeting sustainable standards and incorporating energy-efficient appliances, low-flow water fixtures, low-VOC paints and building-wide recycling practices. The building will be designed to incorporate assemblies that ensure the highest quality acoustical performance between units (wall and floor assemblies).

The abundance of resident amenities will include a hotel-like lobby, bistro bar, Wi-Fi coffee lounge, activity center, pet spa, fitness center, yoga studio, club room, great room, chef kitchen, catering kitchen, and resort style pool deck with an outdoor kitchen with unencumbered views of the surrounding area. The building will offer its residents on-site management, including an activities director, indoor heated parking, private storage lockers, and a guest suite for resident visitors. On-site parking stalls will total approximately 1.32:1 parking stall to unit ratio to serve its residents and visitors, and the majority of the parking stalls will be enclosed within the building footprint. Enclosed bicycle parking will also be provided within the building to encourage residents use of the nearby bike trail system.

This residential community will offer various unit types for its diverse tenant profile, tailored to the active adult demographic in search of flexible luxury living. Unit types will range from small 1-bedroom units to large 2-bedroom units. This variety in housing types will help to accommodate a variety of household formations, sizes and incomes. The average unit size is approximately 865 RSF and will achieve market rents in the range of approximately \$2,000-\$4,000+/month.

TCC - GLENVIEW - 624 WAUKEGAN RD

APPROX. SITE AREA 3.23 ACRES

	TOTAL GSF	PARKING	STALLS	AMENITY GSF	APT GSF	APT RSF	UNITS
LEVEL P1	69,206	69,206	168				
LEVEL 1	45,246	2,588		12,192	30,466	24,346	28
LEVEL 2	42,528				42,528	35,690	41
LEVEL 3	42,528				42,528	35,690	41
LEVEL 4	42,528				42,528	35,690	41
LEVEL 5	25,710				25,710	21,041	25
	267,746	71,794	168	12,192	183,760	152,457	176

GSF/STALL	411.9
STALLS/UNIT	0.95
SURFACE STALLS	64
STALLS/UNIT INCL. SURFACE	1.32

RSF AVG	866
EFF	0.83

Compliance with Section 98-496 Standards

The proposed planned development will be developed in accordance with the purpose and intent of the Village Comprehensive Plan, as described below. Trammell Crow Company will own the parcel of land in a single ownership entity, as required by the Planned Development standards. The active adult use proposed on this site will be of a character, land use and type that is very much needed in the community. There is a growing demand for housing in walkable cities and neighborhoods throughout the country. This specific area of Glenview, with its mix of uses and a vision for walkable streetscapes and a neighborhood feel, is highly desirable to prospective residents.

The project will comply with all applicable building codes, life safety ordinances and public works requirements and will not create a detrimental impact or influence upon surrounding properties. Adequate utilities, access, drainage, and other necessary facilities will be provided for the project. Conversion of the existing commercial use to residential use will have minimal impact on utilities, access roads and drainage. Likewise, an increase from the allowed 55 units to the proposed 176 units will not detrimentally impact utility service, access roads, or drainage.

Redevelopment of the existing commercial uses to a residential use will help minimize congestion in the public streets, as it is estimated that the existing uses (when fully operational) produced more vehicular trips than expected from the proposed residential use. Peak hour traffic is projected to be 30 to 50 percent less than the previous commercial uses, as a result of this redevelopment project. Furthermore, the proposed access modifications will result in fewer points of conflict along Waukegan Road and for pedestrians on the Waukegan Road sidewalks.

Variations from the typical bulk regulations associated with the R-18 residential district will be required to allow the proposed unit density, floor area ratio, building height, impervious lot coverage and parking count. As part of the overall approvals for the project, Trammell Crow Company will apply for variances to increase the maximum density from 55 units allowed to 176 units proposed, increase the maximum Floor Area Ratio from 0.65 FAR allowed to a proposed 1.40 FAR, increasing building height from 40 feet to 59 feet, increase the maximum impervious lot coverage from 50% to 80% and reduce the residential parking provided from 356 stalls required to 232 stalls proposed. Refer to enclosed variance applications for details on these requested approvals.

