

**VILLAGE OF RIVER FOREST
DEVELOPMENT REVIEW BOARD MEETING MINUTES
July 16, 2020**

A meeting of the Village of River Forest Development Review Board was held at 7:30 p.m. on Thursday, July 16, 2020 in the Community Room of the River Forest Village Hall, 400 Park Avenue, River Forest, Illinois.

I. CALL TO ORDER

The meeting was called to order at 7:30 p.m. Upon roll call, the following persons were:

Present: Members Crosby, Dombrowski, Fishman, Kilbride, O'Brien, Schubkegel, and Chairman Martin

Absent: None

Also Present: Assistant Village Administrator Lisa Scheiner, Village Attorney Carmen Forte, Jr., Secretary Clifford Radatz and Village Planning Consultant John Houseal

II. APPROVAL OF MINUTES OF THE JUNE 18, 2020 DEVELOPMENT REVIEW BOARD MEETING

No action taken.

III. CONTINUED PUBLIC HEARING - APPLICATION #20-01: APPLICATION FOR A PLANNED DEVELOPMENT TO CONSTRUCT A TOWNHOME DEVELOPMENT AT 1101-1111 BONNIE BRAE PLACE

Chairman Martin opened the continued public hearing for the proposed planned development at 1101-1111 Bonnie Brae Place.

Assistant Village Administrator Scheiner read the admonition and swore in all parties wishing to speak who had not previously been sworn in.

Chairman Martin explained that at the last hearing the applicant indicated that they wanted to submit a revised plan for the Board's consideration. That was done in a timely fashion and later amended after consideration of some of the comments from Village staff. Chairman Martin asked the applicant to make a presentation so that all present understand the current plan.

John Schiess, JCSA Chicago, confirmed that since the last meeting they revised the site plan and some building elevations and submitted them on July 2, 2020, as was directed during the meeting. Subsequent to that submittal, Mr. Schiess spoke to Fire Marshal Kevin Wiley in relation to concerns for first responders. They addressed those concerns on the site plan and elevation drawings. Namely, the cantilevered balconies that projected five feet from the rear

of all the units were removed and replaced with “Juliet balconies.” A Juliet balcony allows residents to open the doors for fresh air but the balconies do not project out beyond the face of the building. This provides 22 feet between the buildings to accommodate emergency vehicle access. This change also allowed them to set the fronts of the units on Bonnie Brae to the appropriate zoning-required setback. The revised site plan was submitted on July 10, 2020, reflecting the removal of the balconies and the bridge between units.

Mr. Schiess mentioned that two consultants were present virtually to answer questions. He also stated that the marketing consultant, Avenue One, represented by Mariano Mollo was present on the call and available to answer questions.

Mr. Scheiss presented slides that compare the previous elevations with five-foot deep balconies and the current elevations with Juliet balconies, which increase distance between the balconies and the power lines. Mr. Schiess stated that the unit floor plans have not changed.

Mr. Schiess presented slides that demonstrate building elevations and noted that the elevations reflect the proposed colors and building materials. He said the rendering was prepared by someone who is now unavailable to update it. He stated that they added more limestone detailing to the elevations, which was a concern outlined in John Houseal’s report.

Mr. Schiess said the changes between the previous elevation and the one presented was a response to John Houseal’s comments about needing to make the building look and act as a whole design. He presented the changes as they were applied to other elevations of the buildings, including the updated colors.

Mr. Schiess presented the revised landscape plan, which takes advantage of the additional space between buildings 1 and 2 and provides additional landscaping. The buildings also are further toward the north, which allows for a greater landscape area between the public walkway and buildings 2, 4, and 6.

Mr. Houseal’s report recommended screening the courtyard so that passersby did not see a series of garage doors. Mr. Schiess stated they created that screening with landscaping. They “pinched” the 22-foot driveway at the entrance along Thomas, with evergreen landscaping so as to provide a visual buffer. He said they increased the setback from five feet to 12 feet, which provides for enhanced landscaping and pedestrian safety along Thomas.

