



Village of Lincolnwood Plan Commission

Public Meeting
Thursday, November 7, 2024
7:00 P.M.

in the
Gerald C. Turry Village Board Room
Lincolnwood Village Hall - 6900 North Lincoln Avenue

Meeting Agenda

1. **Call to Order/Roll Call**
2. **Pledge of Allegiance**
3. **Approval of Minutes**
October 21, 2024, Meeting Minutes
4. **Case #PC-07-24: 3420 West Devon Avenue – Approval of Special Uses, Zoning Variations, and Parkway Parking for the Proposed Redevelopment of 3420 West Devon Avenue**
The public hearing regarding this matter was opened during the September 4, 2024, meeting of the Plan Commission. The hearing was continued to September 30, 2024, and then continued without discussion to November 7, 2024.

Request: Consideration of a request by the Hebrew Theological College, Petitioner and contract purchaser, on behalf of 3420 Devon Building LLC, property owner, to approve certain Special Uses, Zoning Variations, and parkway parking in order to accommodate the development of a college or university at the address commonly known as 3420 West Devon Avenue. Requested Special Uses include those pursuant to a) Section 4.01.1 to allow a college or university in the B-2 General Business zoning district (assuming the Plan Commission recommends approval of a Text Amendment as a result of case #PC-06-24) and b) Section 7.06(5) to allow parking in the corner side yard abutting the east lot line of the subject property. Requested Zoning Variations include relief from a) Section 3.13(13)e to allow a masonry fence in the corner side yard abutting the south and east lot lines of the subject property; b) Section 4.07(3) to waive the requirement for a setback of thirty feet when abutting the rear yard of a residential property, allow the required buffer yard to be used for parking, and waive the required landscape screening when windows exist more than 20 feet above grade; c) Section 4.07(5) to allow for outdoor operations to accommodate an open-air courtyard and second story terrace; d) Section 4.13 to allow a building with a height greater than 38 feet to accommodate a building with a height of **43 feet-3 inches (previously 47 feet)** to predominant parapet, **47 feet-3 inches (previously 51 feet)** to the secondary parapet; e) Section 6.03(c) to waive the requirement for a 5-foot wide sidewalk along the rear façade of the building to accommodate on-site parking; f) Section 6.04(3)b to allow a building that does not incorporate specified high-quality materials into at least 75% of each elevation; g) Section 6.14(1) to waive or reduce the width of landscape screening along the west, east and north sides of the parking lot; h) Section 6.14(2) to waive or reduce the width of required landscape islands at each end of parking aisles in the parking lot and rear parking area; i) Section 6.16(1) to waive the required transition yard setback and landscape screening requirements; j) Section 7.10 to reduce the amount of required off-street parking; and k) Section 7.10 to waive the requirement for a loading space. The Petitioner also

seeks approval to install parkway parking in the public right-of-way on the east side of Trumball Avenue adjacent to the subject property in accordance with Chapter 6 Public Parks, Ways, and Properties, Article 5 Parkway Landscaping and Maintenance, Section 17 of the Village Code, and one Parkway Parking Variation from Section 6-5-18-A to allow the removal of a portion of a sidewalk in the public right-of-way. The Plan Commission may consider any additional relief discovered during this case.

5. Next Meeting: December 4, 2024

6. Public Comment

7. Adjournment

Posted: November 1, 2024



***Draft MEETING MINUTES
OF THE
PLAN COMMISSION – Special Meeting
October 21, 2024 – 7:00 P.M.***

**LINCOLNWOOD VILLAGE HALL
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS 60712**

Present: Chairman Mark Yohanna and Commissioners Mark DeAngelis, Henry Novoselsky and Don Sampen, Sue Auerbach

Absent: Commissioners Steven Jakubowski and Adi Kohn

Staff Present: Community Development Director Scott Magnum, Mayor Jasel Patel, Community Development Coordinator Marcos Classen, and Village Attorney Caitlyn Culbertson

I. Call to Order

Call to order at 7:03 pm

II. Pledge of Allegiance

III. Approval of Minutes

A motion to approve the September 30, 2024, Plan Commission Minutes was made by Commissioner DeAngelis and seconded by Commissioner Novoselsky

Aye: Chairman Yohanna and Commissioners DeAngelis, Novoselsky, and Sampen

Nay:

Abstain:

Motion Approved: 4-0

IV. Case #PC-012-24: Zoning Text Amendment – Zoning Text Amendment Regarding References to Plan Commission and Zoning Board of Appeals

Community Development Director Scott Mangum went over the referral of this item from the Village Board. Mr. Mangum spoke about how the Plan Commission and Zoning Board of Appeals used to be one body in the past.

Mr. Mangum went over a brief history of both committees over the last 3 years. He stated that the new commission would be Plan Commission / Zoning Board of Appeals or PC/ZBA. For the joint commission, there are required amendments to the Zoning code as well as 3 other sections of the code that are under the purview of the Village Board.

The new joint commission (PC/ZBA) would meet on the first Wednesday of the month with a second meeting on the third Wednesday as needed. Meetings will start at 6:30 pm.

Chairman Yohanna spoke about when the committees used to be combined and how things have changed. Chairman Yohanna thinks there should be a look back provision for one year to make sure that the new body is not overworked.

Commissioner Auerbach stated that she believes that changes to how the Village handles legal non-conforming structures have led to less overall public hearings for variances.

Commissioner DeAngelis is opposed to the idea of merging the two committees. He believes that finding people committed to the workload will be difficult and joining them will add an unnecessary burden to the new committee members.

Commissioner Yohanna asked the mayor if any of the proposed changes would affect Economic Development Committee (EDC).

Mayor Patel spoke briefly about the EDC. He moved to speak more directly about why the Village Board referred this topic to the Plan Commission. Additionally, he discussed how the ZBA has a low caseload and how the presence of one body allows for more focus on the comprehensive plan by a separate committee while still making sure requests are being heard/worked through the system. He noted that having multiple entities interpret similar cases differently could be problematic and having one voice to see over similar cases could be a benefit to the community.

Commissioner DeAngelis discussed that there are a lot of upcoming items so now is not the time to be consolidating committees. He introduced his concerns about constitutional problems due to the fact of one entity making rules and enforcing them. He emphasized again that he believes the workload is too large for one committee.

Commissioner Sampen spoke about how courts are regularly both the entities that make rules along with enforcing them. He agreed with Commissioner DeAngelis that maybe two separate committees would be better for a larger caseload.

Mayor Patel stated ZBA and PC workload are very different than the planning work at onset. He discussed how the planning work should focus on the revision and review of the comprehensive plan. He noted the work that has already been done by the Plan Commission since the split and while there is still work to do, he feels that a lot of positive changes have been made to both the Village Code and to the way the Village processes building permit applications. Mayor Patel also

indicated that the intent is to create a new ad-hoc committee to help update the Comprehensive Plan with oversight of the Committee to be handled by the new PC/ZBA.

Commissioner Novoselsky asked for clarification from Mayor Patel about an ad-hoc committee to help with comprehensive plan that would be separate from the PC/ZBA.

Mayor Patel confirmed that that is the latest update, but any recommendations made by this “CPC” committee to the comprehensive plan would have to have a public hearing before the PC/ZBA and then the Village Board.

Commissioner DeAngelis was still opposed and thinks having the two separate committees is in the best interests of the Village.

Commissioner Auerbach discussed how the transition between joint PC/ZBA and separate committees isn't difficult so the decision can always be reversed.

A motion was made by Commissioner Novoselsky to approve the text amendment as submitted by staff in its report.

Motion seconded by Commissioner Sampen.

No Public Comment

Aye: Chairman Yohanna and Commissioners Novoselsky, Sampen, and Auerbach

Nay: Commissioner DeAngelis

Abstain:

Motion Approved: 4-1

This item will go to the board on November 19, 2024.

V. Discussion: Plan Commission 2022-2024 Biennial Report

Community Development Director Scott Mangum went over the Biennial report.

Commissioner Novoselsky noted that this report would be useful in the Village Board discussion on the consolidation discussion.

Commissioner DeAngelis stated that the Village is violating its own code, specifically Section 3-5-3 (B), and states that this should be an annual report from the Plan Commission.

Village Attorney Caitlyn Culbertson made a note of the potential need to look at this report and determine if it needs to be updated more frequently in the future.

A motion was made by Commissioner Sampen to approve the Biannual Report.

Motion seconded by Commissioner Novoselsky.

No Public Comment

Aye: Chairman Yohanna and Commissioners Novoselsky, Sampen, and Auerbach

Nay: Commissioner DeAngelis

Abstain:

Motion Approved: 4-1

Currently slated to go to board in December but staff will look to bundle this with the PC/ZBA consolidation discussion.

VI. Next Meeting

The next meeting of the Plan Commission is scheduled for Thursday, November 7, 2024.

VII. Public Comment

Chairman Yohanna announced the opportunity for additional comments from the public. Let the record show that no one came forward.

VIII. Adjournment

A Motion was made by Commissioner Auerbach to adjourn the meeting.

The motion was seconded by Commissioner Novoselsky.

Aye: Chairman Yohanna and Commissioners Auerbach, DeAngelis, Novoselsky, and Sampen

Nay:

Abstain:

Motion Approved: 5-0

The meeting ended at 7:46 pm.

Respectfully submitted,

Marcos Classen

Community Development Coordinator



Plan Commission Staff Report

Case # PC-07-24

November 7, 2024

Subject Property:

3420 West Devon Avenue

Zoning District:

B-2, General Business

Petitioner:

Hebrew Theological College, on behalf of 3420 Devon Building LLC, property owner

Nature of Request:

Approval of Special Uses, Zoning Variations, and Parkway Parking related to the development of a college



Notification: Notice was originally published in the Lincolnwood Review on July 18, 2024, Public Hearing Signs were installed at the subject property, and mailed legal notices dated July 15, 2024, were sent to properties within 250 Feet. A second mailed legal notice dated August 13, 2024, was sent to properties within 250 Feet, including several properties that were inadvertently not mailed the initial notice.

The matter was continued from the August 7, 2024 Plan Commission meeting to September 4, 2024 after it was discovered that several properties were not included in the initial mailing. The public hearing regarding this matter was opened during the September 4, 2024, meeting of the Plan Commission. The hearing was continued to September 30, 2024, and then continued without discussion to November 7, 2024.

Background

This staff report includes all information and analysis provided for the September 4 hearing with substantive *changes highlighted in bold italics*.

The Hebrew Theological College, Petitioner, on behalf of 3420 Devon Building, LLC, property owner, is seeking approval for the redevelopment of the property commonly known as 3420 West Devon Avenue. Re-development will include removal of an existing building and construction of a new building and parking lot. This petition requests approval of Special Uses, Zoning Variations, and parkway parking to accommodate the specific development proposal.

Full zoning entitlement for this development also requires approval of a zoning text amendment as colleges and universities are not currently listed as permitted or special uses in the B-2 District. *At the September 4, 2024 meeting, the Plan Commission considered a separate petition for said text amendments and recommended amending the definition of “colleges and universities” to include on-site lodging, to add a parking requirement for colleges and universities, and to add colleges and universities as a special use in the B-2 District. The Plan Commission recommendation for the text amendments will be submitted to the Village Board concurrent with the recommendation for the subject petition.*

Site Information

The subject property occupies the entire block frontage along the north side of Devon Avenue between Trumbull Avenue to the west and Kimball Avenue to the east. The site includes a total of 28,778 square feet, or .66 acres. It currently hosts a building that previously served as a restaurant but has been vacant for several years. The property is in the B-2 General Business zoning district. Adjacent properties to the east and west are also in the B-2 district, while properties to the northwest, north, and northeast are the in R-4 Residential zoning district.

Nearby properties south of Devon Avenue are in the City of Chicago. Immediately across Devon Avenue from the subject property is a branch of the U.S. Post Office. To the west of that is an auto parts store and fast-food restaurants. To the east of the Post Office is a big-box home improvement store.

The current owner of the subject property has submitted to the Village a Demolition Permit application. They hope to demolish the existing building in anticipation of redevelopment with the Petitioner's use but have indicated their plans to remove the existing building regardless of the outcome of the Village's public hearing process regarding that proposed redevelopment.



Proposed Development

The proposed development would host the Sarah Hartman Women’s College of Touro at the Hebrew Theological College (HTC). The college, which currently operates in Chicago’s West Rogers Park neighborhood, offers a faith-based education environment with accompanying majors in 11 practice areas as well as a partnership with North Park University’s School of Nursing, a pathway program to Loyola University’s Quinlan School of Business, and preferred acceptance into Touro University’s graduate programs.

Development Program

The proposed building has been reduced from 40,585 gross square feet to 38,171 gross square feet. The building includes the following program elements:

- Ten classrooms;
- Two science labs;
- One library;
- Social and study spaces for use by students and faculty;
- One commercial kitchen;
- One private courtyard;
- Screened second floor terrace; and
- ***Eight lodging “pods” accommodating up to 40 beds which is reduced from the original 42 beds.***

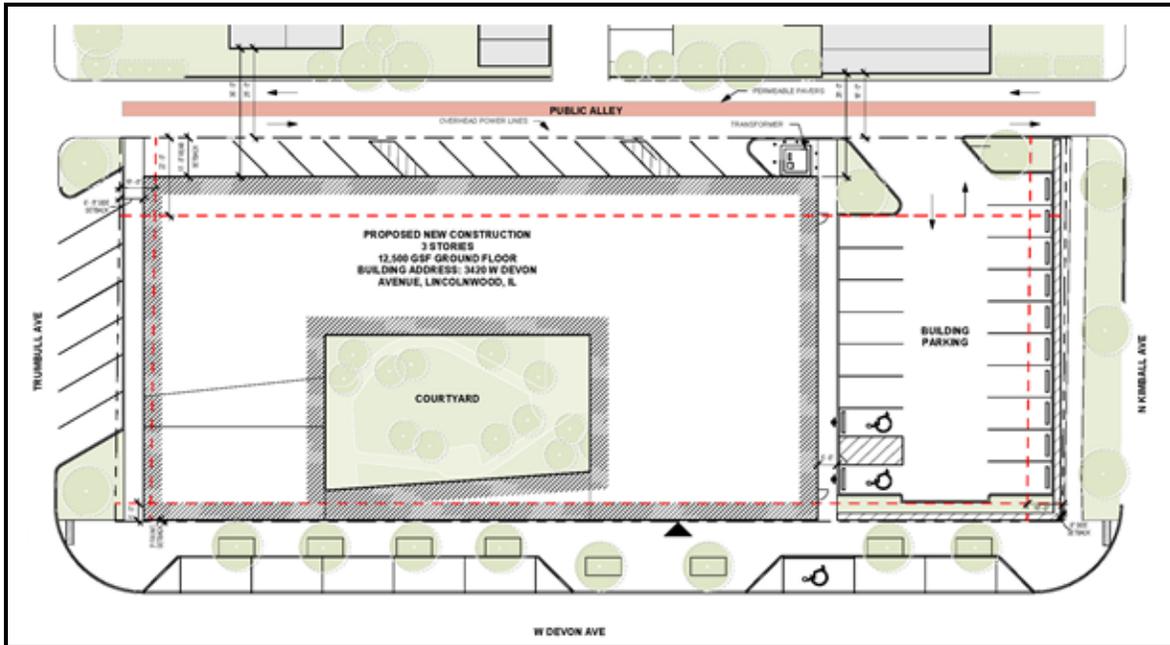
Generally, one large classroom, the library, science labs, lounge, and offices would be located on the ground floor. The second floor would include the remainder of the classrooms, one lab, a lounge, and access to a screened terrace overlooking the interior courtyard. The third floor would include the lodging spaces, a resident lounge and a fitness room. ***The lodging would accommodate 40 beds (reduced from 42)*** and is generally arranged in pods of six beds that share two bathrooms and kitchenette/dinette area. Two counselors would share one unit.

The exterior portion of the site would include two on-site parking areas. The parking lot along the east lot line would include 18 spaces enclosed in a decorative wall and fence.

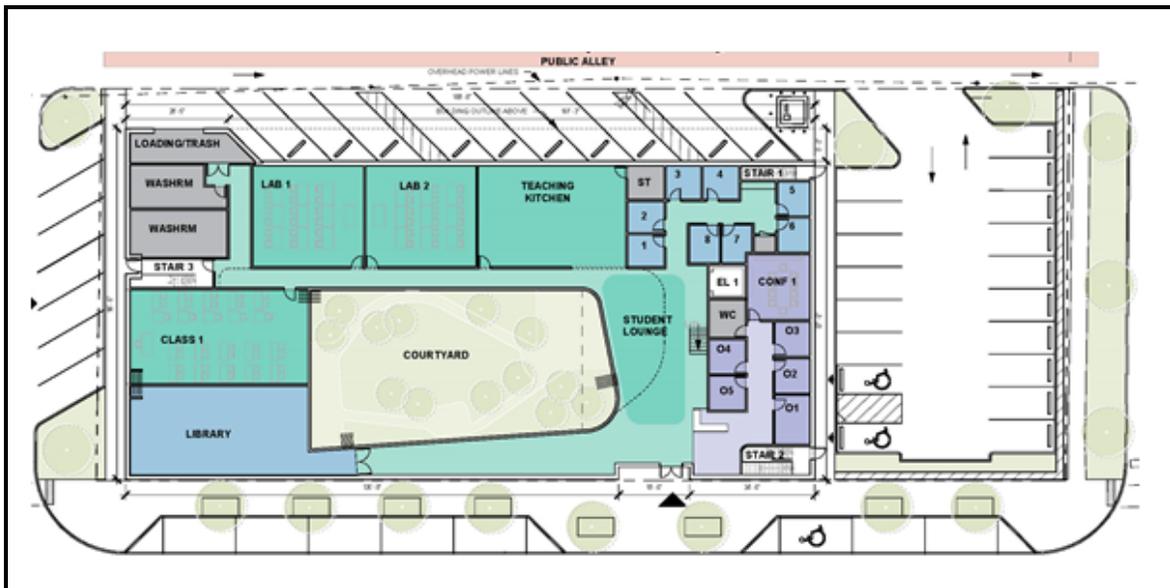
Ten additional spaces would be lined along the north side of the building and would be individually accessed directly from the public alley separating the development from residences to the north. The Petitioner is also seeking approval to install seven parkway parking spaces west of the development on the east side of Trumbull Avenue, though these spaces would not be reserved for use by only this development. (This parkway parking would represent a net increase of five spaces since two curbside spaces currently exist.) Lastly, the Petitioner's plans show eight on-street parking spaces on Devon Avenue, though these are intended to reflect the proposed streetscape plan currently being designed with the expectation that they will be installed through an improvement programmed by the Village in partnership with the City of Chicago.

Images on the subsequent pages show the proposed site plan and floor plans for the facility.

Proposed Site Plan (unchanged from previous site plan):

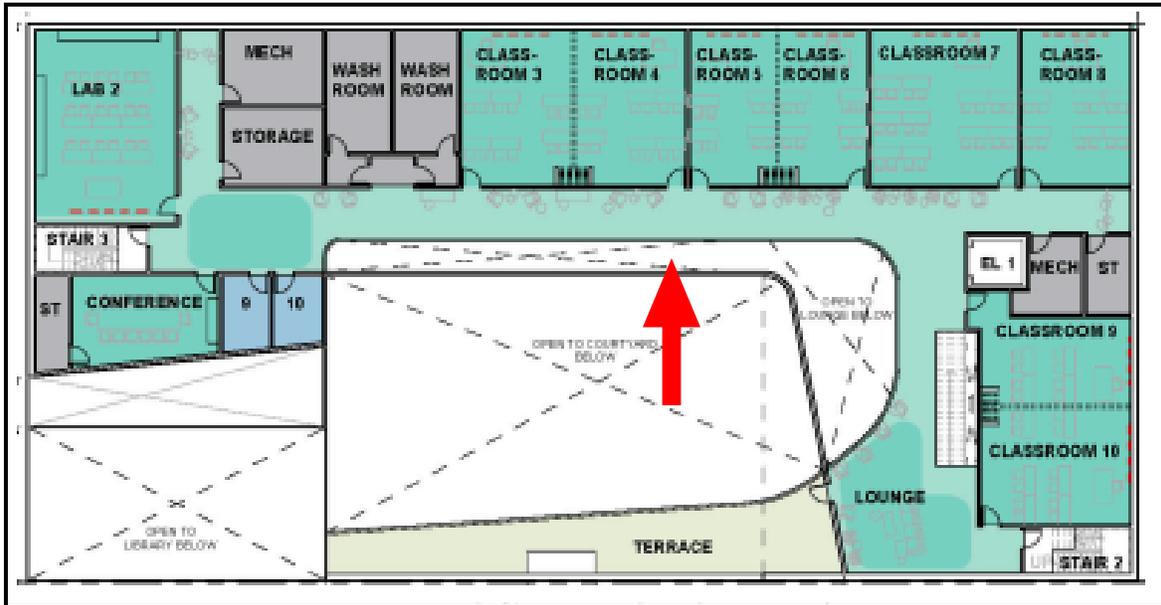


Proposed First Floor Plan (unchanged from the previous site plan):

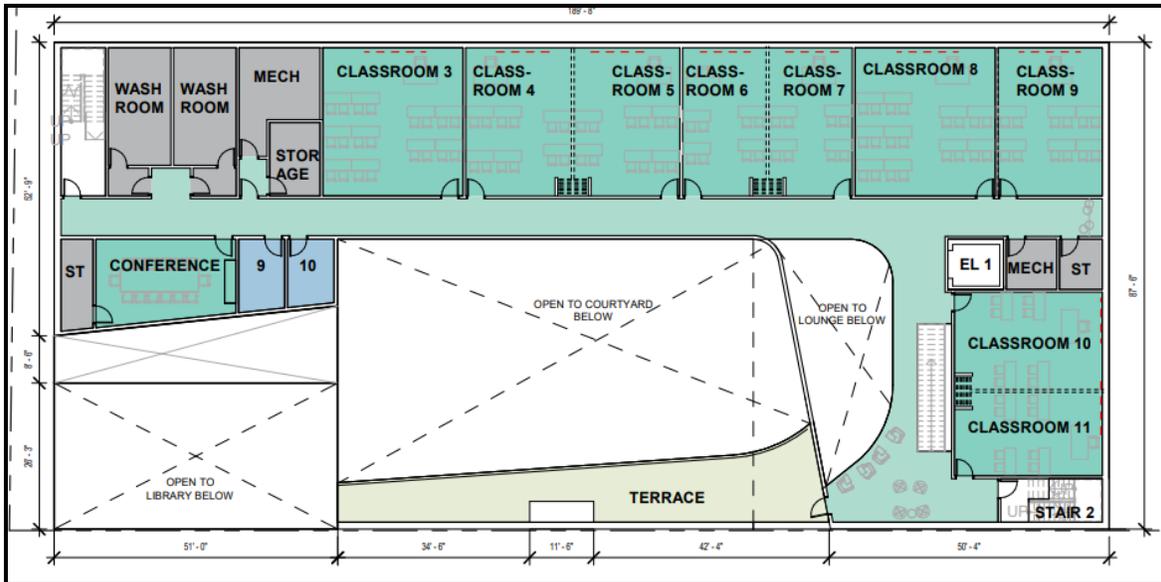


There are no significant changes to the site plan or the first-floor plan. Changes to the plans are generally limited to the second and third floor plans and the building height.