Compliance with Village Comprehensive Plan

The subject property is situated between Waukegan Road, a Village water tower, the Milwaukee District North railroad right-of-way, an office building, and is not immediately adjacent to single-family residential uses. The Village of Glenview's 2016 Comprehensive Plan does not provide guidance regarding the proposed rezoning of the subject property from the existing commercial zoning to the proposed planned development multi-family zoning, as the 630 Waukegan site is not specifically identified in the Redevelopment section of the Plan.

The proposed building design and Active Adult use will support the following Village goals:

- *Goal NH 1.2: Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities and public and private open space.*
- *Goal NH 3.2: Glenview shall support new housing projects that provide a mix of housing types in the Village.*

- *Goal NH 3.3: The Village shall monitor the impacts of senior housing in the community. Consideration for new zoning regulations should be given for senior housing developments, which could utilize many of the requirements of design standards seen in the D-D Code.*

The design, height and high-density residential use of the proposed project are consistent with the type of redevelopment encouraged on commercial corridors and in character with development in this area. The project will replace two existing 1-story commercial buildings, thus supporting the following goal:

- *Goal LU 2.3: Where appropriate, the Village shall encourage adaptive reuse, infill or redevelopment of underutilized properties in order to leverage existing infrastructure.*

The senior population living in the proposed Active Adult apartment will regularly use public transit, thus supporting Glenview's goal of operating a well-functioning transportation network. The close proximity of the site to services and entertainment provided in the downtown area will encourage residents to walk and bike to these destinations. The proposed residential development will support many of the Village's Transportation & Mobility goals:

- *Goal TM 4: Continue to be a friendly environment for bicyclists and pedestrians.*
- *Goal TM 4.3: The Village shall investigate the feasibility of widening five-foot-wide sidewalks to 8 – 10 foot shared paths along arterials (e.g. Waukegan).*
- *Goal TM 6: Develop opportunities for better mobility (automobiles, public transit, bicycles and pedestrians) and context-sensitive infrastructure design.*

The Village of Glenview's 2010 Waukegan Road Corridor Plan includes several prescriptions for high-density development throughout the corridor. Providing high-density housing in close proximity to transit will not only serve people who live and work in the area, it will increase ridership and thus benefit the entire transit system.

1. Briefly explain the extents of the improvement(s) currently proposed and itemize each zoning variation that is requested.

Trammell Crow's proposed development is a 5-story (59 feet) luxury residential community with approximately 176 age-restricted "Active Adult" rental apartment units, including approximately 232 parking stalls.

The following variations are requested:

- Maximum Density: 55 units allowed; 176 units proposed
- Maximum Floor Area Ratio: 0.50 (0.65) allowed; 1.40 FAR proposed
- Maximum Impervious Lot Coverage: 50% (62%) allowed; 80% proposed
- Building Height: 40 feet allowed; 59 feet proposed
- Residential Parking: 356 stalls required; 232 stalls proposed
- Building Signage: 5 SF allowed; 60 SF proposed

Variation Findings for Maximum Density to allow 176 Dwelling Units

2. Explain how the enforcement of the applicable zoning requirement(s) for which relief is currently requested to the proposed conditions would create a hardship or practical difficulty.

The enforcement of the applicable zoning would create hardship or practical difficulties given the adjacent uses. The subject property is situated between Waukegan Road, a Village water tower, the Milwaukee District North railroad right-of-way, an office building and is not immediately adjacent to single-family residential uses. The subject site has not been a successful commercial site in the past, as numerous car dealers have occupied the location and ultimately closed the business due to sales revenue. The site is not a strong retail location and our market study shows that an active adult use will be very well received by area residents. Trammell Crow Company believes that this will be a very successful multi-family site, and the proposed development will support the Village's goal of providing a mix of housing types in the Village, specifically housing for seniors.