Mr. Schiess reviewed the site development allowances that are being sought for this project.

Bill Grieve, senior transportation engineer for Gewalt Hamilton Associates, stated that they conducted the traffic impact and parking study for the project. He stated the traffic characteristics and traffic counts were conducted pre-COVID-19, in November 2019, while Concordia University and Grace Lutheran were still in session. Peak hours were 7:30-8:30 a.m. and 3:00-4:00 p.m. The peak time in the afternoon is different from the typical 5:00-6:00 p.m. due to the activity from Concordia University.

Mr. Grieve stated the site has the opportunity for about 30% of non-automobile trips, to include walking, bus, and biking, including those who may work at Concordia University. These discounts were not taken into account to ensure they looked at the maximum impact of the development, which is a limited number of trips. In the morning, during peak hours, the townhomes are expected to generate about one trip every six minutes, and about one trip every five minutes in the afternoon peak hour. He stated that there was a previous development proposal of apartments on the site and that the townhomes will generate 30-35% fewer trips than the apartments that were previously proposed would have.

Mr. Grieve stated the intersections right now operate acceptably or better. Traffic engineers rate level of service on a scale from A to F. He stated D is acceptable, and that virtually everything at the site is at a C or better, with the exception of the intersection at Bonnie Brae and Division, which is rated at a D. He said delay increases will be at a second or less. He noted that the townhome neighbors have different peak times, with the University getting busier later in the morning, earlier in the afternoon, and later in the evenings, as opposed to the townhome peaks, which will be 7:30-8:30 a.m. and 4:30-5:30 p.m. He said Grace Lutheran has peak hours from 8:15 to 3:00, so the activity winds down before the other activity starts picking up.

Mr. Grieve stated each of the eighteen townhomes have a two-car garage, equaling 36 spaces. John Houseal's testimony noted that residents and visitors may also park alongside the garages, so the potential number of parking spaces on site ends up being 56 spaces. Mr. Grieve stated the Institute for Transportation Engineer calculates a need of less than 30 spaces. The Village Code requires 49 spaces, so they are providing slightly more than the Code requires. Also, there will be off-site parking for resident-only parking on the north side of Thomas from 8:00 a.m. to 8:00 p.m. as well as on the south side of Division. He estimated at least six to eight cars may be able to park at these locations. There is already resident-only parking on the west side of Bonnie Brae near Augusta and two-hour parking on the west side of Bonnie Brae. He mentioned residents may also call the Village and ask them for guest passes so that their guests may legally park at these locations.

Mr. Grieve presented two conclusions: that the townhome traffic can be readily accommodated by the adjacent streets and that the Bonnie Brae Townhome parking needs can be easily met with everything that is available on-site and with the available street parking.

Chairman Martin asked if there were any questions for Mr. Grieve.

Chairman Martin asked how many on-site parking spaces there were. Mr. Grieve responded that there is a two-car garage for each of the 18 townhomes, and there are two guest spaces, which totals 38 spaces. He added that there is enough depth where someone may park alongside the garages, which equates to another eighteen spaces. Mr. Grieve stated the total number of on-site parking spaces is 56 spaces.

Chairman Martin asked where the last, additional 18 spaces were coming from. Ms. Scheiner clarified that cars parking along the alley, parallel to the garages, would equal six and not 18 spaces.

Mr. Houseal agreed that it was only six spaces, and added that they cannot be counted as parking spaces because they do not meet the dimensions required and that anyone parking in those spaces would block others from getting to other parking spaces required for the unit. He added that the current plan, in lieu of providing four guest spaces, only provides two, but that there is the ability to accommodate six extra cars on site if people choose to park parallel to the garages. He said that a car could be parked there, but those spaces are not included in the overall on-site parking space count because they're not large enough and they block in required parking.