Previous Second Floor Plan:

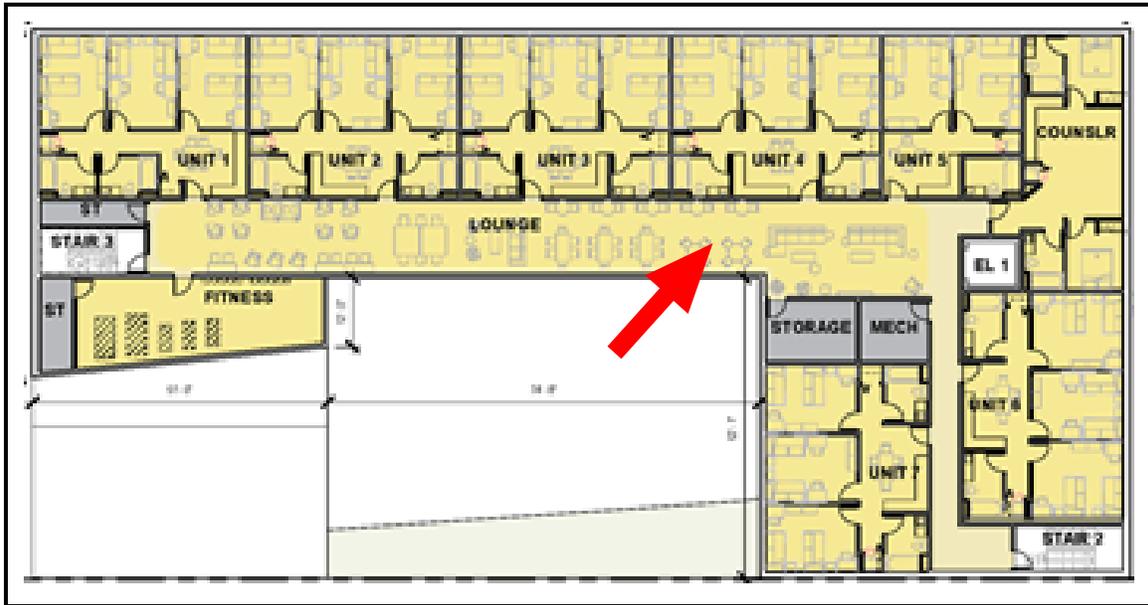


Proposed Second Floor Plan:

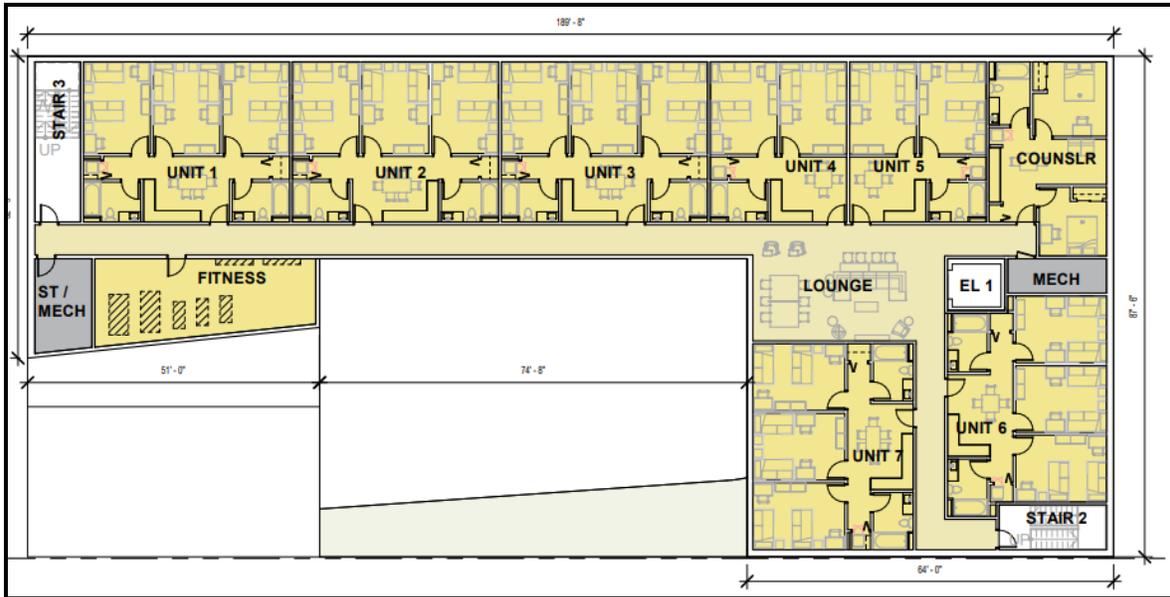


The depth of the second floor was reduced by 9 feet to increase the rear yard setback from 11 feet to 20 feet. The primary change in the second-floor plan was to reduce floor area open to first floor. The classroom capacity and configuration are relatively unchanged.

Prior Third Floor Plan:



Proposed Third Floor Plan:



The lounge area on the 3rd floor was reduced in size and the mechanical and storage areas reconfigured to achieve the reduction of 9 feet from the building depth (and the increase in the rear yard setback by 9 feet). The number of classrooms remains the same.

Physical Characteristics

Relevant physical characteristics of the proposed development are as follows:

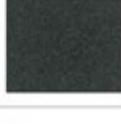
- The exterior envelope of the ground floor footprint occupies approximately 16,600 square feet, though some of that is occupied by an interior courtyard. The second

and third floors would occupy a smaller building envelope based on the roof of certain portions of the first floor being exposed.

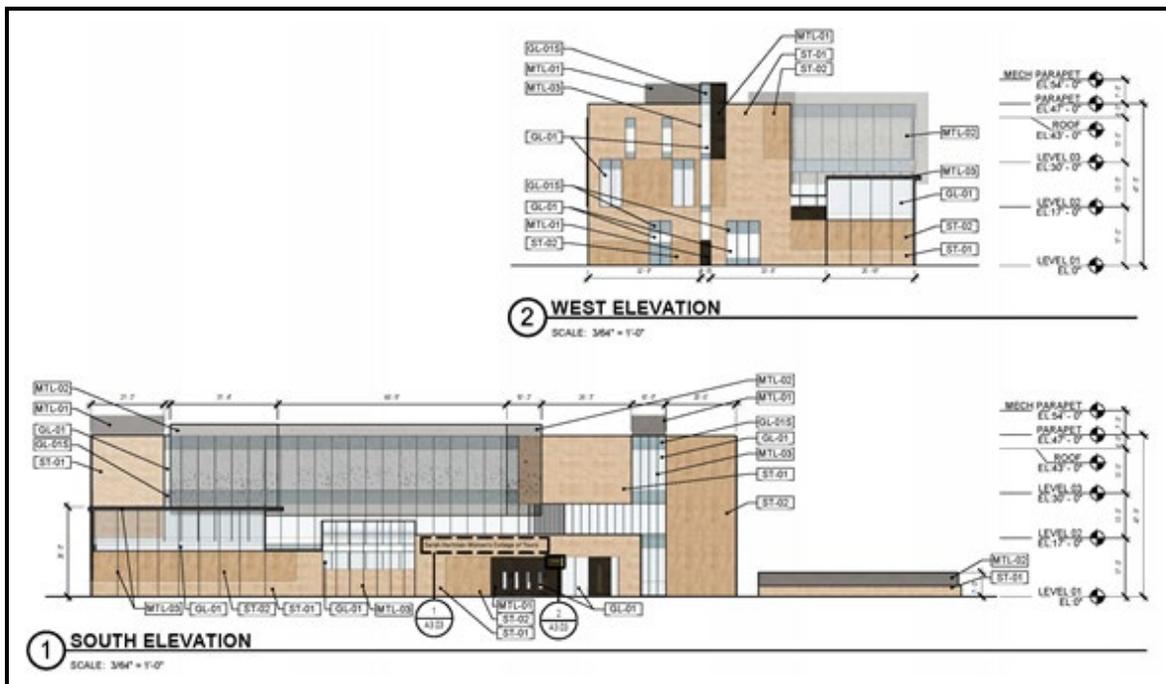
- ***The primary mass of the building would have a height of 43 feet-3 inches (reduced from 47 feet). The height of 43 feet-3 inches does not include the mechanical and elevator towers. Those elements were previously shown at 52 and 54 feet in height, respectively, and will also be reduced by 3 feet-9 inches.***
- The building would be located immediately adjacent to the front lot line along Devon Avenue. ***All*** of the structure would be set back 20 feet from the north lot line along the alley (***note increased setback of the second and third floors from 11 feet to 20 feet***), with only a small loading/trash area being approximately 11 feet from that lot line. The west façade would be set back 6 feet from the Trumbull Avenue lot line. A new sidewalk, accessible to the public, would be located between the building and the proposed parkway parking on the east side of Trumbull Avenue. The east façade would be setback in excess of 30 feet from the Kimball Avenue lot line. Between the building and Kimball Avenue is an 18-space parking lot.
- A decorative masonry wall and perforated metal panel would enclose the parking lot on the east end of the site.
- The predominant façade materials would be honed finished stone veneer, textured finish stone veneer, and glass. Masonry block, insulated metal panels, and perforated metal panels would serve as complementary façade materials.
- The mass of the building is most concentrated along the north lot line, except for where the parking lot is located at the east end of the site, its full ***height of 43 feet – 3 inches (previously 47 feet)*** is set back 20 feet from the alley. Along the west lot line, the building steps down as it approaches Devon Avenue.
- Along Devon Avenue, the building mass varies from an extended one-story space for the library near Trumbull Avenue, to a tall one-story front façade that serves as a screen for the terrace atop the entrance area, to a full three-story height adjacent to the parking lot at the east end of the site.
- Three existing curb cuts (one each on Devon Avenue, Trumbull Avenue, and Kimball Avenue) would be removed, and vehicular access to the site would be provided exclusively through the alley north of the property.

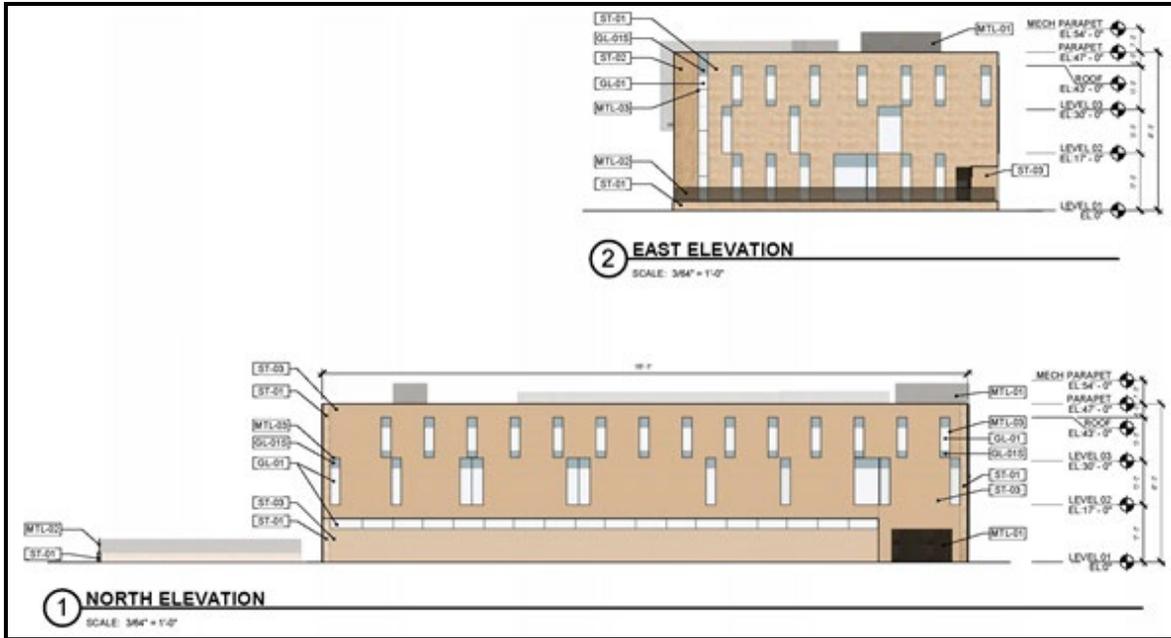
The images on the following pages show the materials palette for the proposed building and building elevations and renderings illustrating the design characteristics of the proposed building.

Building Materials:

MATERIAL IMAGE	MATERIAL CODE	MATERIAL DESCRIPTION	MATERIAL IMAGE	MATERIAL CODE	MATERIAL DESCRIPTION
	ST-01	HONED FINISHED STONE VENEER		MTL-01	INSULATED METAL PANEL
	ST-02	TEXTURED FINISH STONE VENEER		MTL-02	PERFORATED METAL PANEL
	ST-03	BURNISHED MASONRY BLOCK		MTL-03	ALUMINUM MULLION
				GL-01	INSULATING LOW-E VISION GLASS
				GL-01S	INSULATING LOW-E VISION GLASS SPANDREL

Building Elevations:





The materials, elevations and renderings shown below are from the prior submittal. They do not reflect the change in building height or 2nd and 3rd floor configurations. They do accurately reflect design and materials.

Building Renderings:



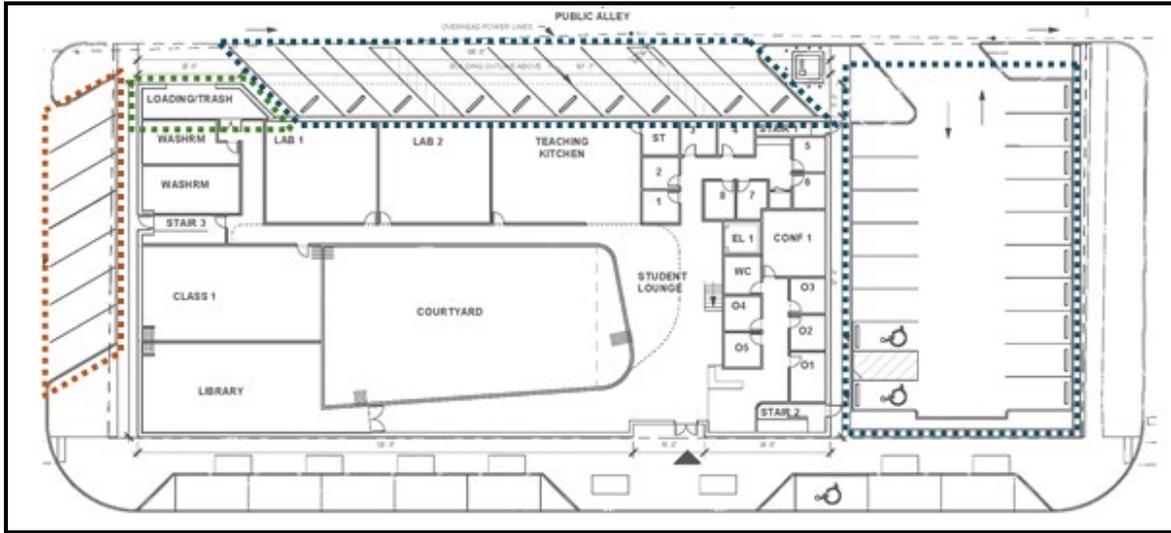


Operational Characteristics

Relevant operational characteristics of the proposed development are as follows based on a Statement of Operations and supporting information submitted by the Petitioner:

- Despite having a capacity to lodge up to **40** (*previously 42*) occupants, the Petitioner expects the number of on-site lodgers to be 25-30 people during most school years.
- The majority of the 117 students attending the college are graduates of local faith-based high schools who commute to the college from West Rogers Park, Peterson Park, Skokie and Lincolnwood.
- Classes are held Sunday through Thursday, typically from afternoon through early evening. The college offers fall, spring, and summer semesters.
- The college employs about 30 administration, staff and faculty (mostly adjunct) who are on-site on various days and at various times of the day.
- Access to parking areas would be provided from Trumbull Avenue for any available parkway parking spaces, or the alley north of the building for spaces lining the alley or in the on-site parking lot.
- A loading/trash area would be located at the northwest corner of the building and accessed from the alley north of the building. The Petitioner plans to house a 10-

yard dumpster that would be serviced two to three times per week. Service vehicles would idle in the alley while servicing the proposed loading/trash area.

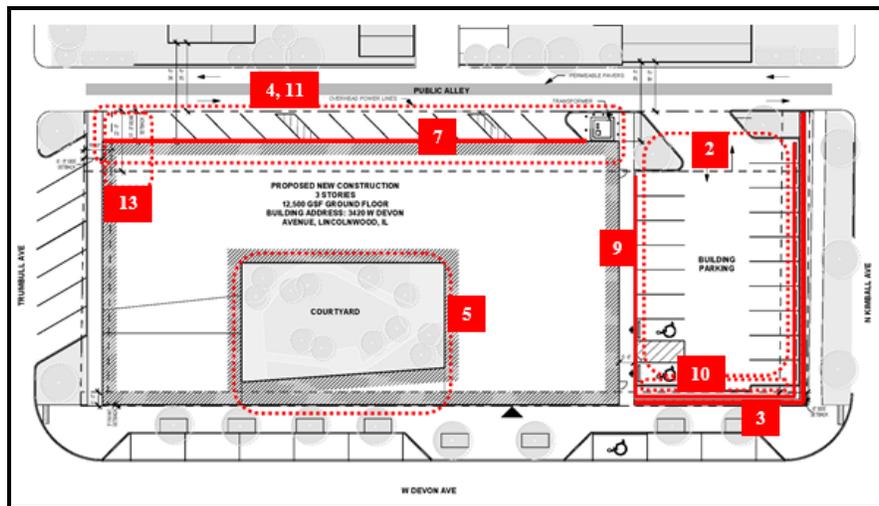


First Floor Plan highlighting on-site parking areas (blue dashed line), parkway parking area (orange dashed line) and loading/trash area (green dashed line)

Requested Approvals

This section of the report provides information regarding the various approvals that are necessary to accommodate the proposed development. The approvals are categorized into three primary types: Special Uses, Zoning Variations, and Parkway Parking. It is worth noting that parkway parking requests are typically heard by the Traffic Commission and not the Plan Commission. However, in order to minimize the procedural burden and allow the parkway parking to be considered within the context of the overall development proposal, the Village Board (at staff’s request) designated the Plan Commission as the appropriate recommending body for this Petitioner’s parkway parking request.

The following graphic indicates the locations of various zoning approvals. The numbers on that plan correspond to the numbering of the approvals listed below



Requested Special Use Approvals

The proposed development requires Special Use approvals pursuant to the following:

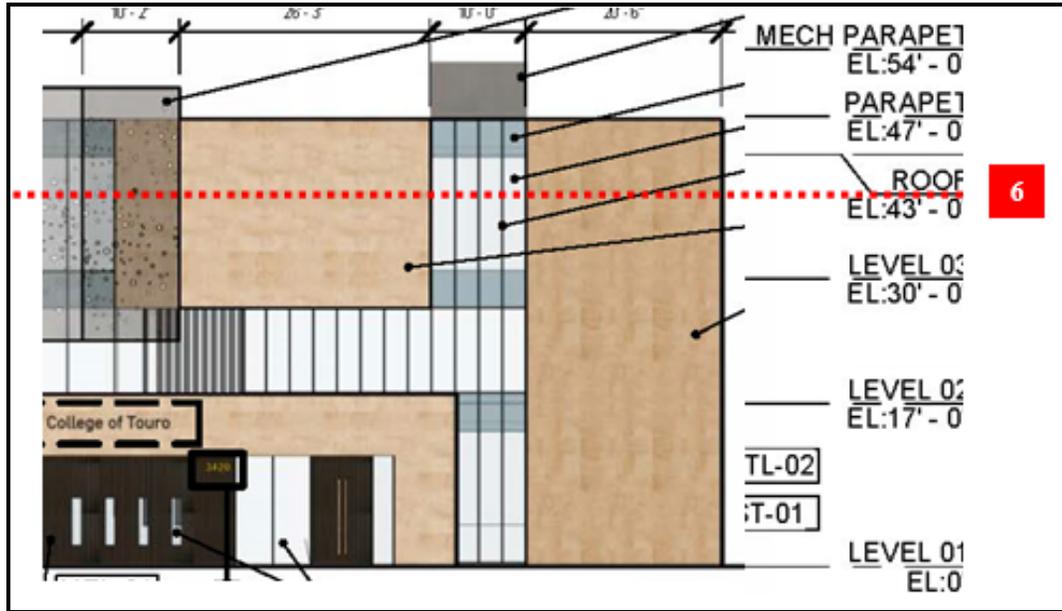
1. Table 4.01.1, if amended to allow colleges or universities in the B-2 district with Special Use approval, would require such an approval for this proposed development.
2. Section 7.06(5) states that “*open-air, off-street parking spaces may be located...in a front yard or a side yard abutting a street, but only within the B-1, B-2, B-3, O-1, M-B, and P Districts, and only upon the issuance of a special use permit....*” The proposed development includes on-site parking spaces in the parking lot at the east end of the property and along the north lot line. The interpretation of yards is ambiguous for this property but based on the orientation of the lot along Devon Avenue and adjacency to two side streets, staff feels it is appropriate to consider the Kimball Avenue frontage a corner side yard. Based on that interpretation, a Special Use pursuant to this provision is required.

Requested Variation Approvals

The proposed development requires the following Zoning Variations:

3. Section 3.13(13)e allows for semiprivate fences with a height up to four feet in the corner side yard, but only to a line that is perpendicular to the façade of the building. Based on staff’s previously noted interpretation of yards, the masonry wall enclosing the parking lot encroaches into the corner side yard of the property, is less than 33% transparent, and is taller than four feet in height. Therefore, a Variation is required to allow a masonry fence that encroaches into the corner side yard, meets the zoning definition of a “solid fence”, and has a height of seven feet.
4. Section 4.07(3) establishes requirements for transition yards along commercial property lines that abut a residential use or zoning district. For this development, these requirements include a 30-foot setback from the north lot line, an eight-foot-wide landscape buffer along the north lot line, a prohibition of parking or vehicular circulation within the required buffer, and a double row of screening due to the north façade having windows more than 20 feet above grade. The proposed development plan shows ***a building setback of 20 feet except for the trash dumpster area which is 11 feet from the north lot line***, includes diagonal parking within the required buffer yard and does not provide any of the required screening. Therefore, a Variation from Section 4.07(3) is necessary to waive the requirements of that section.
5. Section 4.07(5) prohibits outdoor operations for uses in the B-2 district, with some exceptions not applicable to this project. The development plan includes two outdoor spaces – the interior courtyard and second-story terrace – that include outdoor amenities related to this use. Therefore, a Variation from this provision is required.
6. Section 4.13 establishes bulk requirements for projects in the B-2 zoning district. More specifically, it establishes a maximum permitted building height of 38 feet or three stories. The predominant parapet of the proposed structure has a height of ***height of 43 feet-3 inches (reduced from 47 feet)***. However, portions of the

decorative metal façade material extend to a *height of 47 feet-3 inches, (reduced from 51 feet)*. (Some mechanical equipment extends to a height of *51 feet-3 inches (reduced from 54 feet)*, but those appurtenances are explicitly not included in the zoning definition of “building height”.) Based on the proposed building height of *height of 47 feet-3 inches, (reduced from 51 feet)*, a Variation from this provision is required.



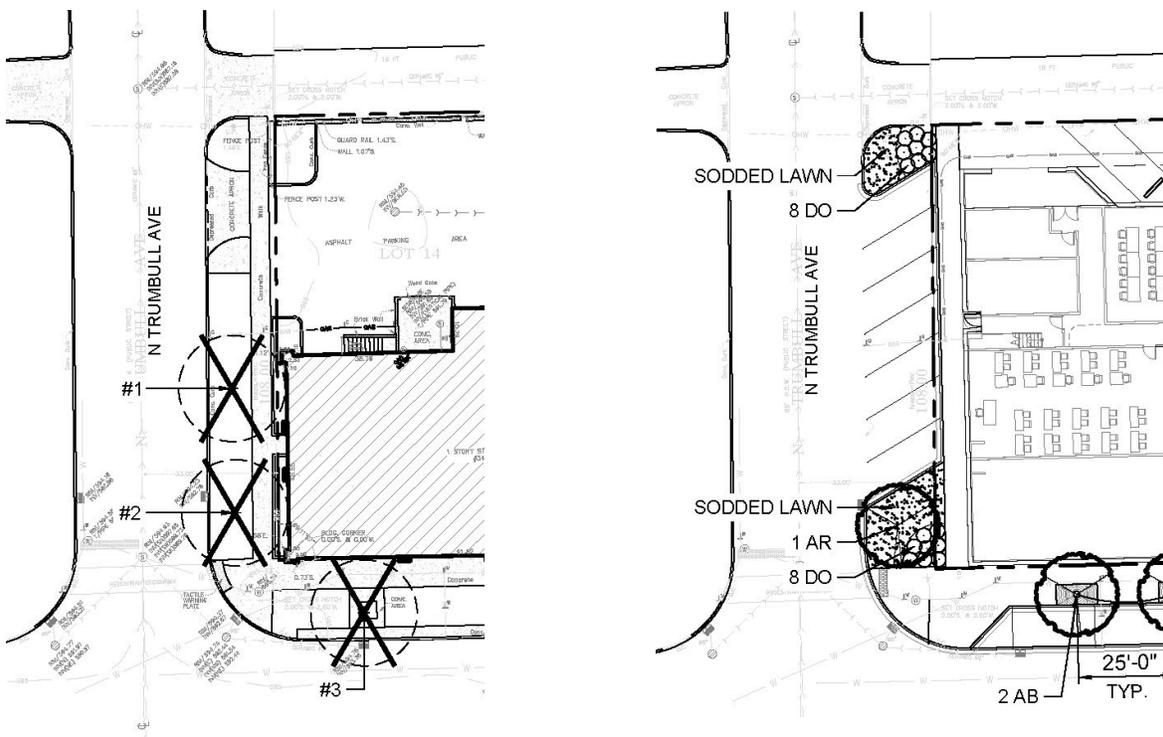
7. Section 6.03(1)c requires the installation of a five-foot wide sidewalk along certain building facades, including the north façade because of the presence of parking spaces. However, the proposed spaces along the north façade of the building result in no space for a sidewalk. As a result, pedestrians would have to walk through the alley to go from the parking spaces to the nearest public building entrance. Therefore, a Variation from this provision is necessary to waive the requirement for a sidewalk along the north façade of the building.
8. Section 6.04(3)b states that at least 75% of each elevation must be covered by certain “high-quality” materials as established in that section. Also, Section 6.04(4) states that concrete block, among certain other materials, are permitted as a minor or accent material, but cannot be used as a predominant material. The north elevation of the structure includes concrete blocks that comprise 78% of that elevation. Therefore, Variations from both Section 6.04(3)b and 6.04(4) are necessary.
9. Section 6.14(1) requires an eight-foot-wide landscape area around parking lots and certain landscape elements within that landscape area. The proposed parking lot at the east end of the site does not provide landscaping along the east or west sides of the parking lot. Along the south side of the parking lot, a narrow strip of landscaping is provided, but it is located on the interior of the proposed masonry wall enclosing the parking area. Therefore, a Variation from this section is necessary to waive the requirement for the landscape area.