3. Explain how the existing conditions and factors creating the need for relief from the zoning ordinance are unique. The evidence provided should identify how the factors identified are unusual due to unique site conditions or circumstances, and demonstrate how these site conditions or circumstances would not be generally applicable to other lots subject to the same zoning regulations.

The proposed Active Adult use is designed to meet the wave of the baby boomer demand over the next decade. According to FreddieMac, over 5 million baby boomers will rent their next home by 2020. This is a growing trend that TCC is seeing across the country and the subject property satisfies all of TCC's proprietary Active Adult site criteria. The proposed development will offer a housing option for empty-nesters to stay in Glenview and downsize their homes, acting as a catalyst to recycling the existing housing stock. Active Adult serves the baby boomer's growing desire to live in an urban environment, makes economic sense by offering affordable monthly payments, unlocks home equity, and provides a rich social experience. The market for this segment of renters is robust. There is an avalanche of demand over the next 10 years as residents age into this type of housing. Currently, there is a shortage of adequate for-rent housing options in a luxury, programming-rich, and age-restricted in the Village of Glenview. These circumstances justify the requested variation to allow a 176-unit apartment building on this site.

4. Identify the characteristics of your plan which demonstrate how the granting of your requested variation(s) would not create impacts upon adjacent property owners or other properties in the vicinity.

The proposed building design that accommodates 176 units does not require any setback variances, so there will be negligible impacts on light and air to neighborhood properties. The proposed design allows for various building step backs (5 level along western section and 4 level along Waukegan Road), and the project includes a large amount of dense landscaping on all 4 sides of the property. Furthermore, there are no residential uses immediately adjacent to the property.

Redevelopment of the existing commercial uses to a residential use will help minimize congestion in the public streets, as it is estimated that the existing uses (when fully operational) produced more vehicular trips than expected from the proposed residential use. Peak hour traffic is projected to be 30 to 50 percent less than the previous commercial uses, as a result of this redevelopment project. Furthermore, the proposed access modifications will result in fewer points of conflict along Waukegan Road and for pedestrians on the Waukegan Road sidewalks.

The project will comply with all applicable building codes, life safety ordinances and public works requirements and will not create a detrimental impact or influence upon surrounding properties. Adequate utilities, access, drainage, and other necessary facilities will be provided for the project. Conversion of the existing commercial use to residential use will have minimal impact on utilities, access roads and drainage. Likewise, an increase from the allowed 55 units to the proposed 176 units will not detrimentally impact utility service, access roads, or drainage.

5. Describe available alternatives you considered to the variation(s) you have requested, and explain why each alternative is not considered viable. Your response must identify why the plan selected is the only viable option.

Trammell Crow Company analyzed the feasibility of the site with a code compliant building with only 55 units, and the project was not feasible due to the operational efficiency required to run an active adult building from a staff perspective. The site employs double the staff compared to a typical market-rate development and a project and delivers a higher level of finish compared to a typical market-rate development. Density is required to satisfy the needs of an active adult community.

6. Economic impacts can be considered by the Zoning Board of Appeals; however economic impacts alone do not provide sufficient grounds for approval or denial of any variation request. Explain what, if any, economic impact you would incur if the requested variation(s) were to be denied. The requested variances allow the project to be financially feasible. The main driver behind these variation requests is the density needed to operate an active adult community which has a substantial amount of amenity space and programming. The density required then impacts the floor area ratio, lot coverage and building height. All requested variations for the project are site and use specific that result in an economically feasible project. If these variances are not granted, this project will not be economically feasible and the project will not move forward.

Variation Findings for Floor Area Ratio to allow a proposed 1.40 FAR

2. Explain how the enforcement of the applicable zoning requirement(s) for which relief is currently requested to the proposed conditions would create a hardship or practical difficulty.