Mr. Grieve responded by saying the key is that the ability to accommodate the cars parking parallel to the garages, and that the parking on street will make it easy to accommodate and meet the parking needs of the Bonnie Brae Townhomes throughout the day and night.

Chairman Martin asked if he was still counting the 12 spaces behind buildings 1, 2, 3, and four. He said they previously derived a total of 56 spaces by counting a third space behind each of the buildings, and he wanted to clarify that those spots were not being counted anymore. Mr. Grieve stated they were looking at cars being parked parallel to the garage and other available spaces. He said they were not counting those that you can officially count according to the Code. He acknowledged that parking along the garages would be effectively blocking the alley.

Chairman Martin asked whether the cars being parked parallel to the garages would interfere with firetrucks, which was the reason why they took out the balconies. Mr. Schiess stated the Village Code-complaint spaces came up to 38, with 36 for the townhomes and two guest spaces, and then another "soft six spaces" along the alley. He called them "soft" spaces because they're not compliant. He totaled these at 44, saying they could not count any spaces in the driveway, because it would go against the notions of emergency access.

Mr. Grieve responded that, even after taking out the spaces in the driveway, and especially with the resident-only parking being implemented on the street, that they think what is available on-site and on the street would meet the demands of the residents. The Institute of Transportation Engineers estimates that for 18 townhomes there will probably be a need for 28 parking spaces, according to national average. He said there will be "plenty of spaces" to meet the demand between the on-site and on-the-street parking.

Chairman Martin asked whether there were any other questions for Mr. Grieve. There were none.

Mr. Schiess commented that that was the end for the presentation. He stated Art Gurevich, the developer, was present and suggested he may want to make some comments. He also added that Mariano Mollo is available to answer questions as to the marketing of the townhomes.

Art Gurevich stated there was an issue of affordable housing that was raised by John Houseal. He said he prepared a statement that he could either submit or read into the record. Because Chairman Martin said he hasn't seen it, he told him to read the statement into the record. Mr. Gurevich read the statement into the record, stating that the property was acquired by the developer with the intent of creating market-rate condominium units but the plan was later changed in favor of townhome development. The development's economic performance was based on the market rate unit and the development costs and impact is consistent with the Village's requirements. The Village's affordable housing guidelines take into account that, for practical reasons, only multi-family or mixed-use developments can support affordable units. The proposed townhomes are not suitable for affordable units, since the inclusion of even one affordable townhome would make their plan not economically feasible.

Mr. Gurevich stated that the development would not be eliminating existing affordable units. In 2017, two-bedroom units were rented for \$1,400 per month and three-bedroom units were rented for \$2,000 per month. He noted that both of these amounts were in excess of 2018 affordable guidelines of \$1,143 and \$1,320, respectively.

Mr. Gurevich stated they fully support the Village's affordable housing program and that they have participated in similar programs since 2002. He stated that participation in the program requires the developer to incorporate the program into the planning from the very beginning of the development, in order to factor in the cost of the land and other incentives. He stated that was not the case for this development.

Member Kilbride asked what the average listing price was. Mr. Gurevich stated that it would probably be in the range of \$600,000 to \$625,000. In response to a follow-up question from Member Kilbride, Mr. Gurevich responded that unit size is in the range of 2,500-2,600 sq. ft.

Chairman Martin asked whether the rental rates Mr. Gurevich cited were for the building next door. Mr. Gurevich confirmed that it was and restated the monthly rents. He said that there is one renter remaining in those units.

Chairman Martin asked if there were other questions for Mr. Gurevich. Hearing none, Chairman Martin asked if there were any other presenters for the plan. Mr. Schiess confirmed that their presentation was concluded.

Commander James Greenwood stated he has no additional comments at this time. Ms. Scheiner confirmed that the Police Department's position on this development has not changed.

Fire Marshal Kevin Wiley stated that he and John Schiess have talked about the proposed bridge, which was taken out of the plan. The other concern was with the full-sized balconies, which have also been taken out of the plan and changed to Juliet balconies. He stated the concern was with how far away the power lines would be away from the building. With the Juliet balconies, people are kept from extending out by the five feet originally planned. He said the Fire Department has access to all the buildings with the bridge removed.