10. Section 6.14(2) requires landscape islands at each end of a row of parking spaces, and that each island be equal in area to a legal parking space and include certain landscape elements. The islands at the north end of the parking lot provide the required area and landscape elements. However, the islands at the south end of the parking lot do not comply with the required minimum area, and there are no landscape islands proposed at either end of the parking spaces along the north side of the building. A Variation from this section is required to reduce the area of the islands at the south end of the parking lot and waive the requirement for islands at either end of the parking spaces along the north end of the building.
11. Section 6.16(1) establishes a required landscape buffer and screening requirements for commercial properties when abutting a residential property. Due to the proposed building setback and parking spaces along the north lot line, no landscape buffer or screening is proposed. Therefore, a Variation is necessary to waive compliance with this requirement.
12. Section 7.10 establishes ratios for the purposes of calculating minimum off-street parking requirements. The calculation for required parking for a college or university is based on one space for every five students, plus two spaces for every three employees at maximum capacity. Based on the floor plans submitted by the Petitioner, staff estimates the maximum capacity to be 183 students and 13 faculty at peak capacity. (This assumes that the full use of the classrooms implies that the lodging units will be empty, so those lodging units are not included in the calculation.) That assumed maximum capacity results in a total required parking capacity of 45 spaces. The proposed site plan includes a total of 28 parking spaces. Therefore, a Variation is necessary to reduce the amount of required parking by 17 spaces. (Please note that there is more context regarding projected parking in the “Considerations” section of this report. That section discusses expected operational parking demand, as well as the presence of adjacent on-site spaces that do not qualify for the purposes of meeting the off-street parking requirement.) ***Note that the revised plans accomplish a greater setback from the northern lot line by removing areas that would not count toward the calculation of required parking. Areas that are used to determine required parking are for the most part the same as the previous plans. Therefore, there is no change in the amount of required parking or the magnitude of relief being requested related to the amount of required parking.***
13. Section 7.08(2) establishes minimum standards for the dimensions of loading spaces. The proposed 35,000-square foot building requires one loading space, as per Section 7.10 (Table 7.10.02) with a minimum width of ten feet and a minimum depth of 55 feet. The proposed loading/trash area in the northwest corner of the building is substantially smaller than these dimensions and would be obstructed by dumpsters and possibly other elements. Because the Petitioner’s proposal shows service vehicles not pulling into this space, a Variation from Section 7.10 is necessary to waive the requirement of one off-street loading space.

Parkway Parking Approval

In addition to the redevelopment of the subject property, the Petitioner is proposing several improvements within the public right-of-way. Most of those improvements fall under the normal purview of a redevelopment project. However, the proposed parkway parking on the east side of Trumbull Avenue requires special approval. Provisions related to the design and approval of parkway parking are found in Sections 6-5-17 through 6-5-23 of the Village Code. This section of the report will provide the most relevant considerations for discussion by the Plan Commission.

The proposed parkway parking plan would eliminate two existing curbside parking spaces, resulting in a net gain of five spaces. Two mature trees would be removed, and one new tree would be planted at the south end of the row of proposed parking spaces.



Existing (left) and proposed (right) parkway parking configurations and tree plantings

Parkway Parking Standards

Section 6-5-18 of the Village Code establishes the following design standards for parkway parking:

- A. The location, design and layout of parkway parking areas and spaces shall not encroach upon, obstruct or interfere with pedestrian sidewalks or access, street traffic flow, off-street loading operations, drainage, fire hydrants, streetlighting, trees or any utilities that may exist in the public way.
- B. Parkway parking areas shall include areas for installation of parkway trees to be installed at the sole cost and expense of the permittee that shall be located no less

than every 50 feet apart. Such areas for trees shall be sufficient in size for long-term tree survival as determined by the Village Arborist.

- C. A continuous nonmountable six-inch concrete curb shall separate parkway tree areas from parkway parking spaces.
- D. A continuous nonmountable six-inch curb shall be installed between any adjoining sidewalk and any parking space. The use of concrete wheel stops for this purpose is prohibited.
- E. No parkway parking space shall be located in any sight triangle of any street or driveway intersection or within 10 feet of any street or driveway apron, whichever is greater. Such sight triangle areas shall be installed and maintained with vegetative ground cover, grass, or sod.
- F. Parking stall size shall be no less than nine feet by 18 feet, or as may be approved by the Village Engineer.

Parkway Parking Variation

The proposed parkway parking design requires one Variation from the provisions listed above. Parkway parking Variations may be granted pursuant to Section 6-5-22 of the Village Code.

The proposed design would eliminate an existing public sidewalk on Trumball Avenue, which would be a violation of subsection A. However, the Petitioner is proposing to build a new sidewalk on their property and is prepared to enter into an agreement ensuring that sidewalk would be made available to the public. Staff recommends approval of a Variation from subsection A with the condition that prior to the issuance of a Building Permit the Petitioner enters into an agreement with the Village that the portion of the sidewalk on the subject property, located between the proposed parkway parking and building, remain available for public use.

Section 6-5-18-22 establishes the following that are to be taken into consideration when determining the appropriateness of a requested parkway parking variation:

1. Whether failure to grant a permit will render the adjoining property obsolete and unusable due to the required removal of current parking from the Village parkway or the adjoining property.
2. Due to unique circumstances, including, but not limited to, the small size of the tract of land comprising the adjoining property, topographical, or other conditions peculiar to the site, street traffic, or surrounding conditions, it is not feasible or impractical to conform to the design standards of a designated parkway parking area.
3. The extent to which strict compliance with this Article 5 will shift parking onto nearby residential streets.
4. The requested variation does not violate the intent and purpose of the Parkway Landscaping Ordinance.

5. The granting of the variation will not be detrimental to the public health, safety and welfare or injurious to other property in the area in which the adjoining property in question is located.

Parkway Parking Considerations

Section 6-5-19 of the Village Code establishes the following considerations for approval of parkway parking:

- A. Existing area parking demand and off-street parking availability.
- B. On-street parking demand and availability.
- C. Existing or prior use of the parkway for parking.
- D. Compliance of the applicant with the Village's Landscape Ordinance.
- E. Compliance of the parking proposal with the parking design standards of Section 6-5-18 of this Code.
- F. The effect of compliance by the applicant with Section 6-5-13 of this Code and the elimination of continuous curb cuts and continuous driveway aprons on the parkway.
- G. The comments of citizens and property owners, particularly those in close proximity to the proposed parking area.
- H. The effect of the proposal on street traffic flow, pedestrian access, and public safety; drainage and utilities; and fire, police, and emergency response.

A formal parking study for on-street parking usage was not conducted as part of the Petitioner's application. However, throughout discussions with staff the petitioner has expressed an interest in installing the parkway spaces as a way of alleviating concerns about the parking demand that would be created by the proposed development.

In terms of staff review of the proposed parkway parking configuration, staff is not aware of any non-compliance with the considerations noted above. Additionally, the proposed parkway parking was included in plans reviewed in 2023 by the Village's staff-led Development Review Team (DRT). At that time, no concerns were voiced regarding emergency response and the presence of the parkway parking.

Recommended Parkway Parking Conditions

Based on staff's review of the proposed parkway parking configuration, the following conditions are recommended if the Plan Commission is inclined to recommend approval of the Petitioner's request:

- That prior to the issuance of a Building Permit the Petitioner enters into an agreement with the Village that the portion of the sidewalk on the subject property, located between the proposed parkway parking and building, remain available for public use (in conjunction with the approval of a parkway parking variation from Section 6-5-18-A as noted earlier in this section of the report); and
- That prior to the issuance of a Certificate of Occupancy the Petitioner install wheel stops for each parkway parking space in order to prevent vehicle overhang onto the

proposed sidewalk located between the parking spaces and west façade of the proposed building.

Considerations

The Plan Commission may consider the following when discussing the various requested approvals.

Traffic Impacts

As part of its application, the Petitioner submitted a Traffic Impact Study. The conclusion of that study is that the proposed development is not expected to substantially impact the capacity or traffic operation at intersections adjacent to the subject property. The study does not recommend any off-site improvements that are necessary to mitigate impacts from the proposed use.

In terms of site-specific traffic impacts, staff has a concern about vehicles related to the proposed use utilizing local streets to navigate to areas north and northwest of the subject property. It may be appropriate to consider signage at either end of the alley directing non-resident motorists to turn south toward Devon Avenue. This could be supplemented by signage indicating that motorists exiting the parkway parking spaces must turn into the alley, which would in turn direct them south to Devon Avenue when approaching Kimball Avenue.

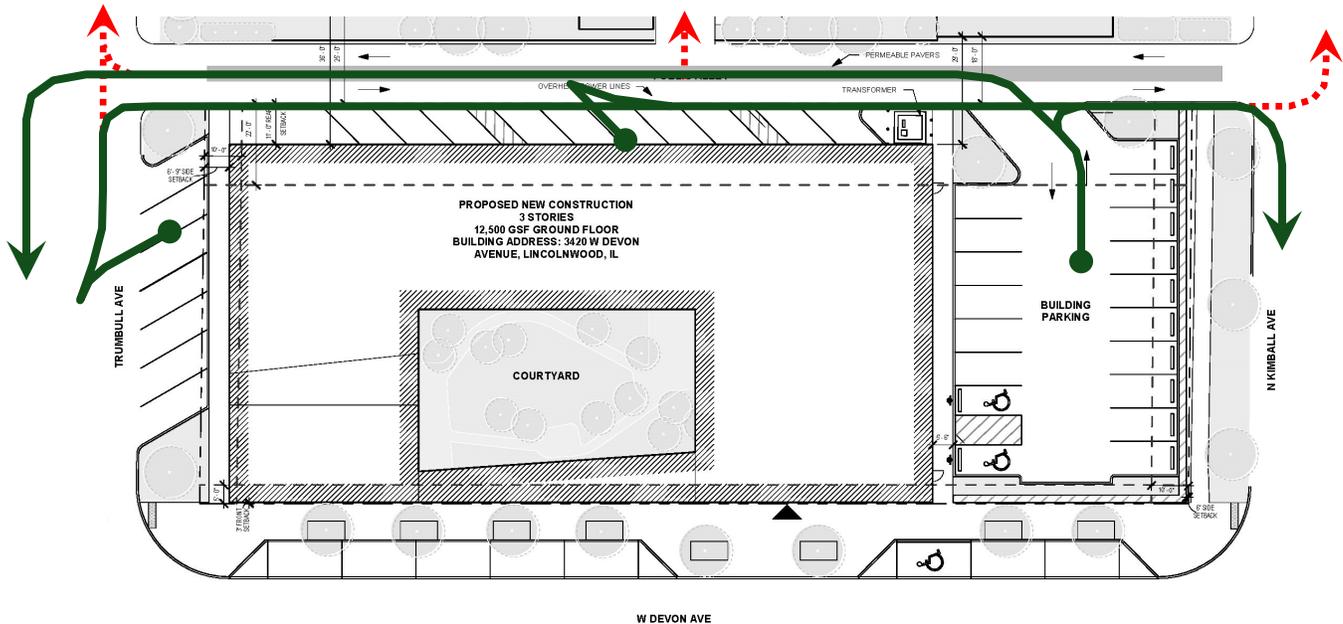


Diagram illustrating the preferred vehicular site egress (green solid line) and egress that may have impacts on adjacent residential uses (red dashed line)

Parking Capacity

As noted earlier in this report, the Petitioner is seeking a Variation to reduce the required amount of off-street parking from 45 spaces to 28 spaces. As part of its application, the Petitioner submitted a Parking Evaluation Memorandum. That memorandum argues the following:

- Parking ratios recommended by the Institute of Transportation Engineers (ITE) for university/college campuses or junior/community colleges are difficult to apply to this project because of the relatively small student enrollment at the proposed development.
- Analyzing the parking behavior at the Petitioner's existing campus may provide a more direct analogy for what might be expected at the proposed development.
- Based on the Petitioner's existing facility and assumptions applied to the proposed development, it is estimated that 27 spaces will be needed to accommodate the average peak demand during the regular operation of the proposed use.
- The proposed development includes 28 spaces under the full control of the Petitioner, plus seven parkway spaces that may be available for users of the facility.

The Village Engineer performed a peer review of that memorandum and concurred that ITE metrics are difficult to apply to this proposed project due to its relative size. However, the Village Engineer notes that the memorandum represents an average peak parking demand but does not specify what parking demand would be needed for maximum peak parking events. The Village Engineer also notes that the seven parkway parking spaces will not be reserved for the exclusive use of the proposed use, and that it is unclear how snow management will impact on-site parking capacity during winter months.

Based on the concurrence that industry standards and assumptions are not directly applicable to the proposed, staff recommends the following as potential conditions to an approval of this development:

- That at any point within 12 months of the initiation of the active operation of the proposed use, the Village may request with 30 days' notice that the Petitioner contract with a third-party consultant and deliver to the Village the results of a survey of on-street parking on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village, with the intent of gathering data to determine whether the standards related to resident-only parking restrictions are being met;
- That the Petitioner cannot object to any resident-only parking restrictions that may be applied for (by either adjacent residents or the Village) on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village; and
- That the Petitioner provide a minimum of 15 days' advance notice of any special events at the subject property that exceed the capacity of the normal day-to-day operation of the use for educational instruction, and present to the Director of Community Development a parking plan for the event that may include valet parking in accordance with Chapter 9, Article 18 of the Village Code, agreements with nearby properties for remote parking, or other strategies as deemed appropriate by the Village.

Adjacency to Residential Properties

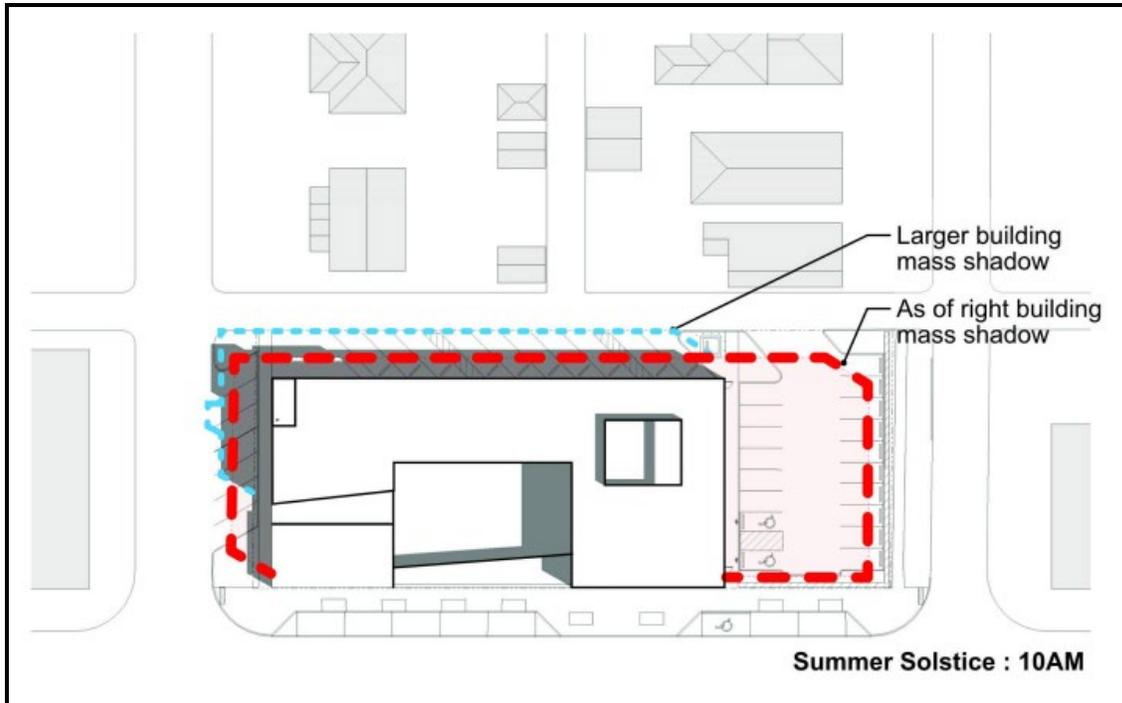
The Petitioner is seeking a Variation to reduce the required rear setback of the structure from 30 feet to *20 feet (except for the dumpster enclosure area which is at 11 feet)*. This

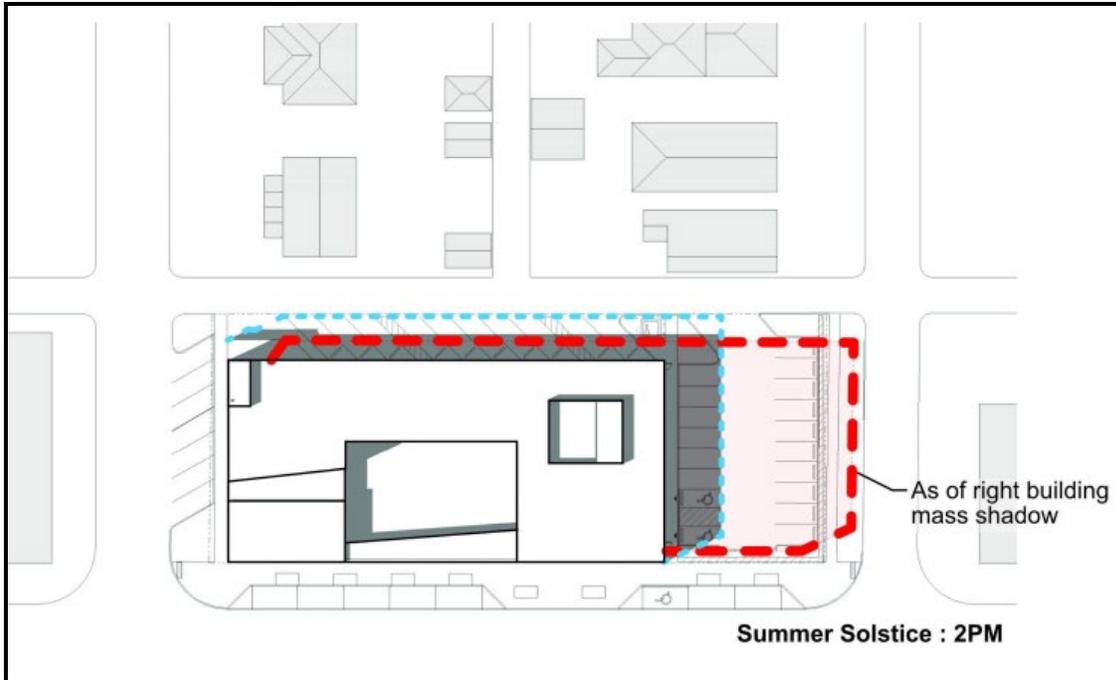
reduced setback, in addition to the requested Variation to allow a maximum building height of **43 feet-3 inches (previously 47 feet)** along the rear elevation parapet, introduces the possibility of greater impacts to residential properties north of the proposed development. The distance between the residential buildings and the proposed **43 feet-3 inches (previously 47 feet)** elevation includes the **20-foot (previously 11-foot) setback**, the 16-foot alley right-of-way, and an existing residential setback of approximately two feet. In total, the proposed rear wall would be **approximately 38 feet (previously 29 feet)** from the existing residences.



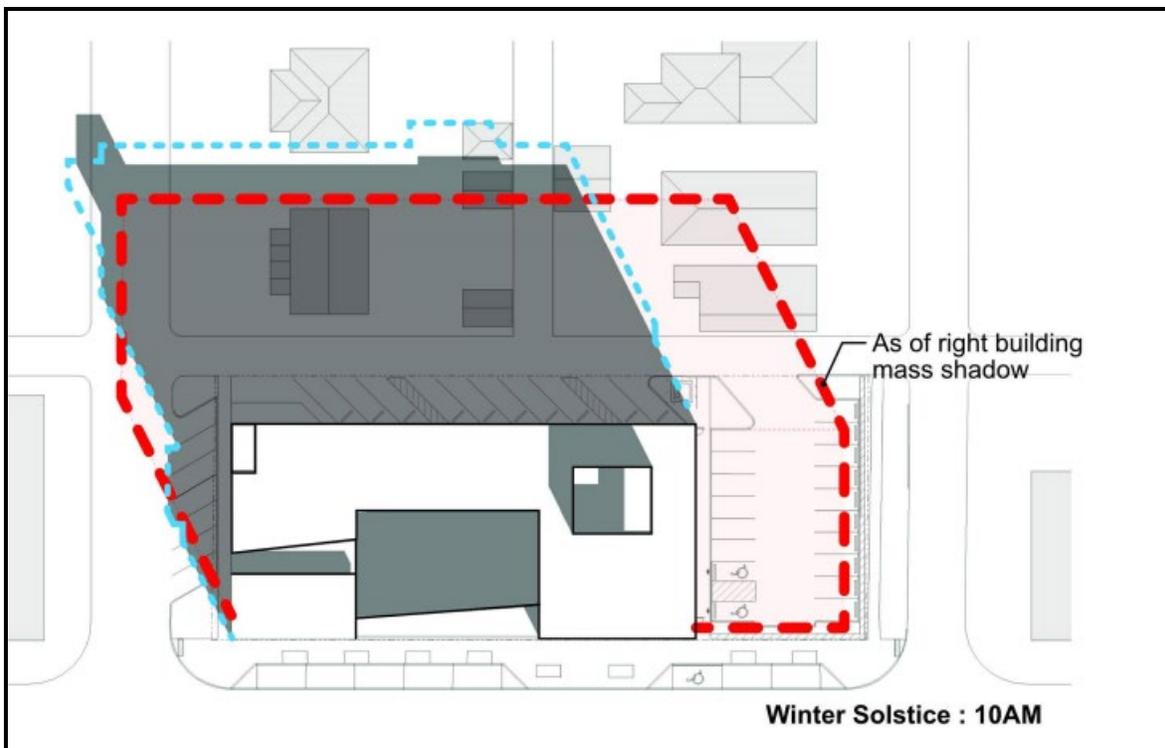
Shadow Impacts

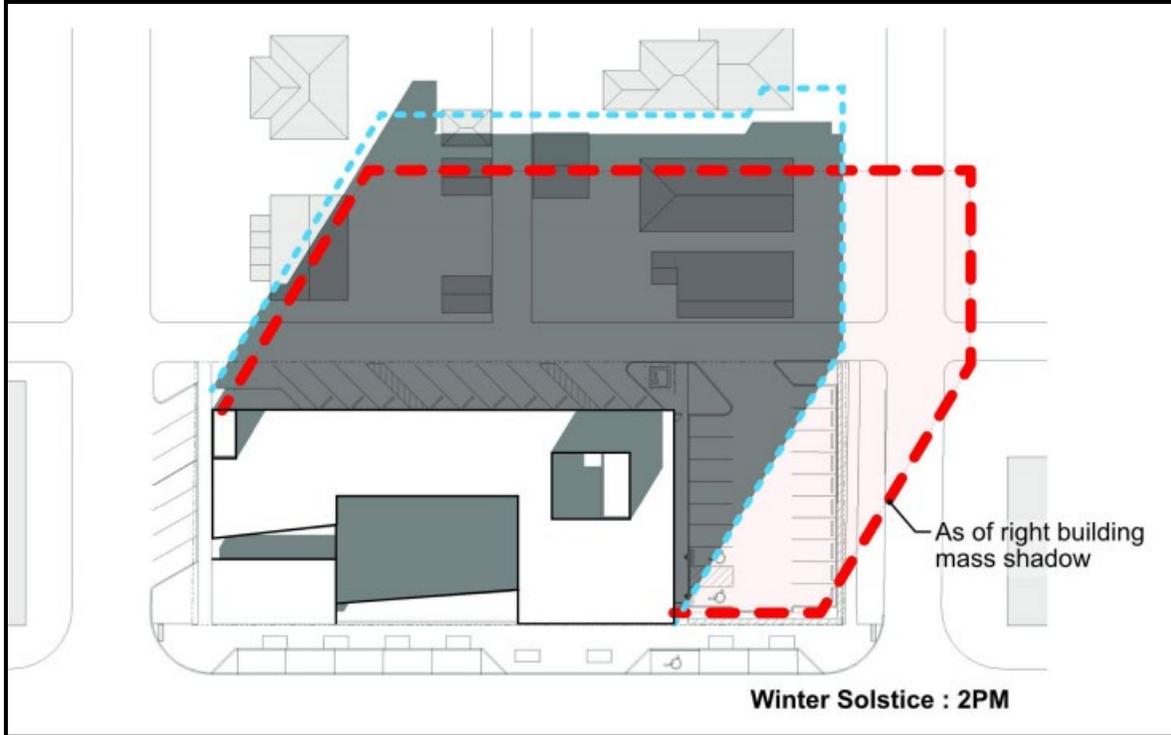
In addition to the physical presence of the proposed building as described above, it will have tangible impacts regarding access to sunlight. ***The petitioner has updated the shadow study based on the lower building height.*** The study illustrates the difference between shadows created by a development that could be built by right in compliance with relevant bulk regulations and the proposed building. ***Illustrations from the revised study are provided below with the dashed blue line representing the shadow that would have been cast by the previously proposed building.***





Around the time of the summer solstice, when the sun is at its highest peak angle, shadows will remain within the property with no new shadows cast by the building onto residential properties.