Strict enforcement of the ordinance would prohibit the redevelopment of the property into a multi-family apartment. The proposed FAR is in keeping with the spirit and intent of the R-18 zoning district, and granting the variance will not impact the public health and safety of area residents. Restricting this project to a .62 FAR would cause undue hardship.

3. Explain how the existing conditions and factors creating the need for relief from the zoning ordinance are unique. The evidence provided should identify how the factors identified are unusual due to unique site conditions or circumstances, and demonstrate how these site conditions or circumstances would not be generally applicable to other lots subject to the same zoning regulations.

The subject property is situated between Waukegan Road, a Village water tower, the Milwaukee District North railroad right-of-way, an office building, and is not immediately adjacent to single-family residential uses. There is a need for the active adult use in the Village of Glenview, as the market conditions prove that there is adequate market-rate and assisted living options but nothing similar to active adult housing. This development seeks to respond to this unique need in Glenview while redeveloping an underutilized site along the Waukegan Road corridor.

4. Identify the characteristics of your plan which demonstrate how the granting of your requested variation(s) would not create impacts upon adjacent property owners or other properties in the vicinity.

The project will be readily served by public utility infrastructure already in place along Waukegan Road and will comply with all City requirements for grading and erosion control during demolition and construction. It will have a handsome exterior and site design that will provide a warm and welcoming pedestrian experience, which will be further enhanced by relocating parking to underground facilities and to the rear of the building.

The project will incorporate attractive, high-quality native landscaping, lighting and exterior signage. Western exposure and a very generous setback provides the opportunity to create landscaped walk-up units at the ground level, noticeably improving the site conditions along this stretch of Waukegan Road.

5. Describe available alternatives you considered to the variation(s) you have requested, and explain why each alternative is not considered viable. Your response must identify why the plan selected is the only viable option.

The design, height and high-density residential use of the proposed project are consistent with the type of redevelopment encouraged on commercial corridors and in character with development in this area. The project will replace two existing 1-story commercial buildings and will support the Comprehensive Plan goal to redevelop underutilized properties in the Village.

In order to comply with the zoning requirements for FAR, the project square footage of the project would have to be reduced by over half of what is being proposed. This is not a viable project for Trammell Crow, or any other developer proposing age-restricted housing.

6. Economic impacts can be considered by the Zoning Board of Appeals; however economic impacts alone do not provide sufficient grounds for approval or denial of any variation request. Explain what, if any, economic impact you would incur if the requested variation(s) were to be denied. The requested variances allow the project to be financially feasible. The main driver behind these variation requests is the density needed to operate an active adult community which has a substantial amount of amenity space and programming. The density required then impacts the floor area ratio, lot coverage and building height. All requested variations for the project are site and use specific that result in an economically feasible project. If these variances are not granted, this project will not be economically feasible and the project will not move forward.

Variation Findings for Maximum Impervious Surface Coverage to allow 80% Coverage

2. Explain how the enforcement of the applicable zoning requirement(s) for which relief is currently requested to the proposed conditions would create a hardship or practical difficulty. Strict adherence to the zoning ordinance would unreasonably restrict the utilization of the property. The site plan has been designed with an abundance of landscaping for screening of any surface parking. The proposed impervious coverage will be an improvement over the existing site conditions and will have a positive impact on the public and adjacent properties.
3. Explain how the existing conditions and factors creating the need for relief from the zoning ordinance are unique. The evidence provided should identify how the factors identified are unusual due to unique site conditions or circumstances, and demonstrate how these site conditions or circumstances would not be generally applicable to other lots subject to the same zoning regulations.