Fire Marshal Wiley stated the other item they still have to figure out is the one pole in the middle of the property with three transformers on it. Because the pole is not included in the plan, he could not tell how far away from the back of the building it would be. He stated that the addresses in the Village go from south to north, and the Fire Department suggests that the building addresses for this development conform to that south-to-north scheme to make it easier for first responders to locate the property. Ms. Scheiner stated that the Village has an address assignment process it will follow.

Public Works Director John Anderson stated they received a revised utility plan showing new locations for the water main, water services, and the sewer for the site. They were previously too close to the other property, but they moved those and looped it back into the main on Bonnie Brae, and he is satisfied with the current plan.

Director Anderson stated that they have concerns about the material staging plan, but that it can be moved around. Specifically, he stated that the alley to the east was recently constructed with permeable paver materials and Staff wants to ensure that they alley is not disturbed nor used as the primary location for vehicles to enter and exit during construction of the development. He stated they would like it if the staging could be done to avoid the alley.

Director Anderson also stated that they would like to ensure that snow is removed and not placed in the public right-of-way nor guest parking spaces.

Village Engineer Jeff Loster commented that the concrete pad to the garbage enclosure has been turned to face south and may appear to be a parking space for drivers coming in off the alley. He stated the applicant may need to modify the pad so as not to create a large concrete pad that could fit a vehicle.

Planning Consultant, John Houseal, stated there are few changes from his previous report. The revisions from the applicant changing the balconies and the bridge came in on the July 9 and 10, respectively. A lot of the application, however, remained unchanged. He stated the Comprehensive Plan designates land use at this location for multi-family. He said the townhomes provide a residential housing type of which the Village has some but not a lot. He said the three-flat that is to the north of the parking lot is not an architecturally significant landmark building, but it is an attractive, older building that the character of the street would lose in the plan proposed.

On the subject of affordable housing, Mr. Houseal stated that the applicant addressed the fact that the units in the three-flat north of the parking lot do not meet the housing affordability index as established by the State of Illinois, as they exceed the monthly rental fee for what would classify as affordable housing. He mentioned that the Affordable Housing Plan was not adopted at the time the development was submitted and already in process.

Mr. Houseal stated, as for zoning and site development allowances, he noted that the applicant did not include one of the requested allowances and said he will address it. He said, as to density, that the Village calculates density by minimum land area. For every

townhouse or multi-family unit, the Village requires 2,800 square feet of land per unit. He said, based on the size of the property in question, which are at little more than 27,000 square feet, that they are entitled to have nine units. They are proposing eighteen units, which is double their overall permitted density. Thus, they need a site development allowance of 1,344 feet of property per unit.

Mr. Houseal stated the lots comply with the Zoning Code and that there is a lot coverage maximum of 70% and the plan is at 69%. They do not need a variance or a site development allowance for their floor-area-ratio of 1.29, since the maximum they are allowed is 1.5. They are allowed a building height of 45 feet. The renderings show a height of 41 feet, but they're requesting 42 feet.

Mr. Houseal stated the front setback off of Bonnie Brae has been pushed back in their plan to the required 20 feet. Initially the front yard setback was 15 feet. Mr. Houseal said the Thomas Street setback is missing from the applicant's table. The Thomas Street frontage, by Village Code, is required to be 25 feet. Their table shows this is a three-foot side-yard setback, but it's a corner-side setback that requires 25 feet. They are proposing a 12-foot setback, so they need a 13-foot site development allowance for the Thomas Street frontage.

Mr. Houseal stated the rear-yard setback from the alley is supposed to be 27.6 feet. The plan has a rear-yard setback of only eight feet, so they need a site development allowance of 19.6 feet from the alley. Likewise, the area of the rear yard is supposed to be a little over 4,100 square feet. Their rear yard area is at about 1,300 square feet, so they need a site development allowance of 2,856 feet for the rear yard.