During the winter solstice, when the sun is at its lowest peak angle, shadows resulting from as of right development and from the proposed development will extend two residential lots north of the subject property. The illustration shows the increase in the shadows resulting from the taller building.

Presumably, the lengths of shadows would vary between these extremes throughout the year. The residential lots immediately north of the alley would experience the greatest duration of impact throughout the year, while those further north would experience a shorter duration of impact.

Façade Design

Throughout preliminary review of the proposed development plan, staff has noted that proposed elevations along Devon Avenue, Trumbull Avenue and Kimball Avenue comply with the requirement of the Zoning ordinance related to façade design but lack transparency or pedestrian-scale design elements that could enhance the streetscape and public environment. The petitioner has been encouraged to consider revisions. Staff acknowledges the Petitioner’s concerns regarding safety and security of the facility and the impact that façade design may have on those objectives. Staff recommends that the Plan Commission discuss whether it is appropriate to seek revisions to accomplish a typical goal of the type of project that in many other ways characterizes a pedestrian-oriented development plan.



Excerpts from building elevations showing the proposed design characteristics of the ground floor for Devon Avenue (top), Trumbull Avenue (bottom left) and Kimball Avenue (bottom right).

Reliance on Alley Access

The proposed development plan relies on access from the north alley in the following ways:

- Direct access into and out of the ten parking spaces lining the north wall of the proposed building;
- Drive aisle access into and out of the proposed 18-vehicle parking lot at the east end of the development site; and
- Access to and standing adjacent to the proposed loading/trash space at the northwest corner of the proposed building.

Based on the project’s reliance on the use of this alley, as well as the impacts it could experience during construction of the proposed project, staff recommends as a condition of approval that the Petitioner be responsible for the improvement of the alley in a manner deemed appropriate by the Director of Public Works. Satisfaction of this condition could include one of the following to be determined by the Village:

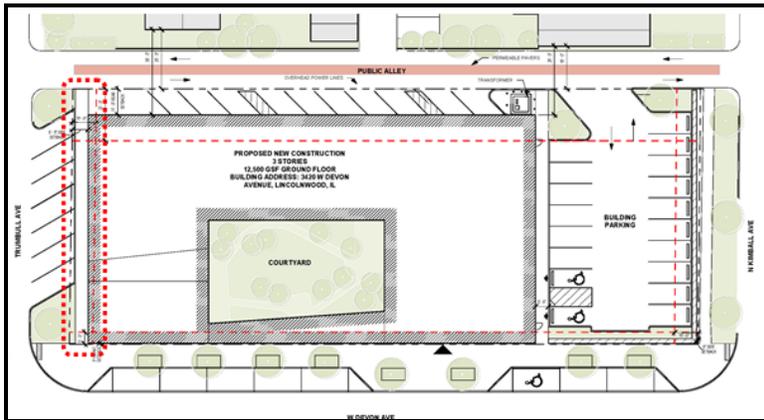
- Reconstruction of the alley, with the scope of needed improvement to be determined by the Director of Public Works, as a component of the Building Permit relating to the development of the subject property with the proposed facility; or
- Prior to the issuance of a Building Permit, a payment in lieu of reconstructing the alley as part of the development of the proposed facility. The Village is considering installation of green alleys in some portions of the Village, including possibly in the alley in question. If that public investment is to take place in the relatively near future, it would be impractical to rebuild the alley as a part of the proposed development only to rebuild it again with an alley that would require substantial excavation and installation of underground infrastructure. This option, if preferred by the Village, would allow the Petitioner to provide a payment to be put toward

the installation of a green alley. The amount of the payment would be based on the improvement of a standard alley, and the Village’s capital improvement program would cover the remaining cost associated with the green alley infrastructure systems.

Location of Sidewalk Along Trumbull

As noted earlier in this report, the Petitioner’s development plan includes the installation of parkway parking along the east side of Trumbull Avenue. In order to accommodate the required depth of the parking stalls without encroaching into the northbound Trumbull Avenue travel lane, the proposed sidewalk on Trumbull Avenue (between the parkway parking and west façade of the proposed building) would have to be located on the petitioner’s private property. As a condition of approval, staff recommends that prior to issuance of a Building Permit, the Petitioner enter into an agreement ensuring that the portion of that sidewalk located on the Petitioner’s property will remain available to the public and providing direct connections to adjacent segments of the public sidewalk network.

Site Plan showing the location of a proposed sidewalk serving the public but built on the subject property



Public Use of Parkway Parking

The proposed parkway parking, as presented by the Petitioner’s parking memorandum, is an effort to ensure that adequate parking will be provided in the event that more vehicles than expected are accessing the property during its operation. However, it is worth noting that it is not the Village’s practice to allow parkway parking to be reserved for a specific use or property owner. While these seven spaces may be available for the petitioner’s use, it should be noted that they would be available to the general public, including other commercial uses in the same vicinity as the subject property.

Proposed Bike Parking in the Public Right-of-Way

The landscape plans included in the Petitioner’s submittal show a series of five bike racks in the public right-of-way. The racks would be located in the Kimball Avenue parkway adjacent to the public sidewalk along the east side of the development site. The Village has recently held discussions regarding the permissibility of certain private improvements in the public right-of-way. However, bike racks serving commercial properties have not specifically been discussed. Staff recognizes the potential benefits of providing bike racks, as they enable alternate modes of mobility and could help offset any perceived parking

shortages. However, for the purposes of this Petitioner’s requested approvals, it should be assumed that they may not be permitted. This will be explored further based on the Village Board’s final determination regarding this development.

Special Use and Variation Standards

Sections 5.15 and 5.17 establish standards to be considered when determining the appropriateness of requested Variations and Special Uses, respectively. Those standards are included in the “relevant regulations” attachment of this report. Additionally, a Special Use Standards Checklist and Variations Standards Checklist are provided as attachments for us by Commissioners when reviewing the information included in this report.

Public Comment

Included in the agenda packet are email comments received prior to the September 4 hearing, a scanned copy of a petition that was submitted at the hearing, and one comment received after the hearing.

Summary of Required Approvals and Recommended Conditions

The following lists summarize the full scope of required approvals and recommended conditions discussed throughout this report.

Required Approvals

Required Special Uses include those pursuant to:

1. Section 4.01.1 to allow a college or university in the B-2 General Business zoning district; and
2. Section 7.06(5) to allow parking in the corner side yard abutting the east lot line of the subject property.

Required Variations include relief pursuant to:

3. Section 3.13(13)e to allow a masonry fence in the corner side yard abutting the south and east lot lines of the subject property.
4. Section 4.07(3) to waive the requirement for a setback of thirty feet when abutting the rear yard of a residential property, allow the required buffer yard to be used for parking, and waive the required landscape screening when windows exist more than 20 feet above grade.
5. Section 4.07(5) to allow for outdoor operations to accommodate an open-air courtyard toward the center of the site.
6. Section 4.13 to allow a building with a height greater than 38 feet to accommodate a building with a height of **43 feet-3 inches (previously 47 feet)** to predominant parapet, **secondary parapet height 47 feet- 3 inches (previously 51 feet)**.
7. Section 6.03(c) to waive the requirement for a 5’-foot wide sidewalk along the rear façade of the building to accommodate on-site parking.
8. Section 6.04(3)b to allow a building that does not incorporate specified high-quality materials into at least 75% of each elevation.

9. Section 6.14(1) to waive or reduce the width of landscape screening along the west, east and north sides of the parking lot.
10. Section 6.14(2) to waive or reduce the width of required landscape islands at each end of parking aisles in the parking lot and rear parking area.
11. Section 6.16(1) to waive the required transition yard setback and landscape screening requirements.
12. Section 7.10 to reduce the amount of required off-street parking.
13. Section 7.08(2) to waive the required loading space.

Required parkway parking approvals include:

14. Approval of parkway parking, pursuant to Sections 6-5-17 through 6-5-23 of the Village Code, to allow for the installation of seven spaces on the east side of Trumbull Avenue.
15. Approval of a Parkway Parking Variation from Section 6-5-18-A to allow the removal of a sidewalk in the public right-of-way as part of a parkway parking improvement.

Recommended Conditions

The following conditions of approval are recommended by staff for consideration by the Plan Commission *with condition K recommended by the petitioner and supported by staff following the September 4, 2024, Plan Commission meeting*:

- A. That prior to the issuance of a Building Permit the Petitioner either a) agree to reconstruct the entire footprint of the east-west alley north of the subject property as part of the permitted scope of work, or b) provide a payment in lieu of improving the alley, equivalent to the cost for the Village to reconstruct the alley, with the scope of work or payment amount to be determined by the Director of Public Works;
- B. That prior to the issuance of a Building Permit the Petitioner enter into an agreement with the Village ensuring that the sidewalk located on the west side of the development site between the proposed parkway parking and west building façade be made available for use by the public and provide reasonable connections to other segments of the sidewalk network;
- C. That the provision of bike racks in the public right-of-way be contingent upon separate approval from the Village, along with any appropriate agreements, indemnification, or other provisions deemed appropriate by the Village Attorney;
- D. That the installation and maintenance of the proposed parkway parking be subject to the standards and considerations in Sections 6-5-17 through 6-5-23 of the Village Code, and that the Petitioner recognize that those parking spaces cannot be reserved for the exclusive use by the proposed development;
- E. That at any point within 12 months of the initiation of the active operation of the proposed use, the Village may request with 30 days' notice that the Petitioner contract with a third-party consultant and deliver to the Village the results of a

survey of on-street parking on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village, with the intent of gathering data to determine whether the standards related to resident-only parking restrictions are being met;

- F. That the Petitioner cannot object to any resident-only parking restrictions that may be applied for (by either adjacent residents or the Village) on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village; and
- G. That the Petitioner provide a minimum of 15 days' advance notice of any special events at the subject property that exceed the capacity of the normal day-to-day operation of the use for educational instruction, and present to the Director of Community Development a parking plan for the event that may include valet parking in accordance with Chapter 9, Article 18 of the Village Code, agreements with nearby properties for remote parking, or other strategies as deemed appropriate by the Village.
- H. That prior to the issuance of a Certificate of Occupancy signage be installed in the alley to the satisfaction of the Director of Public Works directing non-resident motorists south toward Devon Avenue when existing the on-site parking areas on the proposed development site; and
- I. That prior to the issuance of a Certificate of Occupancy signage be installed near the parkway parking spaces on Trumbull Avenue to the satisfaction of the Director of Public Works directing non-resident motorists into the alley north of the proposed development site and subsequently south to Devon Avenue.
- J. That prior to the issuance of a Certificate of Occupancy the Petitioner install wheel stops for each parkway parking space in order to prevent vehicle overhang onto the proposed sidewalk located between the parking spaces and west façade of the proposed building.
- K. That Petitioner must circulate its Traffic and Parking Management Plan to its students, faculty and employees at the beginning of each semester, and use good faith efforts to enforce the elements of the Plan on an ongoing basis. Among other things, the Plan shall require that the college's students, faculty and employees park on-site or in designated off-site locations, and it shall inform those individuals that they are not to park on neighborhood streets north of the college or park overnight on Kimball Avenue and Trumbull Avenue next to or across from the college.***

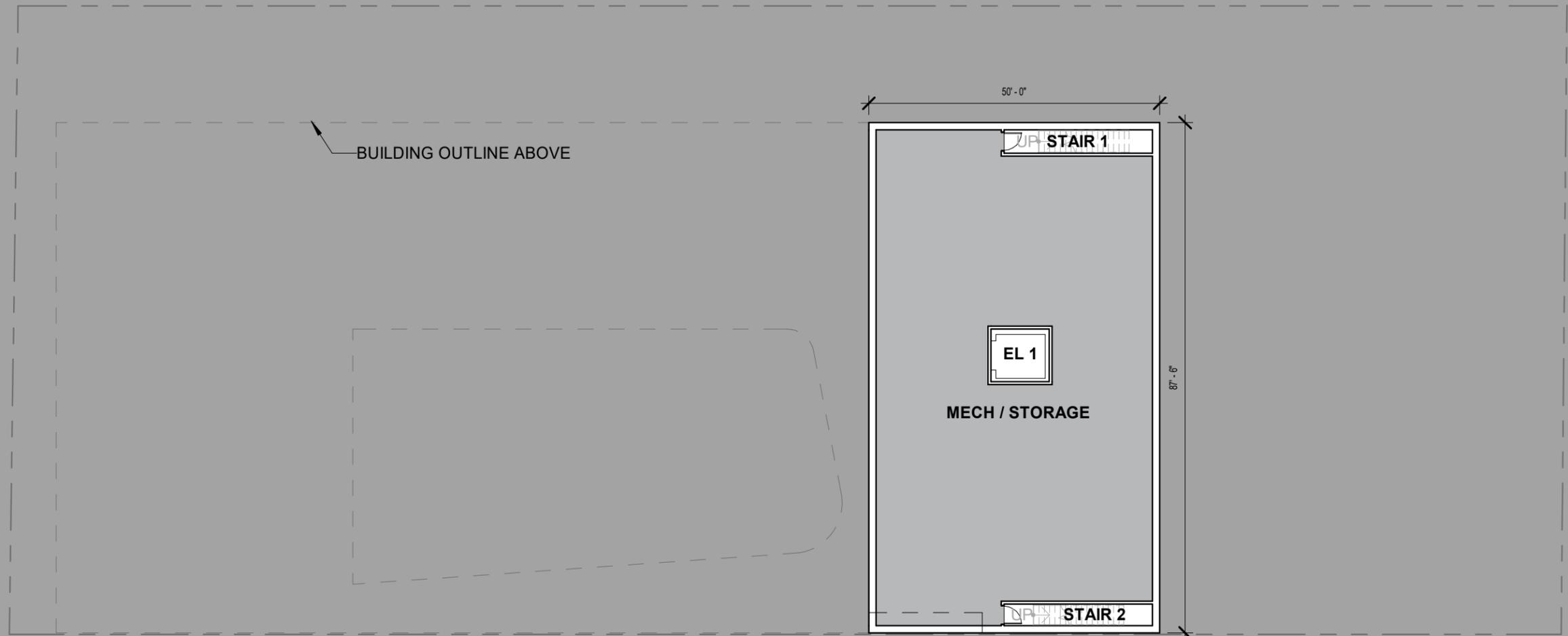
Requested Action

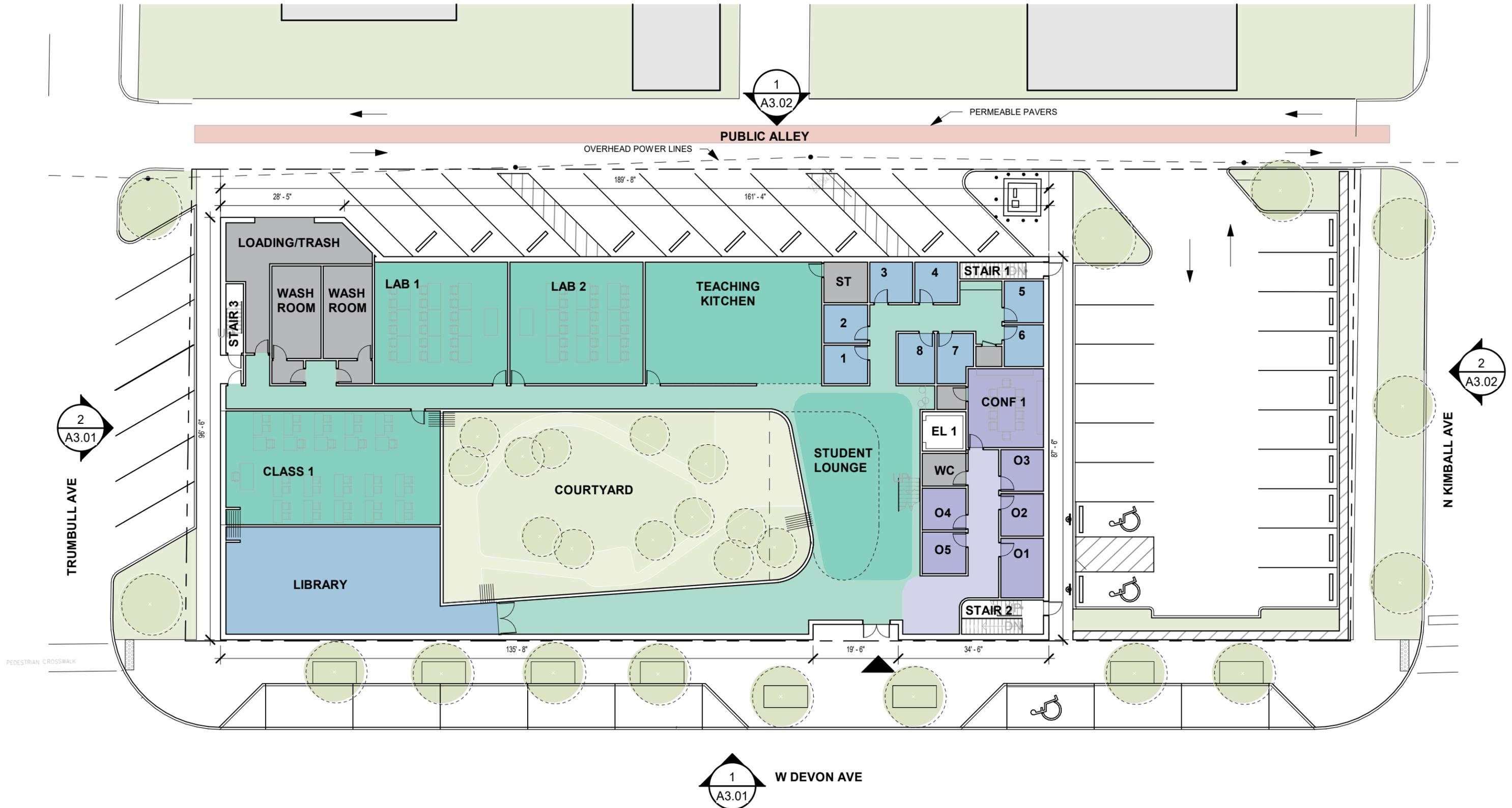
The Petitioner seeks approval of Special Uses, Zoning Variations, and Parkway Parking as summarized in the previous section of this report. Staff requests that the conditions set forth in that same section be considered as conditions of approval.

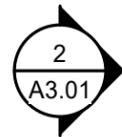
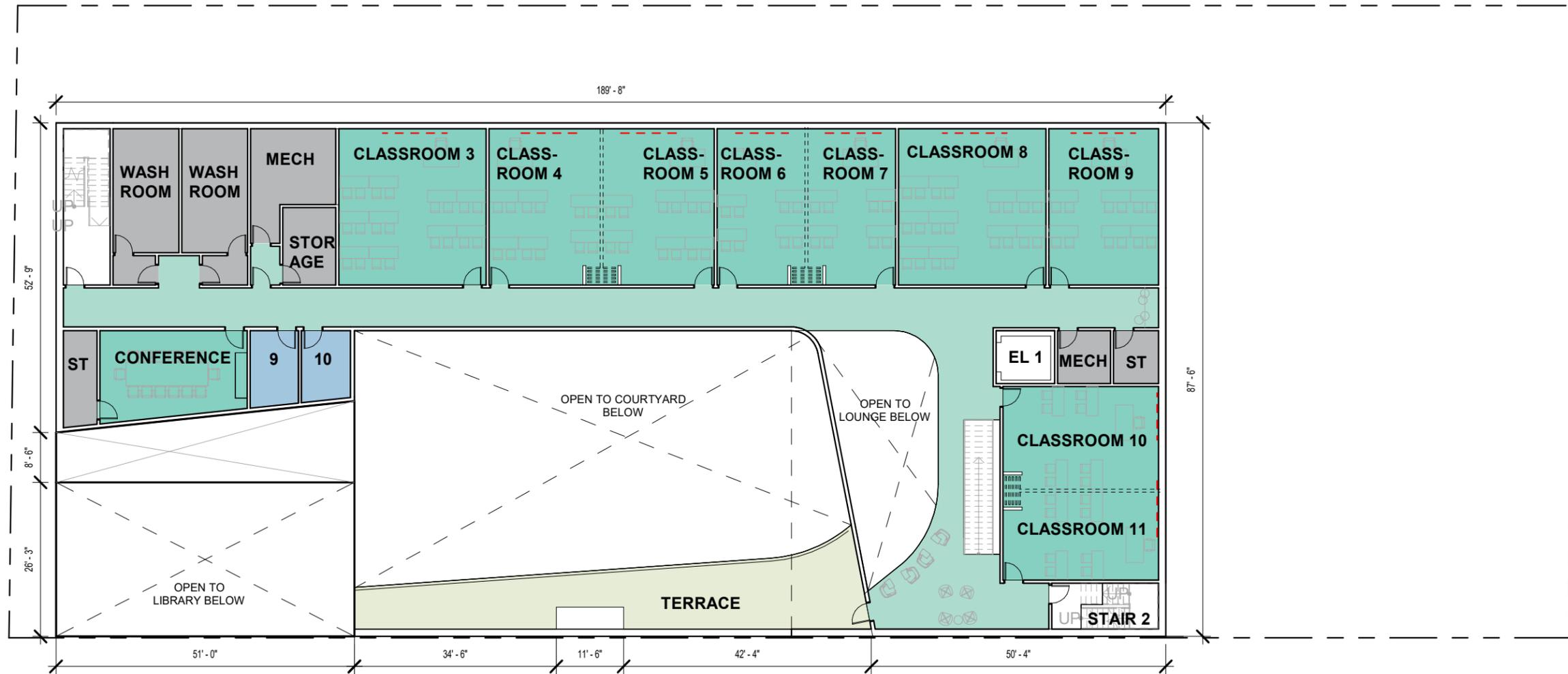
Documents Attached

Updated documents including the Petitioner's provided updates to their original Plan Commission Review Packet and the public comment received since the September 4, 2024, meeting packet as follows:

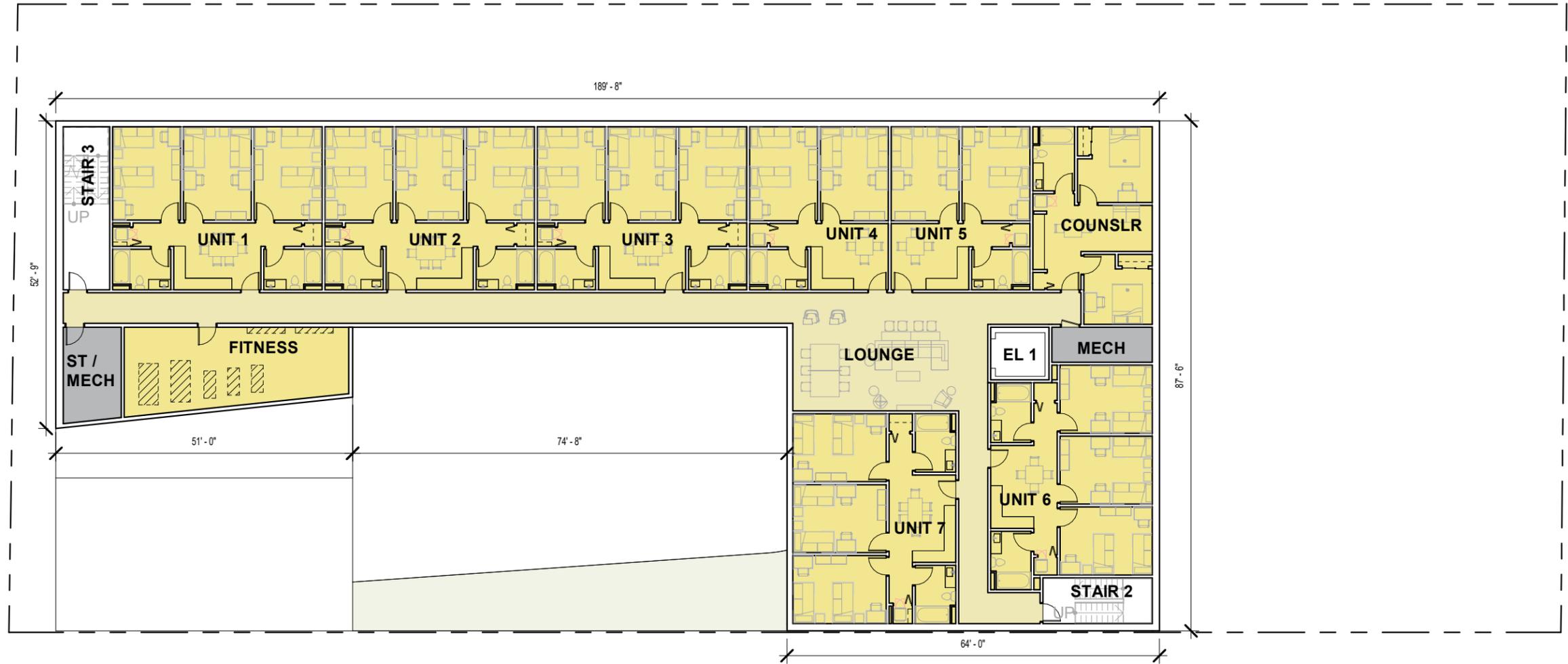
- 1. SHWCT Updated Floor Plans and Wall Section***
- 2. Updated Building Context View – SHWCT***
- 3. Updated Shadow Study***
- 4. College of Touro – Letter to Lincolnwood Plan Commisison***
- 5. SHWCT Recommended Conditions of Approval***
- 6. Written Public Comment received prior to, at, and following the September 4, 2024, meeting***
- 7. Plan Commission meeting minutes, September 4, 2024***

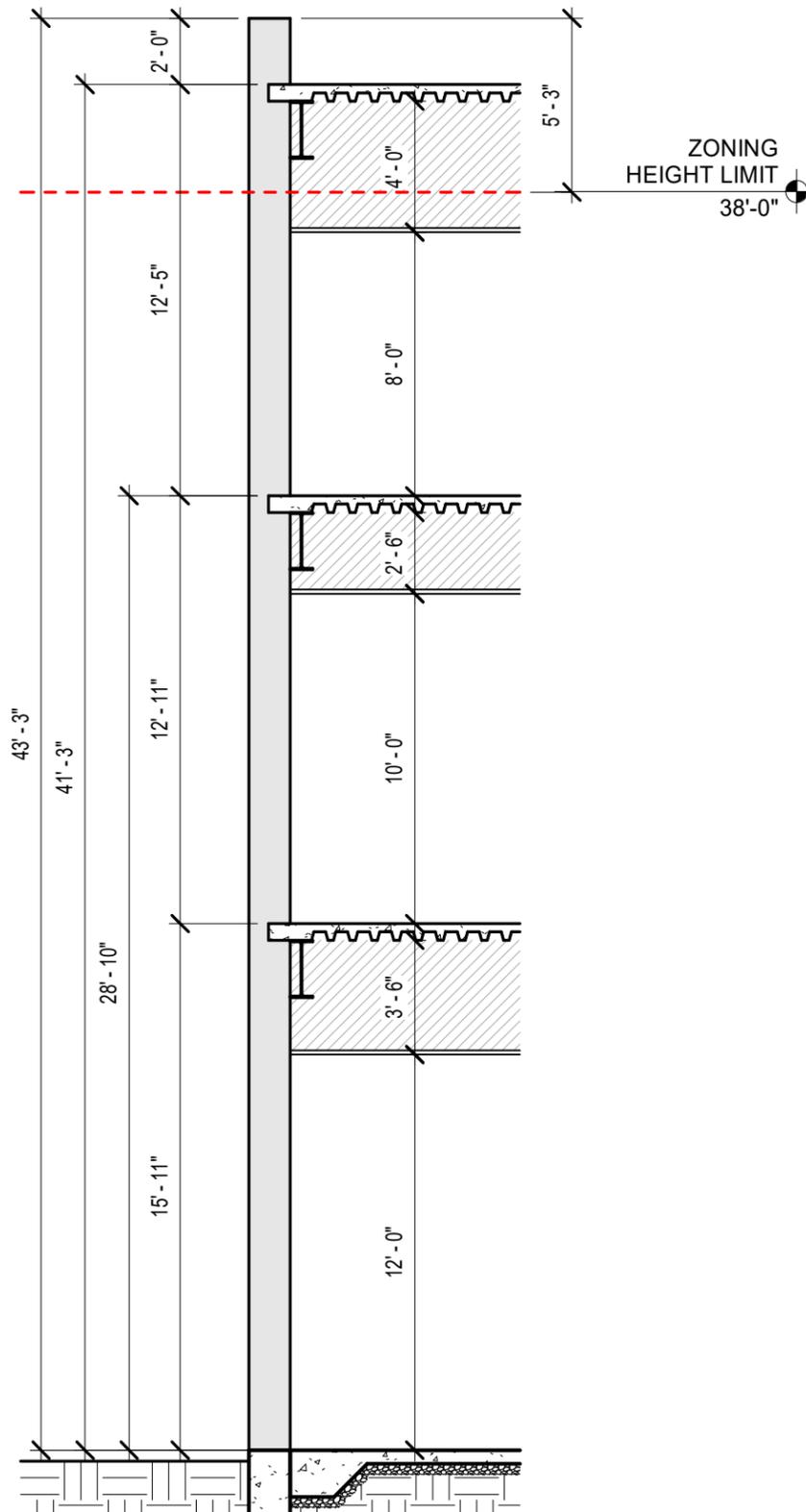




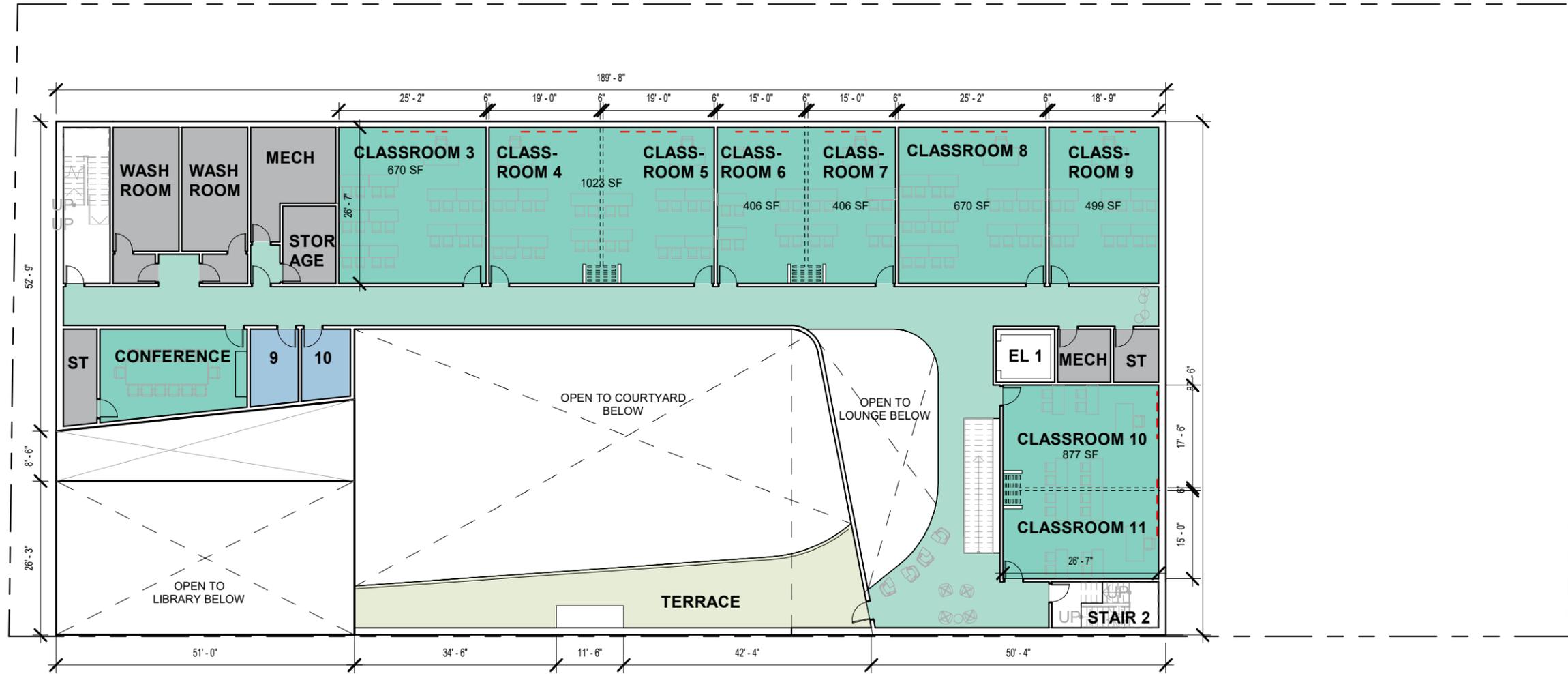


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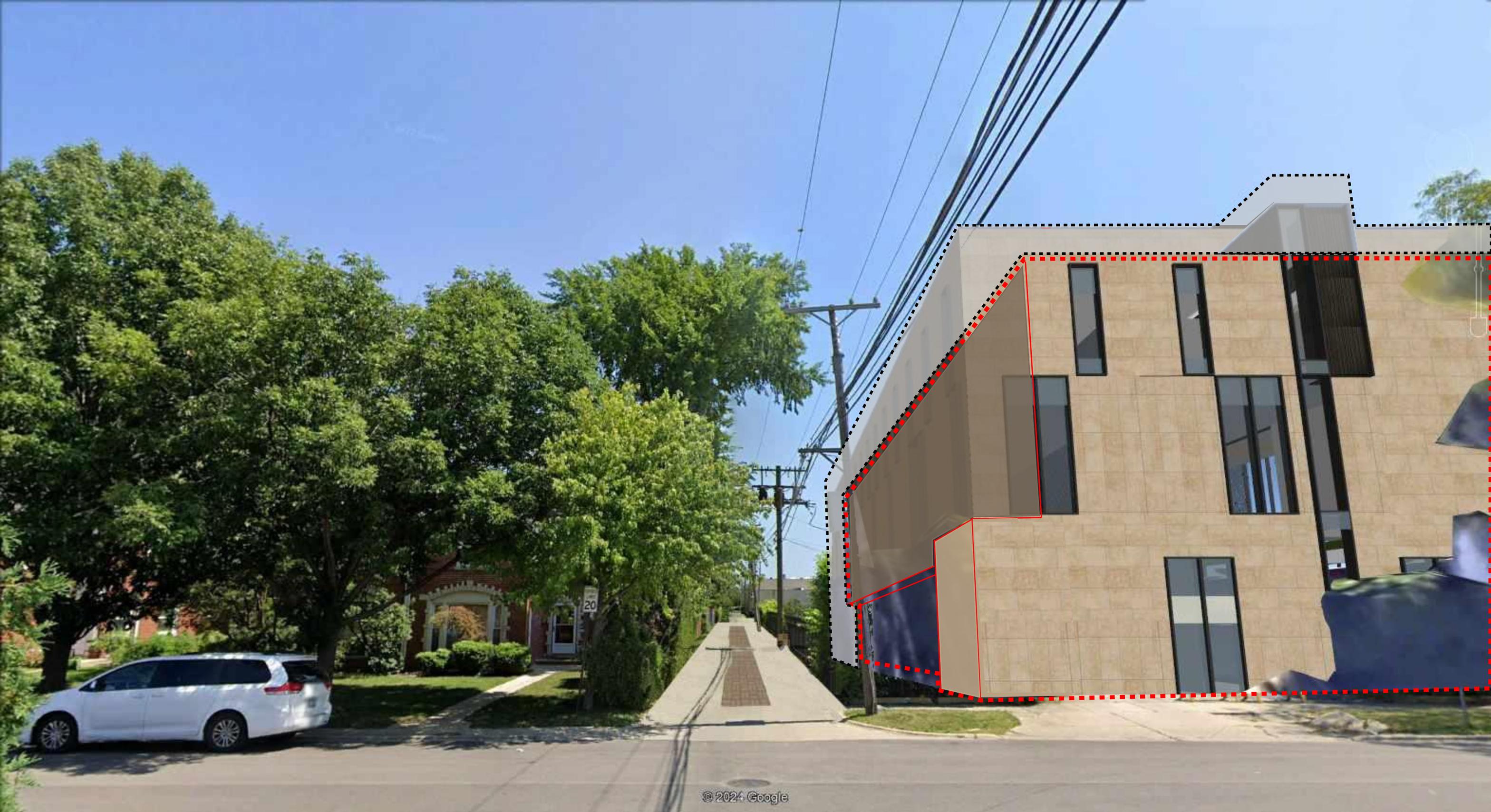
WALL SECTION

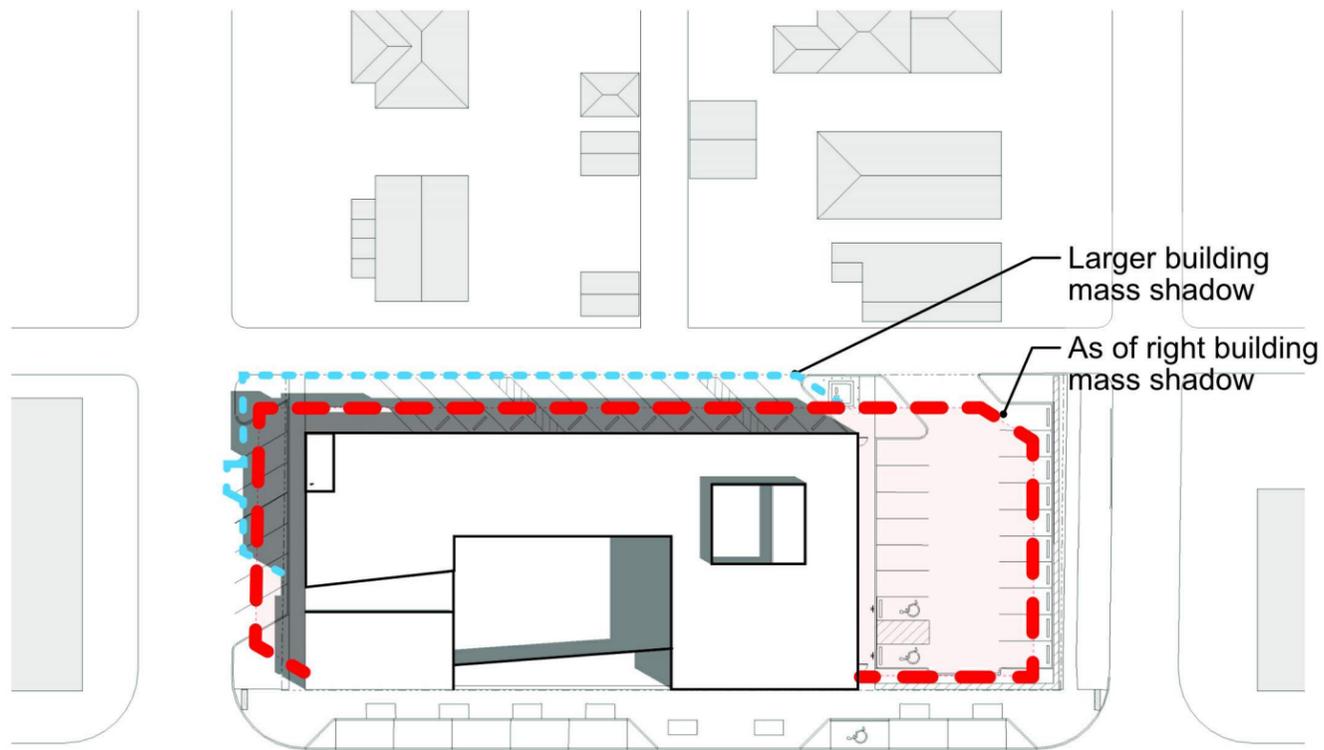


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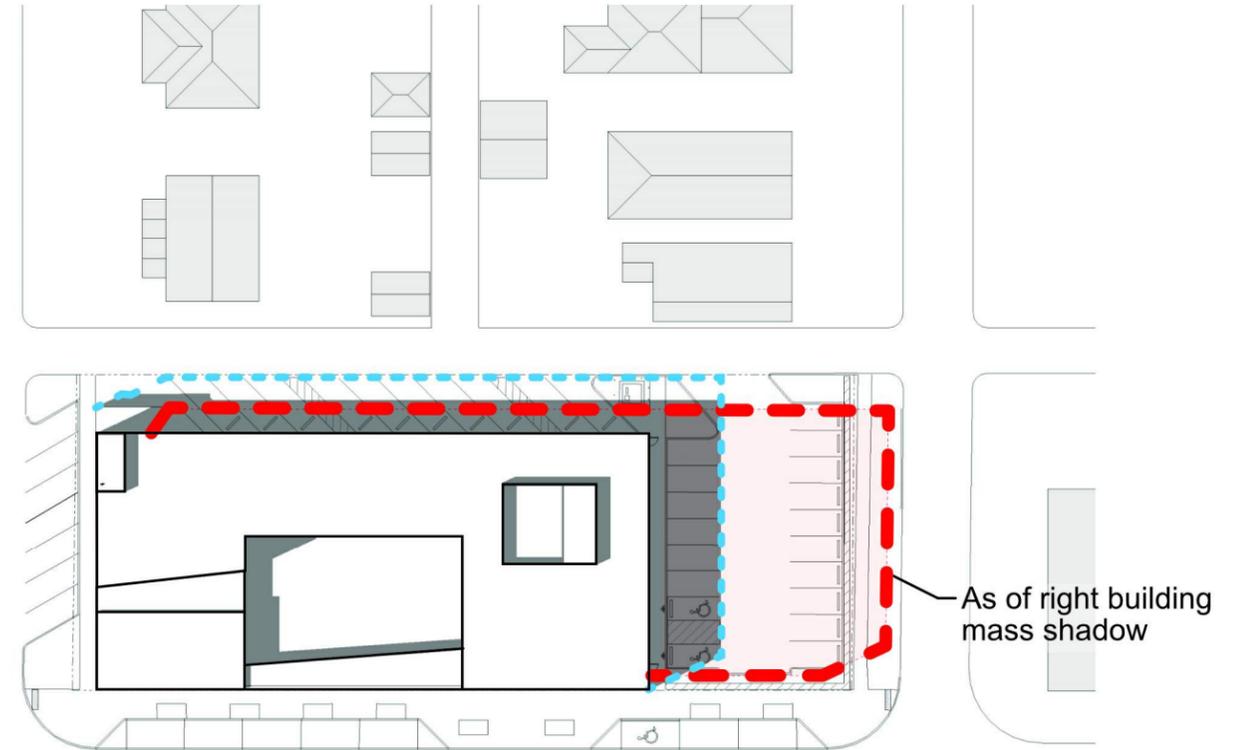


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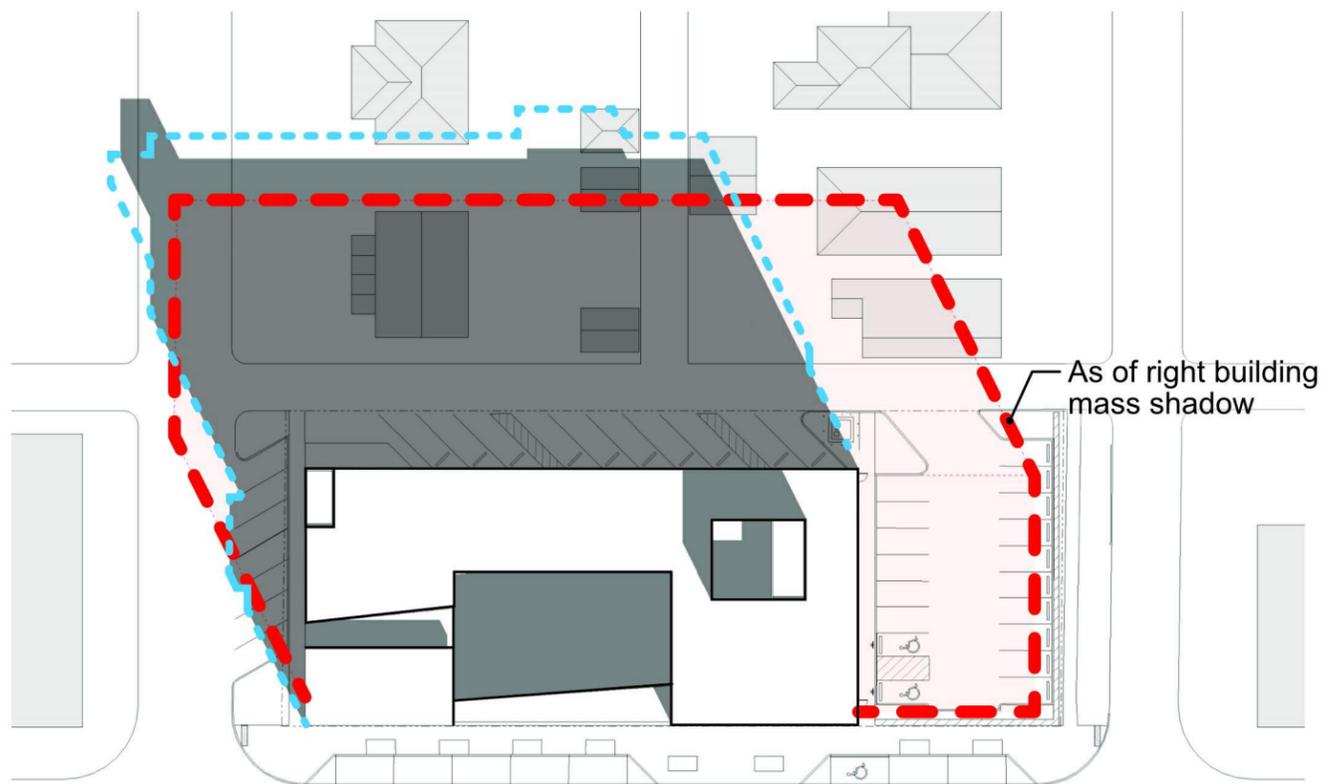




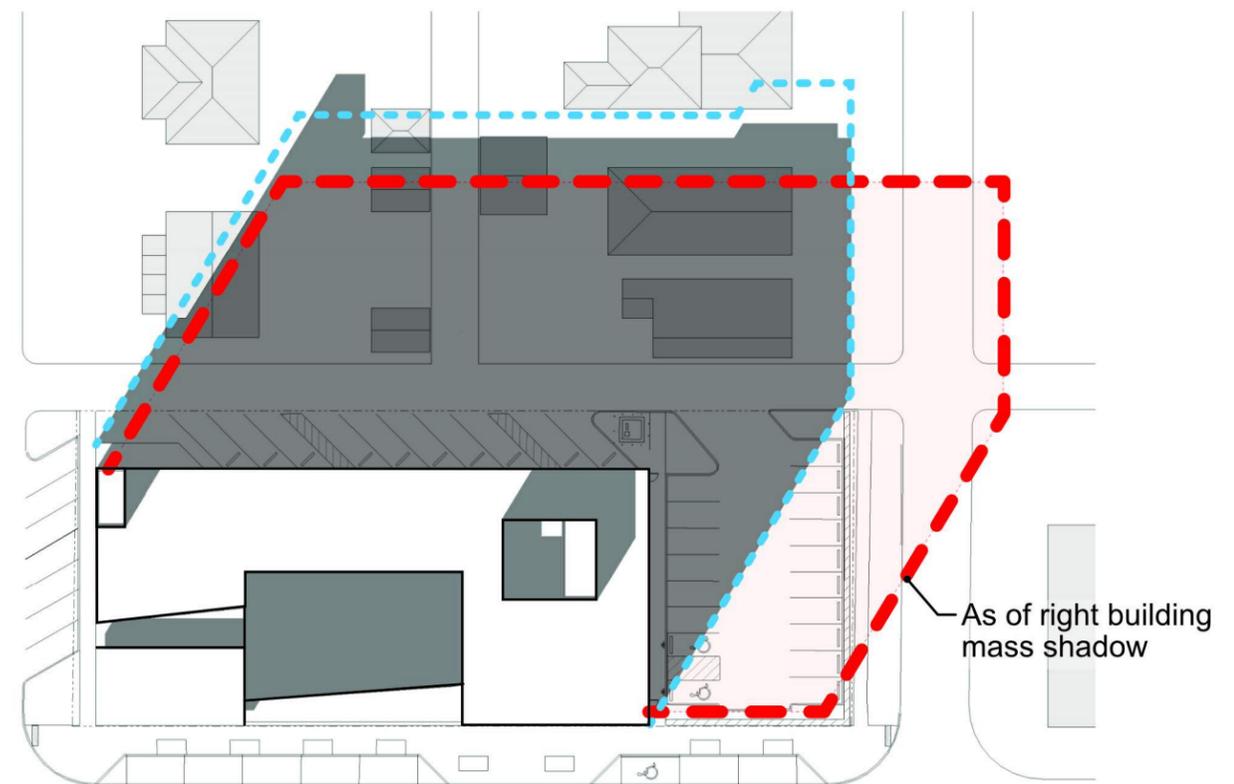
Summer Solstice : 10AM



Summer Solstice : 2PM



Winter Solstice : 10AM



Winter Solstice : 2PM



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October 30, 2024

Chairman Mark Yohana and Members of the Plan Commission
Village of Lincolnwood
6900 N. Lincoln Avenue
Lincolnwood, Illinois 60712

RE: Sarah Hartman Women's College of Touro at HTC/Case #PC-07-24/3420 W. Devon Avenue

Dear Chairman Yohana and Members of the Plan Commission:

We are pleased to submit to you these responses to the questions asked and the comments made at the September 4, 2024 public hearing on the currently pending application of Sarah Hartman Women's College of Touro at HTC ("SHWCT").