The subject property is situated between Waukegan Road, a Village water tower, the Milwaukee District North railroad right-of-way, an office building, and is not immediately adjacent to single-family residential uses. There is a need for the active adult use in the Village of Glenview, as the market conditions prove that there is adequate market-rate and assisted living options but nothing similar to active adult housing. This development seeks to respond to this unique need in Glenview while redeveloping an underutilized site along the Waukegan Road corridor.
4. Identify the characteristics of your plan which demonstrate how the granting of your requested variation(s) would not create impacts upon adjacent property owners or other properties in the vicinity.

The proposed development will redevelop a vacant car dealership and underutilized salon. The proposed luxury development, catered to 55+ demographic, will have a positive impact on properties along Waukegan Road and will not negatively impact the neighboring property values. The proposed development will offer a housing option for empty-nesters to stay in Glenview and downsize their homes, acting as a catalyst to recycling the existing housing stock. The proposed design includes high-end materials and finished that will complement the neighboring properties. Furthermore, a large amount of below-grade parking will help to soften any negative impact on the neighboring properties as they will no longer look at a surface parking lot. The proposed design will be heavily landscaped and create a strong sense of place within the community.

The redevelopment will dramatically improve the current site conditions. The project will positively impact the future development and enjoyment of the neighboring properties as it will minimize curb cuts and improve pedestrian conditions along Waukegan Road. Beyond the active adult residential use, the building will have a handsome exterior and site design that will provide a warm and welcoming pedestrian experience. The building will be positioned to allow a generous setback along the street edge and supports a pedestrian-friendly perimeter. Overall, the project will have a positive impact on neighboring properties and the community at large.

5. Describe available alternatives you considered to the variation(s) you have requested, and explain why each alternative is not considered viable. Your response must identify why the plan selected is the only viable option.

Trammell Crow Company analyzed the feasibility of the site with a code compliant building that had 50% total impervious surface coverage. Because density is required to satisfy the needs of an active adult community, losing over half of the building footprint makes the project unpractical.

6. Economic impacts can be considered by the Zoning Board of Appeals; however economic impacts alone do not provide sufficient grounds for approval or denial of any variation request. Explain what, if any, economic impact you would incur if the requested variation(s) were to be denied. The requested variances allow the project to be financially feasible. The main driver behind these variation requests is the density needed to operate an active adult community which has a substantial amount of amenity space and programming. The density required then impacts the floor area ratio, lot coverage and building height. All requested variations for the project are site and use specific that result in an economically feasible project. If these variances are not granted, this project will not be economically feasible and the project will not move forward.

Variation Findings for Height to allow a 59-foot Building

2. Explain how the enforcement of the applicable zoning requirement(s) for which relief is currently requested to the proposed conditions would create a hardship or practical difficulty. Strict adherence to the zoning ordinance would unreasonably restrict the utilization of the property. The proposed building has been designed to position the 4-story portion of the building along the public sidewalk and puts the 5-story portion to the west near the railroad tracks. The proposed building height will not have a negative impact on the public or adjacent properties.

3. Explain how the existing conditions and factors creating the need for relief from the zoning ordinance are unique. The evidence provided should identify how the factors identified are unusual due to unique site conditions or circumstances, and demonstrate how these site conditions or circumstances would not be generally applicable to other lots subject to the same zoning regulations.

This site is in dire need for redevelopment, as the southern parcel currently sits vacant. Numerous car dealers have occupied the location and ultimately closed the business due to sales revenue. The site is not a strong retail location and our market study shows that an active adult use will be very well received by area residents. Trammell Crow Company believes that this will be a very successful multi-family site, and the proposed development will support the Village's goal of providing a mix of housing types in the Village, specifically housing for seniors.

4. Identify the characteristics of your plan which demonstrate how the granting of your requested variation(s) would not create impacts upon adjacent property owners or other properties in the vicinity.

The proposed 5-story, 59-foot building will not impede access to light and air for surrounding properties. A four-lane, divided public right-of-way separates the project site from other properties to the east and to the west are railroad tracks. All building setbacks will satisfy or exceed City zoning code requirements. The building height steps down to 4 stories on the east side facing the multi-family buildings across Waukegan Road.