Mr. Houseal said the setback off the north property line complies with code which requires a three-foot setback. They are proposing a five-foot setback.

Mr. Houseal said 2 ½ resident parking spaces are required per unit, for a total of 45 spaces. They are proposing only two spaces per unit, which equates to 36 spaces. Thus, they need a site development allowance for nine spaces for residents. Likewise, they are proposing two guest parking spaces but they are required to have four. They also need a site development allowance for two guest parking spaces.

Mr. Houseal said the proposed architectural façade and detail has been increased on all four sides of the building. He said the Thomas Street frontage façades were bland, but that they modified some of the brick color and included horizontal limestone banding between the floors and vertically running up the corner of the building as well. Now, the side façades have a little more architectural interest, articulation, and a better mix of materials than the previous elevations. On the subject of architectural interest, Mr. Houseal commented that the previous plan of the bridge component added architectural interest to the site, but that it has been removed from the current plan.

Mr. Houseal said access to the site is good. He stated that line-of-sight is a challenge for townhome developments, because it is basically just rows of garage doors that do not look good. He said they mitigated it by increasing the Bonnie Brae setback and decreasing the

width between the buildings. The distance between buildings 1 and 2, on Bonnie Brae, and buildings 3 and 4 behind them, used to be 30 feet. Now, the distance is 22 feet, and the auto-court is narrower. Also, the driveway used to be 24 feet wide as you came into the site, but it is now 16 feet just south of buildings 2 and 4. They increased the setback from Thomas Street from five feet to 12 feet, as well. They increased the landscaping at these areas to block line-of-sight. The line-of-sight to the garage doors from the streets is not completely covered, but has been mitigated to a great degree over previous plans.

Mr. Houseal noted the landscaping plan has improved, but that it was good before. He previously suggested a few things to improve the landscaping, and they have incorporated them into the new plan. Most notably, they pinched the drive and used hydrangea and arborvitae, which is an evergreen and will not lose its leaves in the fall, providing line-of-sight screening in the fall and winter as well. He said it will be an effective screening while still providing safe line-of-sight to the driveway with the increased setback.

Mr. Houseal noted that the density is double what is permitted. He said the concern is not necessarily the proposed density, but that the challenge for the site is the townhomes being proposed at that density. Because the townhomes are separated, the setbacks are pinched, and driveways and line-of sights are more challenging. He said that some of the setbacks have been mitigated to the extent possible.

Mr. Houseal agreed with Mr. Schiess and Mr. Grieve that the parking will be sufficient. The two parking spaces per unit as opposed to the required 2 ½ will be suitable for this product. He added that the Village Code has a high threshold for parking requirements. He said the two guest parking spaces would be concerning if not for the six spaces along the alley where guests can park. He said that, while they cannot count these spaces as parking spots, they will practically be used as guest parking by people frequenting the site, so parking will be sufficient.

Mr. Houseal noted that the Comprehensive Plan states that affordable housing units should be appropriately considered, stating the applicant has addressed and given his answer regarding that issue. He said the access and circulation and landscaping is good, and that overall the land use is the appropriate land use of multi-family or single-family attached.

Member Crosby said he can see how easily integrated affordable housing is for mixed-use, but wanted to know whether it's commonly done or impossible for a townhouse to be integrated into affordable housing.

Mr. Houseal responded that nothing is impossible, but that factoring for affordable housing is difficult to do at the eleventh hour. The Affordable Housing Plan, which was adopted after the development was already in the pipeline, recognizes that the most likely way for the Village to get affordable housing is through mixed-use development or multi-family developments, or single-family detached dwellings, not applicable to townhomes. He said single-family attached developments, such as townhomes, are more difficult because it is a bigger product. The townhomes are approximately 2,500 square feet and there are eighteen units. Thus, it is not impossible, but it would modify the financials for the plan. He added that

the numbers the applicant gave for the existing units at the site exceed the state standards threshold for what is affordable at market rate. The units would have to be significantly lower in price than they are now in order to meet the affordable housing standards.