A. Questions

1. Can the height and mass of the building be reduced?

Response (from the architects at Solomon, Cordwell and Buenz): Yes, we were able to reduce the height of the building from 47' to 43'-3" (maximum height otherwise permitted is 38'), which has resulted in a reduction of our height variation request by approximately 50% (from 9' to 5'3") and a commensurate reduction in the mass/size of the building from approximately 40,585 square feet to approximately 38,171 square feet. This is reflected on the enclosed exhibits to this letter (Updated Building Context (**Exhibit A**) and Updated Shadow Studies Exhibit (**Exhibit B**)).

2. Can the rear yard setback be increased so that the needed amount of setback relief is reduced?

Response (from the architects at Solomon, Cordwell and Buenz): Yes, the rear yard setback at the upper two floors has been increased from 11'-0" to 20'-0", thus reducing the request for a rear yard setback variation in this location to only two feet, as shown on the updated site plan included with this letter as **Exhibit C**. The rear yard setback for the ground floor remains unchanged at 22'-0", which is what is required under the Zoning Code in this location, except for the single-story loading bay at the northwest corner of the site which is setback 11'-0", at a length of approximately 38 feet along the alley, per our original submittal.

3. Can the number of variations being requested be reduced?

Response: While the number of variations has not been reduced, SHWCT has, as noted above, significantly reduced the extent of relief being requested for two of the more significant variation requests it has sought—namely, the variation for building height and the rear yard setback variation. This is in direct response to comments made by both Plan Commissioners and neighbors. It is also important to note that a number of SHWCT's other variation requests are technical in nature which, if granted, are unlikely to adversely impact the neighbors in any material way.

Finally, it is worth noting, as we observed near the conclusion of the first public hearing session, that on Page 16 of the Village's Comprehensive Plan it is suggested that consideration be given for zoning relief for parcels in the Village's commercial corridors where compliance with applicable zoning regulations can create challenges. The subject property, situated at 3420 W. Devon Avenue, is one such parcel.

Specifically, the Comprehensive Plan provides as follows:

Small lots of commercial corridors. Lincolnwood's commercial corridor (Lincoln, Touhy, Devon and Cicero) have a typical lot depth of 110-125'. This makes it difficult to accommodate all the required components of site design (i.e. parking, landscaping, sidewalks, etc.) As a result, several sites have "shoehorned" these elements onto the site, often creating additional challenges related to site access, circulation, or safety. In some areas, there are opportunities for commercial lot expansion, while others, such as Touhy Avenue, are more tightly constrained by surrounding residences.

4. Can exiting traffic from the main parking lot be limited to right-out only turns so that departing traffic is directed east to Kimball and then south to Devon?

Response: Yes, and SHWCT will add signage that restricts turning movements accordingly, which signage will be subject to the approval of the Village's Director of Public Works. Please see the Traffic and Parking Management Plan included with this letter as **Exhibit D**.

5. Can the height of the building be reduced by extending the second floor over the parking lot?

Response (from the architects at Solomon, Cordwell and Buenz/SHWCT): If we were to extend the second floor over the parking lot, structural columns would be required that would reduce the number of parking spaces available in the on-site parking lot, which is something the neighbors would not view as an improvement. In addition, the current design is efficiently stacked around a central landscaped courtyard. This stacking allows the courtyard to benefit all programs/users in the building, while creating a structural system that enables the building to efficiently distribute mechanical, electrical, and plumbing systems vertically. Extending the second and third floors of the building east over the parking lot would, in essence, visually disconnect programs from the central courtyard and disrupt the simplicity/economic efficiencies of the design by requiring the unnecessary horizontal distribution of all systems. Additionally, the "covered" parking lot created by this sort of massing revision would result in an uninviting, overly dark condition that would not be an aesthetically desirable extension of the residential district to the north. Lastly, the single-family residence located directly north of the current proposed onsite parking lot (on North Kimball) has a very minimal southern side yard setback. Given that fact, any extension of the second and third floor masses over the parking lot would adversely impact the availability of morning daylight in the late fall and winter months to the residents who live in that residence.

6. Can we better explain the impact of the proposed college on the Village and the community?

Response (from SHWCT): We believe that relocating our women's college to this Devon Avenue property will provide a number of benefits to the Village and the community. These include the following:

- ❖ The elimination of a prominent vacant lot in the neighborhood, one that has remained unoccupied for years, and the construction on it of a beautiful new state-of-the-art educational facility, designed by a renowned world-class architectural firm, which will help beautify historic Devon Avenue and reduce the likelihood of a diminishment in the value of surrounding properties that might attain from the construction on the lot of a less community-friendly business;
- ❖ The establishment on the property of a facility of higher education that will bring to Lincolnwood the prestige of a nationally recognized leader in higher education, medicine, and the health sciences;
- ❖ Security benefits: This campus will include the presence of security staff and surveillance cameras on all sides of the building, which should also benefit the village and nearby businesses and neighbors;

Chairman Mark Yohana and Members of the Plan Commission
 Village of Lincolnwood
 October 30, 2024
 Page 3 of 3

- ❖ *Economic benefits for the Village and its businesses, including:*
 - *New permit fees;*
 - *Additional food and beverage and sales tax revenues generated by our students, faculty, and staff;*
 - *Support of three existing kosher food establishments in the Village (Nuovo Chicago on Devon Avenue, Dairy Star Ice Cream on Devon Avenue, and the Lincoln Café on Lincoln Avenue);*
 - *Support of other nearby local businesses, including clothing and gift stores, dry cleaners, florists, hair salons and more; and*
 - *Employment Benefits: Our students, particularly those living on campus, will be looking to serve in internships and part-time jobs for area businesses, and to provide area families with part-time childcare.*

B. Neighbor Comments

1. **Neighbor Comment #1: If there is a parking management plan, who will enforce it?***Response: Compliance with SHWCT's proposed Traffic and Parking Management Plan will be a condition of approval to any special use ordinance the Village Board approves for SHWCT's proposed use. That ordinance will give the Village the right to enforce the plan, and SHWCT's failure to comply with the plan will be deemed a violation of such ordinance. The plan will be subject to annual review by the Village and possible revision if the population of the college increases over time.*
2. **Neighbor Comment #2: How will safety and noise be addressed when special events are held at the college?**
*Response: It is important to note that the "special events" at SHWCT will generally be limited to events that are educational in nature, including speakers, lectures, one-day workshops, and graduations, not outdoor events like college athletic contests. Traffic and parking for these events will be regulated by SHWCT's Traffic and Parking Management Plan, which encourages the use of off-campus parking options for special events. Consistent with this objective, we are including with this letter as **Group Exhibit E** letters from the Bais Chaim Dovid synagogue and The Chicago Center which confirm SHWCT's right to use these entities' parking lots for special events if and when that is needed.*
3. **Neighbor Comment #3: Will neighbor driveways or garages be blocked by college students or faculty who seek to park in the alley or on Trumbull or Kimball?**
Response: SHWCT's Traffic and Parking Management Plan will make it clear that these individuals are not to park on nearby residential streets or alleys. This plan will be included in the college's student and faculty handbooks and distributed to college students and faculty at the commencement of each school semester. It will also be discussed at each student orientation. Finally, appropriate signage advising college students, faculty and employees not to park in these locations will be posted in prominent locations inside the building.

We hope you find the foregoing responses and information helpful to your deliberations and look forward to appearing before you again on November 7.

Very truly yours,

MELTZER, PURTILL & STELLE LLC



Harold W. Francke

Encl. Updated Wall Sections
 Updated Site Plan
 Traffic and Parking Management Plan

EXHIBIT A Updated Building Context



BUILDING CONTEXT VIEW FROM KIMBALL AVE



BUILDING CONTEXT VIEW FROM TRUMBULL AVE

EXHIBIT B Shadow Studies

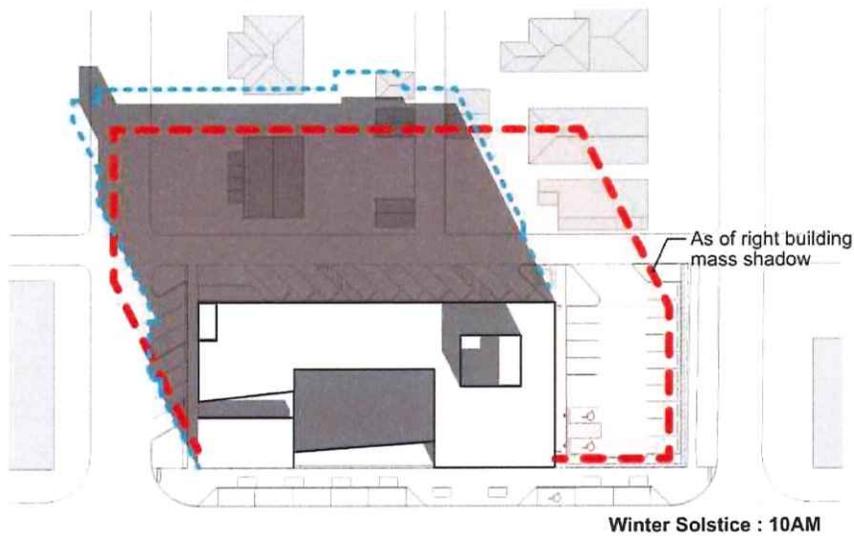
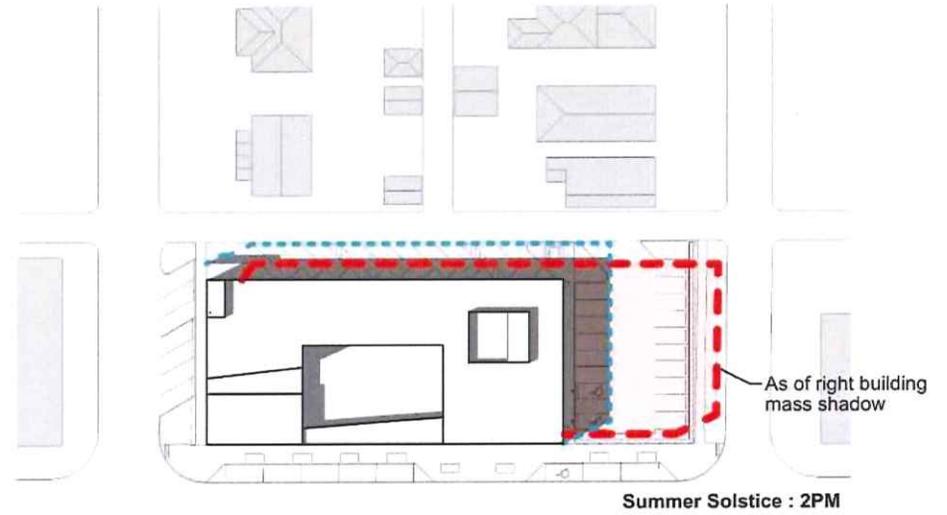
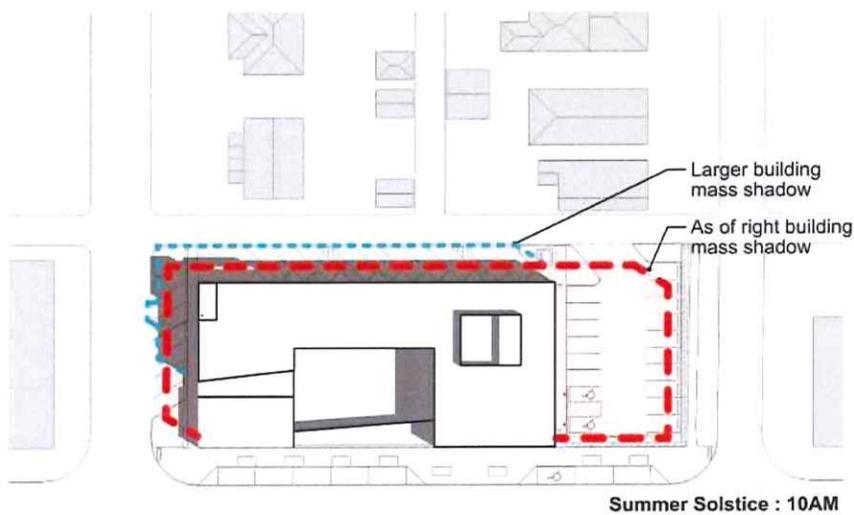


EXHIBIT C Site Plan

Rear Yard Setback

- Required 22 ft from property line (per section 4.07(3))
- Original rear yard setback at the upper two floors shows an 11 ft setback. Relief of 9 ft over the required setback.
- The updated rear yard setback at the upper two floor shows a 20 ft setback. Relief of 2 ft over the required setback.
- The ground floor setback remains unchanged where 83% of the ground floor is compliant with a 22 ft setback. The only exception is a single-story loading bay at the northwest corner of the site with an 11ft setback.

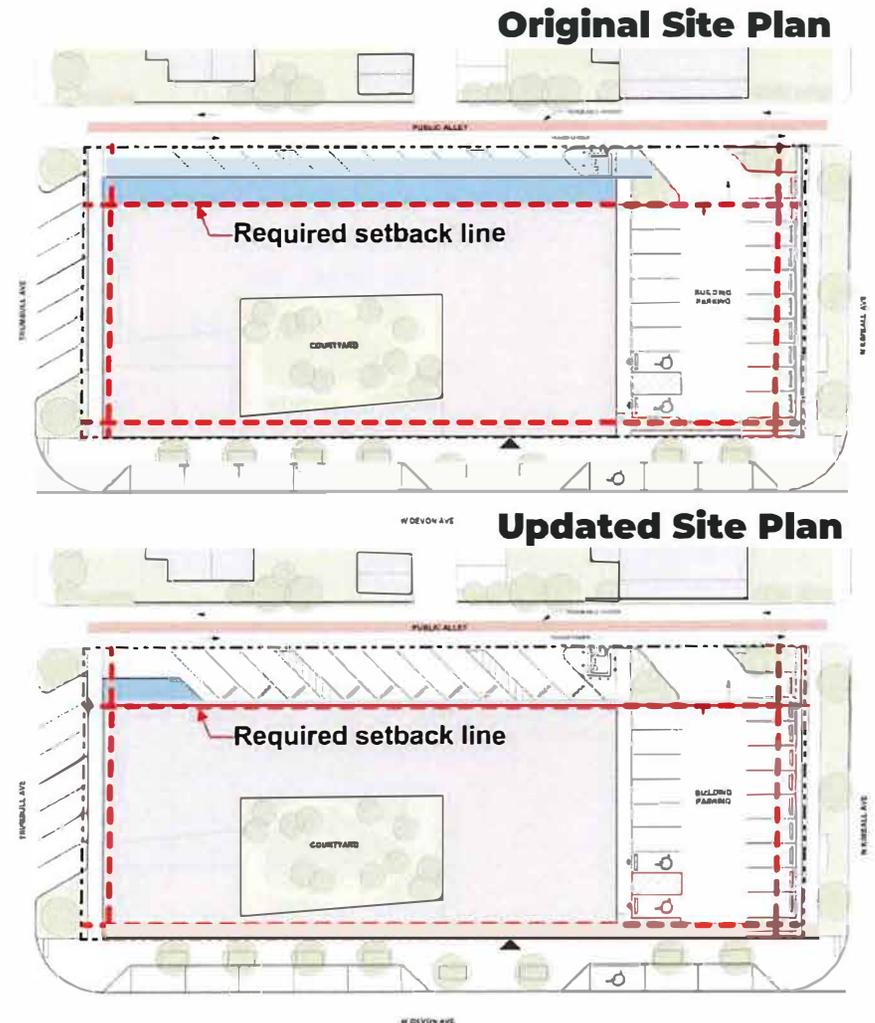


EXHIBIT D



DO

- Park on-campus or within designated off-campus parking locations
- Leverage designated off-campus parking options, as needed, for special events
- Review and acknowledge policies and guidelines outlined in the Traffic & Parking Management Plan at the beginning of each semester

DO NOT

- Park on neighborhood streets north of the College
- Park overnight on Kimball Avenue and Trumbull Avenue next to or across from the College
- Block neighborhood driveways or garages
- Turn left onto Kimball Avenue while exiting the campus. Instead, turn right towards Devon Avenue

GROUP EXHIBIT E - 1



Zidichover Rebbe
Harav Yehoshua
Eichenstein

Harav Pinchus
Eichenstein
Nasi

Harav Zalman L.
Eichenstein
Rov

Rabbi Tzvi
Bider
CEO

October 30, 2024

Rabbi Shmuel L. Schuman
Chief Executive Officer
Hebrew Theological College
7135 N. Carpenter Road
Skokie, Illinois 60077

RE: Sarah Hartman Women's College of Touro at HTC/3420 W. Devon Avenue

Dear Rabbi Schuman,

This will confirm that Sarah Hartman's Women's College of Touro at HTC may use our parking lot at 6557 Lincoln Ave. for overflow parking when special events, including lectures and one-day workshops, are held at the College's new facility at 3420 W. Devon Avenue.

We ask that the College let us know in advance of any upcoming event that could lead to the use of our lot for overflow parking and that the College not use our lot for such purposes during regular business hours when we provide our services to the community.

Very truly yours,

Rabbi Tzvi Bider
CEO



GROUP EXHIBIT E - 2

CONGREGATION BAIS CHAIM DOVID
3462 W DEVON AVE.
LINCONWOOD, IL 60712

RABBI: CHAIM TWERSKI

October 30, 2024

Rabbi Shmuel L. Schuman
Chief Executive Officer
Hebrew Theological College
7135 N. Carpenter Road
Skokie, Illinois 60077

RE: Sarah Hartman Women's College of Touro at HTC/3420 W. Devon Avenue

Dear Rabbi Schuman,

This will confirm that Sarah Hartman's Women's College of Touro at HTC may use our parking lot at 3462 W. Devon Avenue for overflow parking when special events, such as lectures and one-day workshops, are held at the College's new facility at 3420 W. Devon Avenue.

We ask that the College let us know in advance of any upcoming event that could lead to the use of our lot for overflow parking and that the College not use our lot for such purposes when our synagogue is being used for morning or evening prayer services.

Very truly yours,

Bais Chaim Dovid

By: MICHAEL FRIEDMAN
Its: OFFICER



Sarah Hartman Women's College of Touro at HTC

Recommended Conditions of Approval

1. That Petitioner must construct the proposed building and site improvements substantially in accordance with the plans, elevations and other documents submitted to the Plan Commission by the Petitioner, as they are approved by the Village Board of Trustees.
2. That Petitioner must circulate its Traffic and Parking Management Plan to its students, faculty and employees at the beginning of each semester, and use good faith efforts to enforce the elements of the Plan on an ongoing basis. Among other things, the Plan shall require that the college's students, faculty and employees park on-site or in designated off-site locations, and it shall inform those individuals that they are not to park on neighborhood streets north of the college or park overnight on Kimball Avenue and Trumbull Avenue next to or across from the college.
3. That prior to the issuance of a building permit for the proposed building:
 - A. The Petitioner must either: a) agree to reconstruct the entire footprint of the east-west alley, north of the subject property as part of the permitted scope of work; or b) provide a payment-in-lieu of improving the alley, equivalent to the cost the Village will incur in reconstructing the alley, with the scope of work or payment amount to be reasonably determined by the Director of Public Works;
 - B. The Petitioner must enter into an agreement with the Village, in a form approved by the Village Attorney, ensuring that the sidewalk located on the west side of the development site between the proposed parkway parking and west building façade will be made available for use by the public and provide reasonable connections to other segments of the sidewalk network; and
 - C. The Petitioner must install the proposed parkway parking spaces on Trumbull Avenue in accordance with the standards and considerations set forth in Sections 6-5-17 through 6-5-23 of the Village Code, and acknowledge in any ordinance of approval that those parking spaces cannot be reserved for the Petitioner's exclusive use.
4. That prior to the issuance of a certificate of occupancy for the proposed building:
 - A. The Petitioner must install signage in the alley to the satisfaction of the Director of Public Works directing non-resident motorists south toward Devon Avenue when existing the on-site parking areas on the proposed development site;
 - B. The Petitioner must install signage near the parkway parking spaces on Trumbull Avenue to the satisfaction of the Director of Public Works directing non-resident motorists into the alley north of the proposed development site and subsequently south to Devon Avenue; and

- C. The Petitioner must install wheel stops for each parkway parking space in order to prevent vehicle overhang onto the proposed sidewalk located between the parking spaces and west façade of the proposed building.
5. That, separately from the requested zoning and parkway parking approvals, the placement of bike racks in the public right-of-way will be subject to Village approval, which approval will require execution of an appropriate license or easement agreement with the Village, which agreement shall be in form and substance subject to the approval of the Village Attorney.
6. That after the construction of the proposed building,
- A. At any point within 12 months after the opening of the proposed college, the Village may require the Petitioner to contract with a third-party consultant and deliver to the Village the results of a survey of on-street parking on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village, with the intent of gathering data to determine whether the standards related to resident-only parking restrictions are being met;
- B. The Petitioner will not object to any resident-only parking restrictions the Village may establish for the 6400 blocks of Trumbull Avenue and Kimball Avenue, or any other geographic area the Village identifies; and
- C. The Petitioner must provide a minimum of 15 days' advance notice of any special events at the subject property that exceed the capacity of the normal day-to-day operation of the use for an educational instruction, and present to the Director of Community Development a parking plan for the event that may include valet parking in accordance with Chapter 9, Article 18 of the Village Code, agreements with nearby properties for remote parking, or other strategies as deemed appropriate by the Village.

Hammel.Douglas

From: [REDACTED]
Sent: Tuesday, August 6, 2024 3:29 PM
To: Hammel.Douglas
Subject: Proposed zoning changes at 3420 W.Devon Ave.

CAUTION This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Sir,
Regarding the proposed changes regarding the parking, I am not in favour of," to re-develop the right of way (sidewalk,grass and trees) on Trumbull Ave.'The Trumbull Ave needs to be intact and should stay as it is now,means no diagonal parking spaces should be allowed there. Such changes will affect the safety,traffic and will create conjunction in the street.

Abraham Nedungatt
6434 N.Trumbull Ave. Resident

Hammel.Douglas

From:
Sent: Tuesday, August 6, 2024 1:59 PM
To: Hammel.Douglas
Subject: Re: Opposition of Proposed Zoning Changes at 3420 W. Devon Ave.