The project will comply with all applicable building codes, life safety ordinances and public works requirements and will not create a detrimental impact or influence upon surrounding properties. Adequate utilities, access, drainage, and other necessary facilities will be provided for the project. The proposed 5-story building will have minimal impact on utilities, access roads and drainage.

The proposed development will redevelop a vacant car dealership and underutilized salon. The proposed luxury development, catered to 55+ demographic, will have a positive impact on properties along Waukegan Road and will not negatively impact the neighboring property values. The proposed development will offer a housing option for empty-nesters to stay in Glenview and downsize their homes, acting as a catalyst to recycling the existing housing stock. The proposed design includes high-end materials and finished that will complement the neighboring properties. Furthermore, a large amount of below-grade parking will help to soften any negative impact on the neighboring properties as they will no longer look at a surface parking lot. The proposed design will be heavily landscaped and create a strong sense of place within the community.

The redevelopment will dramatically improve the current site conditions. The project will positively impact the future development and enjoyment of the neighboring properties as it will minimize curb cuts and improve pedestrian conditions along Waukegan Road. Beyond the active adult residential use, the building will have a handsome exterior and site design that will provide a warm and welcoming pedestrian experience. The building will be positioned to allow a generous setback along the street edge and supports a pedestrian-friendly perimeter.

5. Describe available alternatives you considered to the variation(s) you have requested, and explain why each alternative is not considered viable. Your response must identify why the plan selected is the only viable option.

The project team studied the idea of constructing a 3-story building that would comply with the 40 feet height restriction. A building at that height with 176 units would take up the majority of the site and require numerous setback variance. Additionally, a 3-story building would eliminate a large amount of surface parking, thus requiring a larger parking variation. The 5-story building with stepping to a 4-story building allows for adequate setbacks and a good ratio of parking stalls per unit. This solution appears to be the most reliable option.

6. Economic impacts can be considered by the Zoning Board of Appeals; however economic impacts alone do not provide sufficient grounds for approval or denial of any variation request. Explain what, if any, economic impact you would incur if the requested variation(s) were to be denied. Complying with the zoning requirements would require a 3-story development, thereby eliminating at least 68 units from the project. As stated previously, the social programming of an active adult

community requires a minimum threshold of units in order for the project to be viable. Eliminating two floors of housing would dramatically impact this project, making it financially unfeasible.

Variation Findings for Parking Stalls to provide 232 Parking Stalls

2. Explain how the enforcement of the applicable zoning requirement(s) for which relief is currently requested to the proposed conditions would create a hardship or practical difficulty.
Requiring two parking stalls per unit in an age-restricted apartment would create practical difficulty for the developer. Active adult communities are strategically located in communities like Glenview that are walkable, bike-friendly and have excellent transit options. Residents are choosing to live here to be social and active; they will not have two cars per dwelling unit. It is not practical for TCC to provide 124 additional parking stalls to be compliant with the zoning regulations.

3. Explain how the existing conditions and factors creating the need for relief from the zoning ordinance are unique. The evidence provided should identify how the factors identified are unusual due to unique site conditions or circumstances, and demonstrate how these site conditions or circumstances would not be generally applicable to other lots subject to the same zoning regulations.
The circumstances related to parking on this site are unique to the proposed active adult use where the average renter's age is 72 years old. Very different from market-rate rental housing, the residents of this development will seek transportation modes other than driving. The unit mix has over half of the apartments at 1-bedroom layouts, and even 2-bedroom units will likely have a single occupant who is downsizing from a larger household.

4. Identify the characteristics of your plan which demonstrate how the granting of your requested variation(s) would not create impacts upon adjacent property owners or other properties in the vicinity.
Residents living in this building are likely to walk or use transit more frequently than a resident of a typical market-rate apartment community. The proposed parking ratio of 1.3 stalls per unit is adequate, given the typical age of a renter is 72 years old and not all residents will own and drive a car. The average parking stall per unit required for active adult communities is approximately 1 parking stall to 1 unit.