Member Kilbride asked whether the exception to the density requirement is frequent, or whether density requirements are often not met. Mr. Houseal responded that the density requirements are often not met. He said that in his experience for the past 20 years, he could recall only once or twice where an applicant was not asking for relief from density. Height and density are typically the bulk regulations for which applicants seek relief. He added that there has been a call for the Village to review its commercial and mixed-use and multi-family district density requirements to see if they are tested against market realities.

Assistant Village Administrator Scheiner stated that this concluded reports by the Village's Staff and consultant.

Public Comment

Chairman Martin then opened the Board Meeting up to public comment.

Daniel Lauber, 7215 Oak Avenue, stated he is glad the area is being developed. He pointed out that the developers mentioned the townhomes are for empty nesters, but in their school study they say they are starter homes. He said that there is nothing to suggest that the development complies with ADA accessibility standards and that a staff review is necessary to see if the development does comply with ADA standards.

Mr. Lauber stated he is concerned about all the development allowances sought by the applicant. He is also concerned about the discussion that guests may use the aprons of the garages for parking. He stated he fears the development will worsen an existing, tight on-street parking situation.

Mr. Lauber stated that if the allowances are being sought as variances, they would all have to be rejected because any hardship is created by the developer seeking to double the density that is allowed as of right.

Mr. Lauber stated he is also concerned about the calculation of school-aged children, which affects fees. He stated he cannot make sense of the calculation.

Mr. Lauber asserted that the townhomes are not meeting housing needs in River Forest. He stated the developer itself stated most people in River Forest cannot afford the townhouses. He discussed the median income in the Village and disparity between average home costs. He stated the development will only make the situation worse. He said the development only increases the already huge supply of three-bedroom dwellings. He expressed confusion as to how the development meets the goals of the Comprehensive Plan and meets the housing needs of River Forest residents, when most people cannot afford the townhouses, and the townhouses have the most common number of bedrooms in the Village.

In conclusion, Mr. Lauber urged the Development Review Board to give the matter further thought without voting on the matter that night, and to also think very carefully about the parking. He reiterated the concern of handicap-accessible units and parking, which is not addressed in the application. He stated the Board could use more details on that issue. He also urged the Development Review Board to insist that the developer provide the aforementioned leases for each of the six units.

Pamela Kende, 1115 Bonne Brae Place, stated that zoning regulations are enforced to maintain property values and that they are for the common good. She said the development proposed does not fit into the neighborhood, as evidenced by the need for the six variances, many of which are three times the amount actually allowed. She said the development shows a disregard for the current residents of River Forest and for their rights to enjoy their property under existing zoning regulations. She asked the Board to deny the variance requests and send a clear message as to their commitment toward upholding the zoning regulations.

Ms. Kende mentioned the builder's discussion at the last meeting, regarding the importance of sunlight for each of the proposed units. He said that it was designed so that each unit is provided with the maximum amount of sunlight. Ms. Kende stated the proposed building will block the sunlight to her property in the winter, because of their non-conforming setback on the rear yard. She stated she agrees sunlight is important, and that the proposed property would block out her winter sunlight. She urged the Board to take a closer look at how little sunlight she would get in the winter.

In summation, Ms. Kende said she is in favor of the redevelopment of the area, but that the project must fit within the zoning codes, which are designed to protect residents from non-conforming structures.

Hearing no further comment, Chairman Martin permitted the applicant an opportunity to respond to the comments that were made.

Mr. Schiess, in response to Mr. Lauber's concerns for accessible parking space standards, stated that multi-level, privately-owned housing is categorically exempt by Illinois statute. He continued that the interiors of the units are not required to meet any accessibility standards, either by the ADA or Illinois statute.

Mr. Schiess stated, in response to the empty nester and entry level housing comments, that the townhomes are appropriate for both parties. He stated that there is, as shown by the data, a need for this product type in the neighborhood.