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Mr. Hammel:

I am writing to express my opposition to the zoning changes requested at the site of 3420 West Devon Avenue, specifically those related to the reduction of on-site parking and parkway parking.

While I appreciate the potential benefits of the proposed redevelopment project, I have significant concerns about the negative implications that reduced parking requirements would have on the surrounding neighborhood.

As a resident of Lincolnwood, I value the quiet and residential character of our neighborhood. The proposed reduction in on-site parking spaces could lead to increased competition for parking, traffic congestion, noise disturbances, safety concerns, potential strain on local infrastructure and reduced property value. Special events attracting large audiences could further complicate issues on our residential streets.

I urge the Plan Commission to carefully consider these concerns and uphold the existing parking regulations to ensure the well-being and quality of life of our neighborhood. Thank you for your attention to this matter.

Matthew Stanton
6432 N. Trumbull Ave.

Hammel.Douglas

From:
Sent: Tuesday, August 6, 2024 7:50 PM
To: Hammel.Douglas
Cc: Community Development
Subject: 3420 W Devon Ave Redevelopment

CAUTION This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mr. Hammel:

I am writing to object to the proposed redevelopment of the 3420 W. Devon property which is the subject of the Plan Commission meeting on August 7, 2024. This proposal appears to shoehorn too big of a building on too little of a site. Although this property has been a blight for too long, it would be very tempting to allow a building whose bulk is not compatible with the adjoining neighborhood and the adjoining commercial corridor.

This development *does not* align with the with The Future Land Use chapter of the 2016 Comprehensive Plan: The narrative describing that land use area states that these areas “*offer the visibility and access desired by office and commercial businesses, including banks, restaurants, professional offices, convenience retail, salons, cleaners and service stations.*” In terms of preferred types of land uses, the Plan states that the Village should support those types of activities, and “*should consider, on a case by-case basis, the inclusion of traditional mixed-use development with commercial services on the ground floor and office or residential uses above, where such a program can adequately accommodate parking, screening, and other important site design components. The Village should also consider allowing transition of some of these areas to multi-family or townhouse development, as site constraints and market potential may not warrant some blocks being sustained for commercial uses.*”

This development does not meet any of these criteria. It is not an office or commercial use. It is not a mixed-use development with commercial services on the ground floor. And it is not a multi-family or townhouse development. In fact, including this use in the Devon commercial corridor, especially with significant reduction in the setbacks and landscaping, significantly increase in the building mass, and allowing an imposing perimeter brick wall and metal screening without any setback, will have a deleterious impact on the growth of viable commercial uses on Devon.

I urge you to reject the development as proposed and request that the petitioner return with a plan that better fits the scale of the site and whose use is more compatible with the surrounding uses.

Sincerely,

John P Vranas
6544 N Leroy Ave

773-401-3797

Hammel.Douglas

From:
Sent: Tuesday, August 6, 2024 7:34 PM
To: Hammel.Douglas
Subject: Redevelopment of whistlers/ women's college

CAUTION This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hello Mr Hammel,

We will not be able to attend the meeting on Wednesday but wanted to let you know our concerns regarding the proposed zoning changes at the former Whistlers Restaurant.

We are not in favor of zoning changes for the former site at Whistler's Restaurant. The proposed changes will lead to increased traffic congestion in the area and safety issues. We live on Kimball Ave and will be directly impacted.

Please include our concerns in the meeting.

Sincerely,
Daphne Rodrigues and Samson Vas
6451 N Kimball Ave,
Lincolnwood, IL 60712

Hammel.Douglas

From: Marla Lampert [REDACTED]
Sent: Thursday, August 29, 2024 2:28 PM
To: Hammel.Douglas
Subject: Re: Whistler's Restaurant Proposal

CAUTION This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Hi Doug,

Thank you for taking the time to answer my questions this morning. I am editing my initial comments based on my gaining more understanding of the project. Please use this edited version below for the hearing on September 4th.

Comments from Marla Lampert, 6431 N. Kimball

I am a long time resident of the 6400 block of North Kimball. It is unfortunate that the Whistler's site has been vacant for many years, and I would like to see it developed. It would be nice to see something that would benefit the Lincolnwood residents. I am supportive of a Hebrew Theological College, unfortunately this proposed building is way too large for the space it is trying to fit. I have looked closely at this proposal and see it is complicated. Based on my understanding of the scope of this project, I have summarized the pros and cons for Lincolnwood and its residents.

PROS:

- We would have a beautiful "state-of-the art" building on a property that is in need of renovation.
- Students and staff would support the four Kosher food establishments in Lincolnwood (Nuovo, Dairy Star, Lincoln Cafe, Candy Squared) and other nearby businesses.

CONS:

- There would be no taxes paid to the Village on this large commercial property.
- The many zoning changes would significantly change the atmosphere of this area. Most impactful would be to allow a 3 story building and dormitories.
- Parking: There would be increased competition for street parking. This area of Lincolnwood has several duplexes- which means two families living and parking on a space usually for only one house. Many of these homes do not have driveways and there is already increased parking demands because of the post office traffic.
- Special events would be held 4 times 6 times per year with cars trying to park on our streets. This would also be a major inconvenience to residents concerning noise and safety.
- This college caters to a specialized population and would not benefit the majority of residents of Lincolnwood.
- This will negatively impact the property values of our homes and the challenge the current infrastructure.

In conclusion this is certainly not anything that most Lincolnwood residents would welcome. We live in Lincolnwood because the community offers a blend of suburban living, excellent educational opportunities and a strong local economy. It is a wonderfully diverse population, and parks and culture enhance the quality of life for residents. This proposal is requesting many zoning changes. Not just one or two, but MANY including: allowing a taller building, allowing dorms, using public street parking, having this building too close to residential homes, building a taller fence, having an outdoor space, reducing sidewalk width, less landscaping around the parking area and no loading space available for deliveries. **How could this possibly even be considered?** Please reject this proposal and preserve the quality of life for the residents of the 6400 blocks of Kimball and Trumbull.

Hammel.Douglas

From: stewart rock <[redacted]>
Sent: Friday, August 16, 2024 8:46 AM
To: Hammel.Douglas
Subject: Re: Follow-up to meeting

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

Dear Mr Hammel,

I will bring the photos in this morning, here are my suggestions.

I am against any taking of public parking for the college .

The parking should be confined to the property at 3420 Devon.

Parking on the 6400 block of Trumbull should be restricted to residence only.

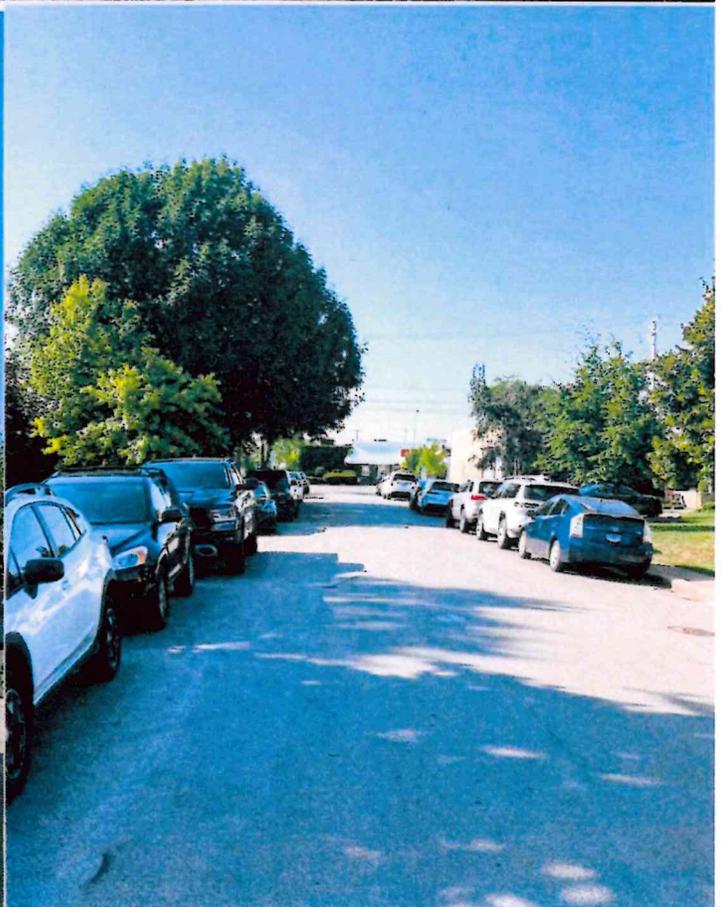
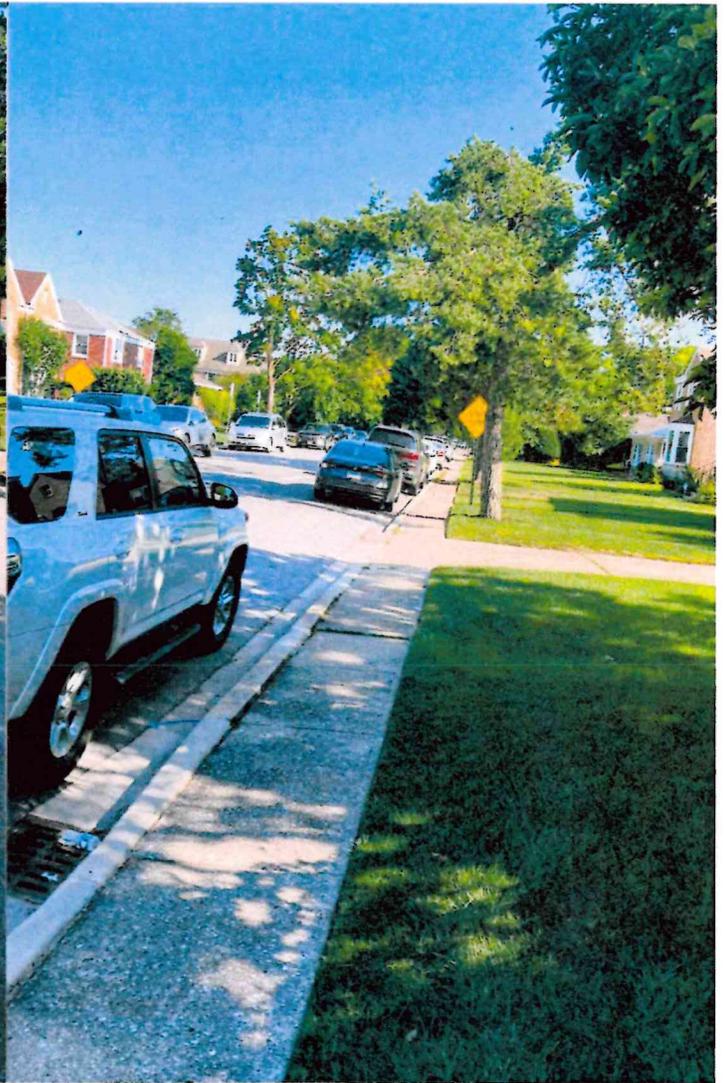
There should be some sort of barrier between the college and residential housing so that there is some sort of privacy for the residents.

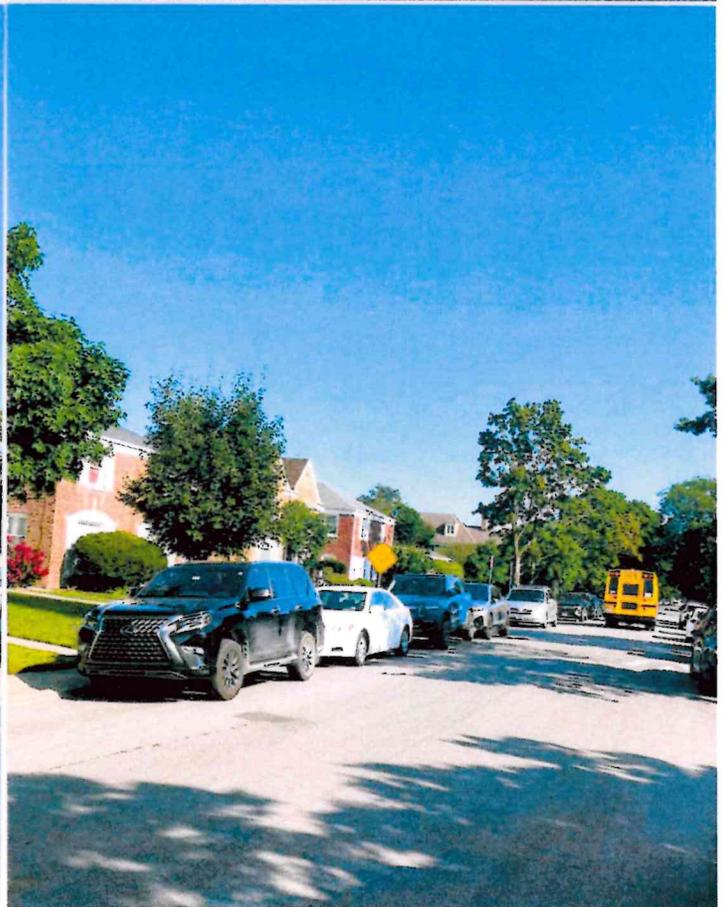
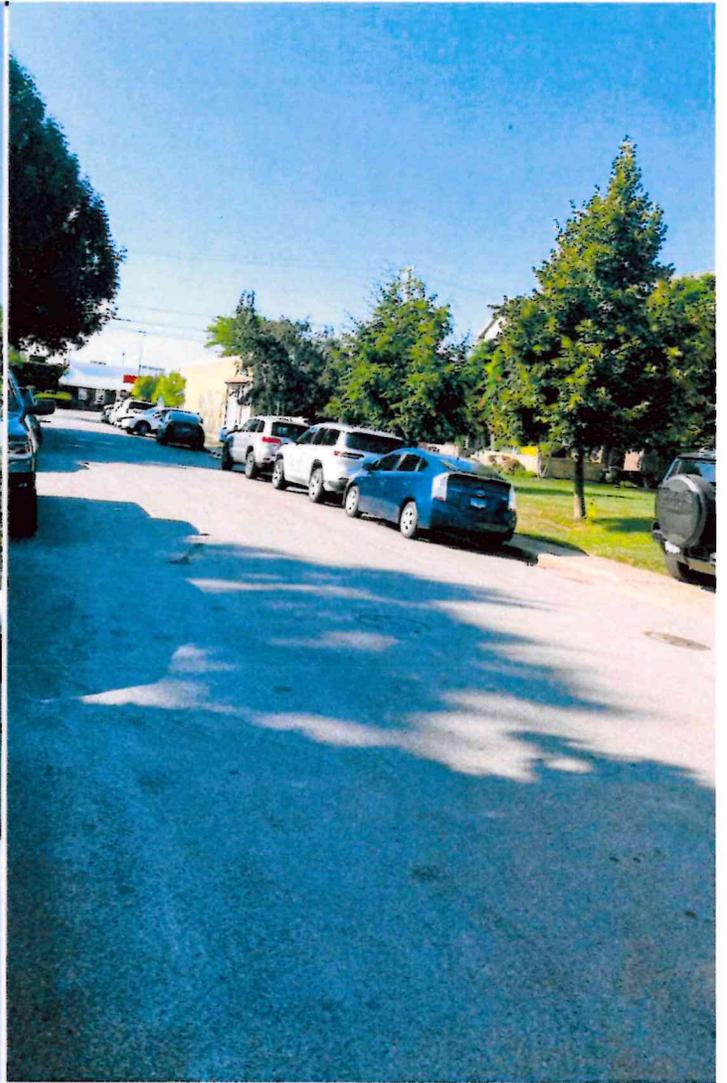
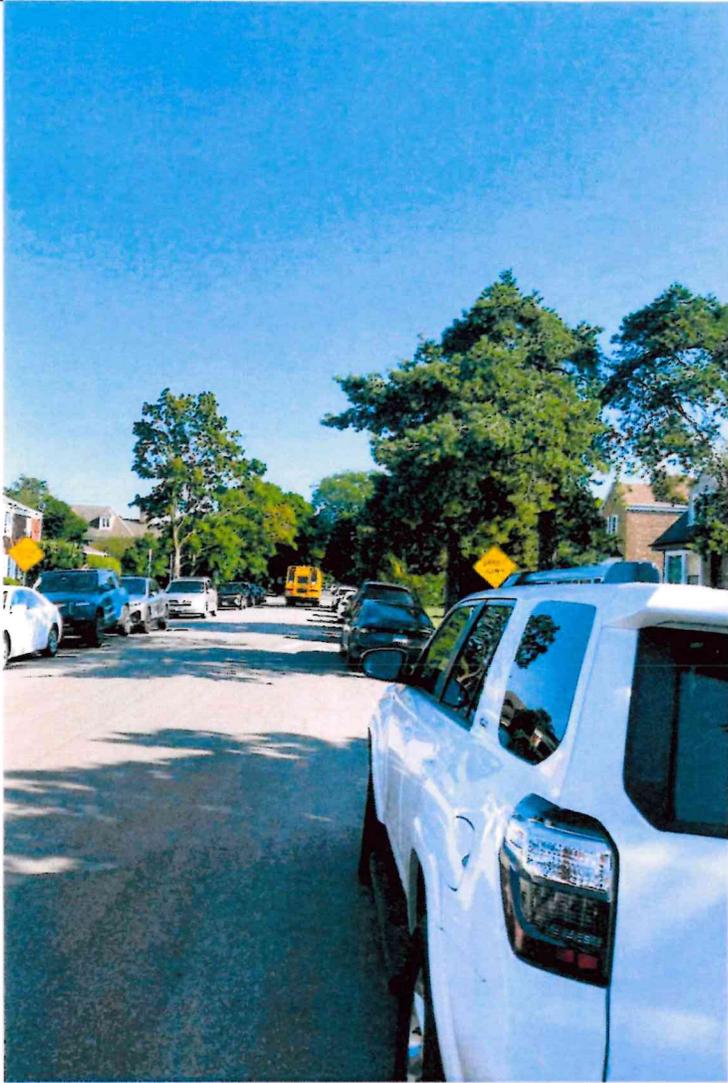
I plan on attending the September 4th meeting at 7:00 pm. Please advise me if the time or date of the meeting changes.

Thank you for your consideration.

Stewart Rock

6427 N Trumbull
847-533-7983







Hammel.Douglas

From: Hammel.Douglas
Sent: Tuesday, September 3, 2024 2:46 PM
To: Hammel.Douglas
Cc: Sandy Ip
Subject: 3420 W. Devon redevelopment

CAUTION: This Email is from an EXTERNAL source. Ensure you trust this sender before clicking on any links or attachments.

To: Doug Hammel

This email is related to the letter we received regarding the proposed redevelopment of 3420 W. Devon by the Hebrew Theological College. While they ran traffic and parking studies, we feel that they understate the impact on the neighborhood's parking and traffic situation. Their plans already admit that they lack the required number of parking spots as required by the size of their facility. A post development review adding permit parking on our street if required would add an unnecessary burden. In addition, we have concerns about the narrow alley to the north of the property being regularly used for traffic and parking. Having traffic and parking along that alley would change the character of our area of the neighborhood, as would the increased flow of traffic due to the requirement that cars enter and exit on Trumbull.

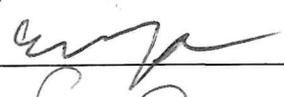
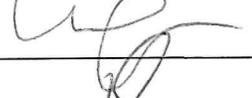
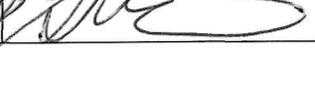
Needless to say, we are against the proposal as currently constituted.

Thank you.

Edward & Sandy Ip
6437 Trumbull Ave

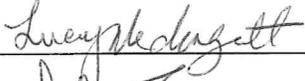
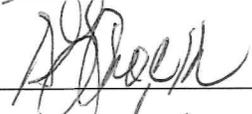
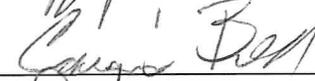
Petition to Deny Parking Zoning Changes at 3420 W. Devon Ave., Lincolnwood, IL 60712

We, the undersigned, are concerned citizens expressing strong opposition to the proposed zoning changes related to on-site parking for the redevelopment of 3420 W. Devon Ave., Lincolnwood, IL (formerly Whistler's Restaurant). We urge you to deny these changes.

Printed Name	Signature	Address	Comment	Date
Lave Patel		6451 N Trumbull		8/6/24
Andre Gurgulescu		6425 N Trumbull		8/6/24
RIAZ AHMAD		6414 KIMBALL		8/4/24
LE NGUYEN		6435 N Kimball Ave		08/06/24
Uwe Suss		6442 N Kimball		8/6/24
Gilma Suss		6442 N. Kimball		8/6/2024
Esther Romanoff		6445 N. Kimball		8/6/24
Ari Bloomkrantz		6441 N Kimball		8/6/24
DENIS IBRISJEVIC		6427 Kimball		8/6/24
STEVE FIKR		6410 Kimball		8/4/24

Petition to Deny Parking Zoning Changes at 3420 W. Devon Ave., Lincolnwood, IL 60712

We, the undersigned, are concerned citizens expressing strong opposition to the proposed zoning changes related to on-site parking for the redevelopment of 3420 W. Devon Ave., Lincolnwood, IL (formerly Whistler's Restaurant). We urge you to deny these changes.

Printed Name	Signature	Address	Comment	Date
Matthew Stanton		6432 N. Trumbull		8/6/2024
Thomas Schubert		6432 N. Trumbull		8/6/2024
ABRAHAM NEDUNGATT		6434 N. TRUMBULL		8/6/2024
LUCY NEDUNGATT		6434 N. Trumbull		8/6/2024
STEWART ROER		6427 W TRUMBULL		8/6/2024
Sonia S. Koch		6427 N. Trumbull		8/6/2024
Aynura Zhumanaliev		6440 N. Trumbull ave		8/6/2024
Cassius		6442 N. Trumbull Blvd		8/6/2024
Stefany Puspe		6450 Trumbull		8/6/2024
MARIBEL Fajardo		6450 Trumbull.		8/6/2024

Dear Village Board Members,

I attended the September hearing regarding the proposed project at 3420 W. Devon Ave. As a resident of Lincolnwood for the past 30 years and a business owner here since 2013, I feel compelled to share my concerns about the project. I would like to address several points that I believe are of critical importance:

- **Zoning Variations:** From the presentation, it appeared that nearly every aspect of the project requires a zoning variation. In my experience, zoning changes typically involve 1-3 variations, not an entire project dependent on exceptions. This indicates the current zoning is not aligned with the scope of this development, raising questions about its appropriateness for the area.
- **Hearing Length:** The extended length of the hearing was not conducive to fair public participation. Many residents, me included, were unable to stay past 10:00 p.m. While the developer had ample time to present, the public did not have an equal opportunity to voice concerns. I hope this was not intentional to expedite approval without thorough public discourse.
- **Impact on the Look and Feel of Devon Avenue:** This large and condensed project will drastically alter the appearance of Devon Avenue, potentially obstructing the views of adjacent buildings. A project of this scale seems more suitable for a larger space, preferably over 2 acres, to avoid overcrowding and preserve the character of the area.
- **Negative Impact on Neighborhood:** The project's location will likely have a direct negative effect on nearby residents. I believe a project of this magnitude should be placed in an area where it will not significantly impact the community's quality of life.
- **Traffic and Safety Concerns:** This development will cause traffic congestion and could potentially lead to accidents, particularly at the intersections of Kimball Ave. and Trumbull Ave. as they merge into Devon Ave. The proposed number of parking spaces—27—falls far short of the real demand this development will need. Approving this

project with such limited parking options suggests that the village is not prioritizing the welfare of its residents.

- **Personal Impact:** As a neighbor to the proposed project, I foresee serious traffic and parking issues. The resulting chaos will disrupt my business operations and those of my neighbors. I urge the board to visit the site in person to fully understand the impact this project will have on the surrounding area.
- **Past Experience with Parking Issues:** I have first-hand experience dealing with parking problems on Devon Avenue. Between late 2021 and early 2023, I leased part of my building at 3372 W. Devon Ave. to a tenant whose presence led to frequent parking complaints from neighboring businesses. Despite this tenant paying rent on time, I had to provide notice to vacate the premises to resolve the issue, which shows how disruptive inadequate parking can be.
- **Request for a Third-Party Review:** The developer's traffic study, which claims the project will not adversely affect traffic, should be reviewed by an independent traffic engineer and a commercial real estate appraiser. I, along with other neighbors, would like an unbiased evaluation to assess the true impact on traffic and property values.
- **Request for Future Updates and Legal Representation:** I stand firmly not with the approval of this project in its current form. I kindly request regular updates on any future hearings so that my neighbors and I have the opportunity to engage legal counsel to represent our interests.