The proposed 232 stalls are adequate to serve the population of this building and will not impact neighboring properties. Peak hour traffic is projected to be 30 to 50 percent less than the previous commercial uses, as a result of this redevelopment project. Furthermore, the proposed access modifications will result in fewer points of conflict along Waukegan Road and for pedestrians on the Waukegan Road sidewalks.

5. Describe available alternatives you considered to the variation(s) you have requested, and explain why each alternative is not considered viable. Your response must identify why the plan selected is the only viable option.
The development team explored the possibility of adding additional stalls to the site plan or another level of enclosed parking below the building. Adding surface stalls will require setback variances, and additional below-grade parking causes construction logistics issues. The parking variance is a result of less people driving cars when they are in the proposed targeted age-cohort.

6. Economic impacts can be considered by the Zoning Board of Appeals; however economic impacts alone do not provide sufficient grounds for approval or denial of any variation request. Explain what, if any, economic impact you would incur if the requested variation(s) were to be denied. Adding 124 additional parking stalls to make the project code-compliant would increase the construction budget significantly, making the project unfeasible. We know from studying active adult projects throughout the country that one stall per unit is adequate for this housing type. Requiring two stalls per unit adds unnecessary burden to the development.

Variation Findings for Signage to allow a 60 sq ft monument sign

2. Explain how the enforcement of the applicable zoning requirement(s) for which relief is currently requested to the proposed conditions would create a hardship or practical difficulty.
Limiting signage for a multi-family apartment to 5 square feet would create practical difficulty for the proposed active adult project. The majority of the properties along Waukegan Road have signs larger than 5 square feet in size. In fact, the previous use had a sign much larger than 5 square feet. Not allowing the proposed monument sign with 60 square feet of area would create undue hardship for this particular lot.
3. Explain how the existing conditions and factors creating the need for relief from the zoning ordinance are unique. The evidence provided should identify how the factors identified are unusual due to unique site conditions or circumstances, and demonstrate how these site conditions or circumstances would not be generally applicable to other lots subject to the same zoning regulations.
The project site is located next to a road with four lanes of traffic that moves at fast speeds. Additionally, access to and visibility of this site are also challenged due to the railroad tracks along the western boundary. These site conditions are unique and justify the need for a larger sign on this property. Granting the variation will allow a larger sign that can be seen from Waukegan Road.
4. Identify the characteristics of your plan which demonstrate how the granting of your requested variation(s) would not create impacts upon adjacent property owners or other properties in the vicinity.
The proposed sign is similar to other freestanding monument signs along Waukegan Road and will not have a negative impact on adjacent properties. The installation will be subject to additional review through the building permit process for compliance with all other building, life safety, engineering, and related codes by the Village's Inspectional Services Division. A related construction activities will be required to comply with the requirements of the Municipal Code.
5. Describe available alternatives you considered to the variation(s) you have requested, and explain why each alternative is not considered viable. Your response must identify why the plan selected is the only viable option.
The proposed sign, at 5 feet tall and 12 feet wide, relates proportionally to the apartment building and will be designed with quality materials that complement the exterior materials. When evaluating a sign that meets the ordinance requirements, 5 square feet in size, it did not prove

functional. With the four lanes of traffic on Waukegan, a 60 square foot sign is quite reasonable and the only viable option for this property.

6. Economic impacts can be considered by the Zoning Board of Appeals; however economic impacts alone do not provide sufficient grounds for approval or denial of any variation request. Explain what, if any, economic impact you would incur if the requested variation(s) were to be denied. The signage variance allows the property to be seen and visited by prospective residents, which is a key driver to a successful project, especially with this type of housing option. Granting this variation request will allow a sign of a reasonable size to guide new residents and visitors to the site which is important for the project's viability.