Mr. Schiess then responded to Ms. Kende's statement assertions of property values and rights to enjoy. He stated that there is no support for these standards in her testimony. He stated he believes she is testifying as the neighbor to the immediate north of the project and not necessarily as a professional who can speak to property values, and requested authority for her assertion.

Chairman Martin mentioned an analysis letter that was submitted in the application about the number of school-aged children that were projected to be in the development. He asked if the applicant was asking the Board to waive the contribution to the school district. Mr. Gurevich responded in the affirmative, and confirmed they were asking for such a waiver.

Chairman Martin explained that the plan was submitted and began last year before the COVID-19 pandemic. He asked what impact the quarantine and virus had, if any, on their economic ability to complete the plan. Mr. Gurevich said that, economically, they are fine. They have letters from banks that are willing to finance them, and they are well-capitalized themselves to provide equity. Chairman Martin asked for confirmation that the quarantine and virus has had no impact on their economic ability to complete the project. Mr. Gurevich confirmed that the quarantine and virus had no such impact.

Chairman Martin asked if there were any further questions. Hearing no further public comment, Chairman Martin closed the public hearing.

IV. DISCUSSION, DELIBERATION AND RECOMMENDATION - APPLICATION #20-01: APPLICATION FOR A PLANNED DEVELOPMENT TO CONSTRUCT A TOWNHOME DEVELOPMENT AT 1101-1111 BONNIE BRAE PLACE

Member O'Brien stated that she has a problem with the density and the product itself. She stated that there are 29 townhome units on Madison Promenade, only 17 of which sold, and 12 of which never sold from the developer. Right now, four resales are in the process, and two units were rented just last week. She stated that 12 of the units have never been occupied. In 2020, only one unit sold, on January 30th for \$470,000. In 2019, two units there sold, one for \$470,000 and the other for \$479,000. She stated the proposed new units will be 18 of the same product on a small piece of land, albeit a couple years newer.

Member O'Brien stated she did not understand the parking space count. She asked for clarification that the six spaces on the east side of the property were behind the garages. Receiving confirmation, she stated they cannot be counted as parking spaces. She noted that parking on the east side of Bonnie Brae is not currently permitted; only parking on the west side is allowed. She stated the pictures that were shown from the traffic study showed that Division was already crowded and noted that the residents of the multi-unit dense buildings in the area and on Thomas Street have to park somewhere. She expressed doubt that parking on Division could be counted as guest parking, because of all the other people living in the area. She assessed there are only two true guest parking spots among 18 units. Member O'Brien stated that the plan is too dense and that it is clear from the number of allowances the applicant is seeking.

Member O'Brien stated she also has an issue with the shadow study that was submitted in the prior month. She said it was not addressed at all at the current meeting and that they should look at it in more depth.

Member Crosby stated they did a good job of designing the building, architecturally. He said he had a problem with the south and north elevations, but added that they have improved

on those. About the schematic drawings, he said that they give him hope that the townhomes are of a higher quality than the townhomes that were built on Madison.

Member Crosby said he would like to see the alleyway that runs between building 1 and building 3 and between building 2 and building 4 made with paver brick material as opposed to asphalt and concrete. He said the townhouses on Franklin and Lake have pavers, and that it elevates the whole landscaping. He does not care for the asphalt that is at the townhouses on Madison. He said he would like to see the driveway made of permeable paver brick. He said that, especially because there are permeable paver bricks in the alley, the alley is going to appear to be of higher quality than the driveway.

Member Crosby mentioned past discussion about snow removal. He said he thought the plan was to remove the snow from the site. He said he would like to see that addressed, if they approve the plan. Member Crosby stated he would also like to limit and not allow entry to the site through the alley during construction, as the construction trucks would damage the permeable pavers.

Member Crosby stated he is not concerned about the parking. He stated he is okay with the six spaces contemplated behind the garages.