Thank you for considering these concerns. I trust that you will take them into account as you continue to evaluate this proposed development.

Sincerely,
Mark Ahmad
773-983-1553

A handwritten signature in black ink, appearing to read 'MA', followed by a long horizontal flourish.



**MEETING MINUTES
OF THE
PLAN COMMISSION – Special Meeting
September 4, 2024 – 7:00 P.M.**

**LINCOLNWOOD VILLAGE HALL
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS 60712**

Present: Chairman Mark Yohanna and Commissioners Steven Jakubowski, Adi Kohn, Mark DeAngelis, Henry Novoselsky, Don Sampen, and Sue Auerbach

Absent: None

Staff Present: Planning and Economic Development Manager Doug Hammel, Community Development Director Scott Magnum, Public Works Director John Welch, Village Manager Anne Marie Gaura, Village Trustee Atour Sargon, Community Development Coordinator Marcos Classen, and Village Attorney Hart Passman

I. Call to Order

Call to order at 7:04 pm

II. Pledge of Allegiance

Commissioner Jakubowski and arrived at 7:06

Chairman Yohanna announced that due to the nature of the two items on the docket for this meeting that both items would be called at the same time.

III. Case #PC-06-24: Zoning Text Amendment – Zoning Text Amendment Regarding the Permissibility of a College or University in the B-2 General Business Zoning District

IV. Case #PC-07-24: 3420 West Devon Avenue – Approval of Special Uses, Zoning Variations, and Parkway Parking for the Proposed Redevelopment of 3420 West Devon Avenue

Planning and Economic Development Manager Doug Hammel gave some background about the request. The initial presentation went over the text amendment necessary to allow the proposed use (College) in the B-2 zoning District. The second half of the presentation went over the

various zoning approvals being requested as well as the Parkway Parking relief that is typically not under the purview of the Plan Commission.

Mr. Hammel stated the presentation for PC-06-24 by giving some background on the history of the property at 3420 W. Devon noting that the property has been vacant for quite some time. The new proposed use would be for a college with onsite lodging for up to 42 people.

For the text amendment there are three sections that would require amendments:

Section 2.02: zoning definition for “college or university” as the current definition of “college or university” does not contemplate on-site lodging

Table 4.01.1: Establishes “colleges or universities” as allowed by Special Use in O Office and M-B Manufacturing/Business zoning districts, prohibited in all other districts

Section 7.10: Establishes minimum off-street parking requirement of 1 space for every 5 students, based on capacity, plus 2 spaces per 3 employees.

Mr. Hammel went over the discussion of the Committee of the Whole about the proposed development highlighting the overall support of the proposed development but also noting some of the concerns the Village Board feel needed to be addressed.

Mr. Hammel went over the proposed Zoning Text Amendments which would look to meet the following objectives:

Allow the proposed use at the subject property through Special Use approval

Limit the potential for proliferation

Differentiate on-site lodging from traditional dwelling units

Consider whether minimum off-street parking standards are needed for on-site lodging

The amendments to Table 4.01.1 Permitted and Special Uses in All Zoning Districts would be to:

Amend the current “college or university” line item with an “S (see note 13)” under the B-2 column to indicate that it is an allowable use through Special Use approval in that district

Add new notes #13 stating “colleges and universities are only allowed within that portion of the B-2 District extending along Devon Avenue between Lincoln Avenue and McCormick Boulevard, and only on sites with a minimum lot area of at least one-half acre and a minimum lot frontage of 250 feet.”

The Amendments to Section 2.02 Definitions include:

Amend the current definition for “college or university” to read “an educational institution either authorized by the State of Illinois to award associate, baccalaureate, or higher degrees, or operated by a local school district to provide post-high school training related to employment and life skills. A college or university may also include lodging in the same structure as the primary use for occupancy by faculty, staff, or students actively involved in the operation of the use.”

Amend the current definition of “dwelling” to read “a building or portion thereof designed or used exclusively for non-transient residential purposes, including single-family, two-family and multiple-family dwellings, but not including lodging rooms in hotels, motels, rooming houses, colleges or universities, or short-term rental properties.”

There was some discussion of this type of development being proposed in a TIF district versus it not being in a TIF district.

Finally for the potential amendment to Section 7.10 Off Street Parking Schedule. Mr. Hammel noted that staff was not able to find a generally utilized or recommended approach, but he did share staff research showing how other local municipalities account for dwelling parking requirements.

Mr. Hammel transitioned to presenting case PC-07-24 again noting that without an approval of PC-06-24 that the second case couldn't even be considered.

Mr. Hammel went over some of the physical characteristics of the proposed development. He noted that the building would have a primary height of 47 feet, but portions of a decorative façade material would extend to a height of approximately 51 feet and mechanical and elevator towers would extend to a height of 54 feet.

Mr. Hammel spoke about the various setbacks of the proposed development including:

Located immediately adjacent to the front lot line along Devon Avenue

Majority of the structure would be set back 19 feet from the north lot line along the alley, with only a small loading/trash area being approximately 11 feet from that lot line

West façade would be set back 6.7 feet from the Trumbull Avenue lot line. A new sidewalk, accessible to the public, would be located between the building and the proposed parkway parking on the east side of Trumbull Avenue

Mr. Hammel went over the proposed vehicular access noting that three existing curb cuts would be removed, and vehicular access to the site would be provided exclusively through the alley north of the property. Ten parking spaces would be accessed with the alley serving as the drive aisle

Mr. Hammel went on to speak about some of the operational characteristics of the proposed development. He noted that the design capacity account for 42 people to lodge on site but that the petitioner expects the actual number of on-site lodgers to be around 25-30 people most school years. He further stated that the overall number of students to be around 120 with 30 administration, staff, and faculty. Classes would be held Sunday through Thursday, year round (three semesters). Mr. Hammel also noted that a loading/trash area would be located at the northwest corner of the building and accessed from the alley north of the building. This area would house a 10-yard dumpster that would be serviced two to three times per week, with servicing vehicles idling in the alley adjacent to the proposed loading/trash area.

For the proposed development there are two special uses required, along with eleven variations, and two parkway parking approvals:

Required Special Uses include those pursuant to:

1. Section 4.01.1 to allow a college or university in the B-2 General Business zoning district (assuming the Plan Commission recommends approval of a Text Amendment as a result of case #PC-06-24)
2. Section 7.06(5) to allow parking in the corner side yard abutting the east lot line of the subject property.
 - A. The proposed development includes on-site parking spaces in the parking lot at the east end of the property and along the north lot line
 - B. The interpretation of yards is ambiguous for this property, but based on the orientation of the lot along Devon Avenue and adjacency to two side streets, staff feels it is appropriate to consider the Kimball Avenue frontage a corner side yard
 - C. Based on that interpretation, a Special Use pursuant to this provision is required

Required Variations include relief pursuant to:

1. Section 3.13(13)e to allow a masonry fence in the corner side yard abutting the south and east lot lines of the subject property
 - A Variation is required to allow a masonry fence that encroaches into the corner side yard, meets the zoning definition of a “solid fence”, and has a height of seven feet
2. Section 4.07(3) to waive the requirement for a setback of 22 feet when abutting the rear yard of a residential property, allow the required buffer yard to be used

for parking, and waive the required landscape screening when windows exist more than 20 feet above grade.

A Variation is required to waive the requirements of Section 4.07(3)

3. Section 4.07(5) to allow for outdoor operations to accommodate an open-air courtyard toward the center of the site.

A Variation is required to allow these outdoor spaces

4. Section 4.13 to allow a building with a height greater than 35 feet to accommodate a building with a height of 47' to predominant parapet, 51' to the secondary parapet.

Based on the proposed building height of 51 feet, a Variation from this provision is required.

5. Section 6.03(1)c to waive the requirement for a 5'-foot wide sidewalk along the rear façade of the building to accommodate on-site parking. The proposed spaces along the north façade of the building result in no space for a sidewalk

A Variation from this provision is necessary to waive the requirement for a sidewalk along the north façade of the building

6. Section 6.04(3)b to allow a building that does not incorporate specified high-quality materials into at least 75% of each elevation. The north elevation of the structure includes concrete blocks that comprise 78% of that elevation

A Variation is required to waive the requirements of Section 6.04(3)

7. Section 6.14(1) to waive or reduce the width of landscape screening along the west, east and north sides of the parking lot. The proposed spaces along the north façade of the building result in no space for a sidewalk. The proposed spaces along the north façade of the building result in no space for a sidewalk

A Variation from this section is necessary to waive the requirement for the landscape area

8. Section 6.14(2) to waive or reduce the width of required landscape islands at each end of parking aisles in the parking lot and rear parking area. The islands at the north end of the parking lot provide the required area and landscape elements. The islands at the south end of the parking lot do not comply with the required minimum area. There are no landscape islands proposed at either end of the parking spaces along the north side of the building

A variation from this section is required to a) reduce the area of the islands at the south end of the parking lot and b) waive the requirement for islands at either end of the parking spaces along the north end of the building

9. Section 6.16(1) to waive the required transition yard setback and landscape screening requirements. Due to the proposed building setback and parking spaces along the north lot line, no landscape buffer or screening is proposed

Variation is necessary to waive compliance with this requirement

10. Section 7.10 to reduce the amount of required off-street parking. Based on the floor plans submitted by the Petitioner, staff estimates the maximum capacity to be 183 students and 13 faculty at peak capacity. That assumed maximum capacity results in a total required parking capacity of 45 spaces. The proposed site plan includes a total of 28 parking spaces.

A Variation is necessary to reduce the amount of required parking by 17 spaces

There were some clarifying questions by the Commissioners to understand how staff calculated the number of required spaces. The key point in calculating the number of spaces is based on peak capacity. It was noted that the parkway parking on Devon and Trumbull could not be included in the Zoning Calculation but that the Plan Commission can take those spaces into consideration when looking at this variation.

11. Section 7.08(2) to waive the required loading space. The proposed 35,000-square foot building requires one loading space with a minimum width of ten feet and a minimum depth of 55 feet. The proposed loading/trash area in the northwest corner of the building is substantially smaller than these dimensions and would be obstructed by dumpsters and possibly other elements. It is also proposed that vehicles would idle in the alley and would not enter the loading/trash space

A Variation from Section 7.10 is necessary to waive the requirement of one off-street loading space

Mr. Hammel noted that for this proposed development that the Plan Commission has been given the authority to offer a recommendation about Parkway Parking Approvals. Typically, this type of relief would be heard by the Traffic Commission but the Village Board referred this request to the Plan Commission so it could be considered within the context of the overall development.

Required parkway parking approvals include:

1. Approval of parkway parking, pursuant to Sections 6-5-17 through 6-5-23 of the Village Code, to allow for the installation of seven spaces on the east side of

Trumbull Avenue. This would be a net gain of 5 spaces and as a result two mature trees would be removed, and one new tree would be planted.

2. Approval of a Parkway Parking Variation from Section 6-5-18-A to allow the removal of a sidewalk in the public right-of-way as part of a parkway parking improvement. The proposed configuration would relocate a sidewalk in the public right-of-way onto the Petitioner's private property. Staff recommends approval of a Parkway Parking Variation from Section 6-5-18 based on Petitioner's proposal including a new sidewalk on their private property

Mr. Hammel then spoke about the potential traffic impacts that the proposed development may create with some considerations that the Plan Commission could add to a recommendation to limit egress north into residential areas. There was some discussion about how a similar stipulation for the Starbucks development, Mr. Hammel noted that while similar due to the egress being in a public alley, the petitioner is limited in adding a physical deterrent to do north.

Mr. Hammel spoke about the Parking Capacity of the site and about how staff determined the required spaces. He noted that the public spaces could not be used in any calculations because public spaces are not under the full control of the petitioner. Mr. Hammel also went over the Village Engineers peer review.

Mr. Hammel went over staff recommendations regarding parking capacity:

That at any point within 12 months of the initiation of the active operation of the proposed use, the Village may request with 30 days' notice that the Petitioner contract with a third-party consultant and deliver to the Village the results of a survey of on-street parking on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village, with the intent of gathering data to determine whether the standards related to resident-only parking restrictions are being met

That the Petitioner cannot object to any resident-only parking restrictions that may be applied for (by either adjacent residents or the Village) on the 6400 blocks of Trumbull Avenue and Kimball Avenue, or a geographic area to be determined by the Village

That the Petitioner provide a minimum of 15 days' advance notice of any special events at the subject property that exceed the capacity of the normal day-to-day operation of the use for educational instruction, and present to the Director of Community Development a parking plan for the event that may include valet parking in accordance with Chapter 9, Article 18 of the Village Code, agreements with nearby properties for remote parking, or other strategies as deemed appropriate by the Village.

There was some discussion and clarifying questions about the recommendations from the Village Engineer.

There was discussion about the needed height variations and the accompanying shadow impact study that was conducted.

There was discussion about the variation needed due to the façade design of the building.

There was discussion about the reliance on the alley access. Mr. Hammel noted that when a proposed development would have this level on impact on an alley, typically the Village would look to have the developer improve the alley. This alley may be included in a planned program from the Village to install green alleys. As a result, staff deems that it would be impractical to rebuild the alley as a part of the proposed development and the standard payment could be made by the petitioner to go towards the green alley development.

Commissioner DeAngelis asked if there were discussions about vacating this alley. Mr. Hammel noted that this idea was not a part of this proposed development.

There was discussion about the Parkway Parking along Trumbull Ave. As a part of the proposed development, the current sidewalk would be relocated onto the petitioner's private property. Staff would recommend that the Petitioner enter into an agreement, to the satisfaction of the Village Attorney, ensuring that the portion of that sidewalk located on the Petitioner's property will remain available to the public and provide direct connections to adjacent segments of the public sidewalk network.

There was a discussion about proposed bike parking in the public right-of-way. Mr. Hammel also noted the Special Use and Variation Standards that need to be considered.

Mr. Hammel went over the public comment that was received prior to this meeting.

Petitioners:

Hal Francke – Attorney

Rabbi Shmuel Schuman – Director

Dr. Chani Tessler – Dean

David Hartman – Family Representative

Michael Thompson – Architect

Peter Lemmon – Traffic Engineer

Alexa Falbo - Civil Engineer

Brenden Penny - Attorney

Mr. Francke gave an opening statement that highlighted what the petitioner's presentation would go over.

Rabbi Schuman gave a history of the Hebrew Theological College (HTC) and spoke about the current location and the vision for moving the women's college (Sarah Hartman Women's College of Touro at HTC) to Lincolnwood.

Dr. Tessler spoke about the curriculum of the college and the culture of the students who attend.

There was some discussion about the current number of students and the anticipated growth in students. Rabbi Shuman stated that they do expect growth and hope to see the number of student rise over the first five years. He hopes that the number of students may approach 120 in the first 5 years. There was discussion about current students and Dr. Tessler spoke about the amount of people that she's observed parking at their current location.

Mr. Hartman gave history about his grandmother whom the college was named in honor of.

Mr. Thompson spoke about the goals when designing the proposed development.

There was some discussion about the proposed materials and why these specific materials were chosen.

Mr. Thompson showed some mockups of how the finished building would look.

Commissioner Auerbach asked if they considered building over the proposed parking lot instead of adding a third level. She noted that the proposal calls for a lot of variations but feels that as developed the designers left a lot of options on the table.

Mr. Thompson stated that while building over the parking area was considered it was ultimately not included in this plan for a few reasons. It wasn't desirable to create a covered parking lot (aesthetics, maintenance), they wanted to highlight the center courtyard as part of the design, and the budgetary impact of that sort of design.

Commissioner DeAngelis noted that the current height restrictions in the Zoning Code are lower than neighboring communities and if Lincolnwood wants to be able to compete with these communities, then we need to look at updating our restrictions to match those of our neighbors.

Commissioner Auerbach also asked about the high ceilings on the first floor. Instead of a 17-foot-high ceiling maybe reduce that height slightly.

Mr. Thompson stated that this is an aspect that the design team is willing to take another look at.

Mr. Lemmon addressed the Commission to speak about traffic evaluation and parking study. He spoke about the uniqueness of this development. The typical university usually accounts for enrollment in the thousands of students where this development in capped at no more than 200. The normal scale is thrown off as a result. So, they used the existing campus in Chicago as a basis for their parking study. Based on the peak usage over the three-day study, they determined that the peak parking need would be 27 spaces based on current enrollment.

Mr. Lemon also addressed the plan to deal with special events and how parking would be addressed. It was noted that some off-street parking has been secured with 19 spaces for special events at nearby Bais Chaim Dovid. Mr. Lemmon also went over a parking management plan that was a result of the parking study.

Ms. Falbo went over the grading and drainage plan for the proposed development. Ms. Falbo also went over the current Landscape plan.

There was some discussion about the upcoming Green Alley plan. Public Works director gave some overview of the project as well as explained how funding was received.

Mr. Penny gave a summary of what the petitioner is looking for, going over the requested special uses, variations, and parkway reliefs.

The Chairman opened up the discussion for Public Comment.

Matthew Stanton – 6400 block of Trumbull – Spoke about how he is not against the development but feels that the lack of onsite parking is absurd. He feels that there wasn't a lot of thought into the potential growth. He feels that too much of the burden of this development falls on the residents of the area. He presented a petition that was signed by 19 area neighbors stating their objection to the project.

Steve Sfikus – 6400 block of Kimball – Stated that the area parking is already congested due to the post office across the street. He also spoke about the height of the building.

Linda Lampert – 6400 block of Kimball – Overall is against this development, she feels that it would better fit in a bigger space somewhere else in the Village.

Marla Lampert – 6400 block of Kimball – Overall is against this development, she feels that it would better fit in a bigger space somewhere else in the Village. Also raised questions about property taxes and a potential decrease in tax revenue.

Rita Liptschitz – Assistant Dean for Sarah Hartman Women's College spoke in favor of the project.

Ahuva Guttman – Alumnus of Sarah Hartman Women's College spoke in favor of the project.

Mr. Markovits – 6700 block of Trumbull – Spoke in favor of the proposed development, thinks it would be a benefit to the community.

Joel Gordon – 6500 block of Central Park – Spoke in favor of the project. He is looking forward to the site being developed after so long.

Mark Hartman – 6600 block of Central Park – Spoke in favor of the project, thinks it would be a benefit to the community.

The commissioners then began their discussion about the cases.

Commissioner Novoselsky spoke about the first case PC-06-24 stating that he strongly opposes adding a college use to the B-2 zoning district. He feels that the proposed plan works against the

2016 Comprehensive Plan. Further he states that the Village should not even consider this proposal because the use itself should not be allowed in this zoning district.

Commissioner DeAngelis spoke in opposition to Commissioner Novoselsky's comments stating that the Comprehensive Plan is not law and that it encourages both religious institutions and schools, maybe not in this specific area of the Village.

Commissioner Sampen is in favor of this type of development in the Village. But he does wonder if the location of the proposed development fits.

Commission Kohn spoke about being in favor of this project. Feels that this would help revitalize the abandoned space. She feels that there the petitioner seems to be willing to work with the Village to adapt the proposed plan

Commissioner Auerbach hopes that her earlier comments didn't skew others about the project in a negative way. She spoke about how she feels that the use would be a good fit and use for the long-abandoned site. She feels that with some tweaks to the plans that this could be a viable plan. She reiterated that she feels that the first-floor height can be lowered to a twelve-foot height to alleviate some of the height concerns.

Commissioner Jakubowski spoke about how he didn't feel that Commissioner Novoselsky's comments were accurate. He also agreed with the comments of Commissioner Auerbach and feels that the petitioner didn't fully consider the impact that some aspects of the project would have on the neighbors. He feels that the approach was a little too insular and that some aspects of the project should be reconsidered. He recommends that the petitioner scales back the project slightly and brings it back.

It was determined that the Commission would vote on PC-06-24 first.

A Motion was made by Commissioner Novoselsky to deny the request for a text amendment to allow for a college in the B-2 zoning district.

The motion was seconded by Commissioner Sampen

Aye: Chairman Yohanna and, Commissioners Novoselsky, and Sampen

Nay: Commissioners Jakubowski, Kohn, DeAngelis, and Auerbach

Abstain:

Motion Failed: 3-4

A Motion was made by Commissioner Auerbach to approve the request for a text amendment as presented by staff to allow for a college/university in the B-2 zoning district.

The Motion was seconded by Commissioner Jakubowski.

Commissioner DeAngelis asked the Village Attorney when adding an amendment to an open motion would be appropriate.

Mr. Passman stated that any amendment should be made prior to the vote on the original motion.

Commissioner DeAngelis made a motion to amend the motion made by Commissioner Auerbach to increase the allowed height for new buildings to 45 feet to match that of other nearby municipalities.

There was discussion about the validity of the motion.

Mr. Passman noted that while the motion does follow Robert's Rules, the subject of the amendment was not notified for tonight's meeting and an amendment like that could have unforeseen repercussions.

Commissioner DeAngelis rescinded his amendment to the motion.

The commissioner then voted on the original motion made by Commissioner Auerbach

Aye: Commissioners Jakubowski, Kohn, DeAngelis, and Auerbach

Nay: Chairman Yohanna and, Commissioners Novoselsky, and Sampen

Abstain:

Motion Approved: 4-3

This item will go to the board in conjunction with a recommendation regarding Case PC-07-24.

The commission then moved to discuss PC-07-24

Commissioner Jakubowski stated that the number of sought reliefs are not out of the norm in his opinion. He did note some concern over two of the requested reliefs regarding the building setback and the building height. He feels that the petitioner should rework the plans and bring it back to the commission.

Commissioner Auerbach also feels that the plans should be altered and brought back to the Commission.

Commissioner Kohn overall feels that the plan is a sound one. She does concur with the previous commissioners that the petitioners can work on the building height and then come back to the Commission.

Commissioner Sampen concurs with the other commissioners that the plans should be reworked and brought back to the Commission.

Commissioner DeAngelis stated that he thinks that the Village needs to look at the height regulations independent of this case as a separate topic. He feels that these types of regulations make it difficult for Lincolnwood to complete with neighboring communities for these types of projects. He stated that he believes that height should be 45 feet. He went on to state that he doesn't believe that parking will be an issue at all at the site.

Commissioner Novoselsky reiterated his earlier statements that the proposed development is too big and too tall for the lot and that the proposed rear setback is too short and will have a large impact on the residents of the area. He also stated that the hardship threshold hasn't been reached.

Chairman Yohanna stated that he agrees with Commissioner Novoselsky. He stated that he doesn't believe that the standards have been met to approve the requested variations. Further he feels the development is too big for the proposed lot.

A Motion was made by Commissioner Novoselsky to deny all the special uses and variations.

The motion was seconded by Commissioner Sampen

This motion does not include the Parkway Parking reliefs.

Before the vote the attorney for the Petitioner stated that the petitioner would be agreeable to revise the proposed plans and bring it back to the commission if given the opportunity to.

There was discussion about the impacts of continuing this case to a future meeting.

Commissioner Novoselsky withdrew his motion

Commissioner DeAngelis moved to continue this case to the September 30, 2024 meeting

The motion was seconded by Commissioner Kohn

Chairman Yohanna left the meeting 11:18 pm

There was discussion if a new Chairman needed to be appointed before continuing.
A vote was taken to appoint an acting Chairman

Motion by Commissioner DeAngelis to recommend Commissioner Jakubowski be appointed Temporary Chairman of the Plan Commission for the duration of this meeting

The Motion was seconded by Commissioner Auerbach

Aye: Commissioners Jakubowski, Kohn, DeAngelis, Sampen and Auerbach

Nay: Commissioner Novoselsky

Abstain:

Motion Approved: 5-1

The commission voted on the motion to continue the hearing to September 30, 2024.

Aye: Commissioners Jakubowski, Kohn, DeAngelis, Sampen and Auerbach

Nay:

Abstain: Commissioner Novoselsky
Motion Approved: 5-0

V. Next Meeting

The next meeting of the Plan Commission is scheduled for Monday, September 30, 2024.

VI. Public Comment

Temporary Chairman Jakubowski announced the opportunity for additional comments from the public. Let the record show that no one came forward.

VII. Adjournment

A Motion was made by Commissioner DeAngelis to adjourn the meeting.

The motion was seconded by Commissioner Sampen.

Aye: Acting Chairman Jakubowski and Commissioners Kohn, DeAngelis, Novoselsky, Sampen and Auerbach

Nay:

Abstain:

Motion Approved: 5-0

The meeting ended at 11:24 pm.

Respectfully submitted,

Marcos Classen
Community Development Coordinator