Member Crosby stated he struggles with the issue of affordable housing. He stated that there is a significant desire in the community for affordable housing. But, he noted the Affordable Housing Plan was approved by the Village Board of Trustees after the applicant submitted the application, and that it would not be right to make the applicant revise its plan and assess for affordable housing after already putting work and money into their plan.

Member Fishman said she agrees that it would be unfair to make the applicant change things around for affordable housing now, because they did apply before the Affordable Housing Plan went into effect. Member Fishman stated she also has no trouble with the parking issue. She stated that, by the presentation, they evaluated the issue and she felt there would be enough parking around the area.

Member Fishman said that she thinks the project is of higher quality than the Madison Street townhomes, as those townhouses were not as well-done as the applicant's townhouses seem to be.

Member Fishman said she is concerned about the shadows. She said the size of the building at the site now is quite sizeable, but she does not know the difference between the height of that building as compared to the buildings in applicant's plans. She said she was not sure whether Ms. Kende's concerns of the development blocking her winter sun were valid.

Member O'Brien stated that she thinks the issue is not necessarily the height of the building but that the frontage of the units of Buildings 4, 5, and 6 are closer to Bonnie Brae to the west.

Member Kilbride mentioned that she has been to the site and the current building is pretty expansive on the whole lot. She said the current building is where Buildings 1, 3, and 5 would

be, and that it's just south of Ms. Kende's property. She noted the current building is very high. She stated that the current building would be the similarly close to Ms. Kende's property, since her driveway abuts against the current building.

Mr. Houseal stated that the setback off the alley is too far east, since it is at eight feet where it should be the 20 feet that is required. He said it would cast a shadow that would be diminished if the required setback was in the plan. He stated the height of the current building is probably similar to the height of the proposed building.

Member Kilbride stated there would be more of a setback with the new construction, and that Ms. Kende's garage won't have as much setback as the new construction will have. She also stated that she was pleased with how responsive the architect and the developer were to respond to their comments and make changes easily. She stated she is not concerned about the parking issues, and that she believes the quality of the construction and the layout appear to be of higher quality than the Madison townhomes. She said the COVID-19 pandemic may be a positive thing for the project, since people are now looking to move out of the City and that there is a demand now for ownership property in River Forest.

Member Fishman asked whether the townhomes at Madison have decks on the roof. It was confirmed that they did not. Member Fishman stated that it is a big deal for homebuyers to have some outdoor space, and that there's nothing like that at the Madison Street townhomes.

Member Crosby confirmed that the condensers for each unit are on the roof for the applicant's project, then noted the Madison Street units have the condensers behind each unit, which looks bad.

Member Dombrowski commented that the townhomes at Madison look very tight, and that, location-wise, the project before them is better than the townhomes at Madison. He stated it is not perfect, and that it is dense, and that he understands the neighbor's concerns. He stated that the architect and developer have put forth a better plan than the townhomes at Madison Street.

Chairman Martin stated that several years ago they went through a similar project with the same developer, and they approved 18 units at the time. He stated that project differed because that was one three-story building and one building that had 15 condominium units in it. He stated that idea worked better on the property, and that the 18 single-family units being proposed now would look like Madison Street. But, he stated Bonnie Brae is not Madison and drew numerous distinctions between the properties, concluding that he does not see how there is any comparison between the two sites. He said he thinks 18 townhouses is way too much for the property and that it is going to be crowded into a very small space, which is not appropriate.

Chairman Martin expressed concerns regarding the applicant's description of the on-site parking. He stated the six spaces on the alley behind the garages are not guest parking spaces. He said he would never agree to a site development allowance of two guest parking spaces

for 18 units. Furthermore, he noted that the streets are heavily parked already, and he thinks it is wrong to say that parking on Division will be sufficient for guests. He said the parking problem is part of trying to cram too many townhouses onto the lot. He said that if this is the only way the project can be economically viable, then the developer has the wrong project.

Chairman Martin said that if the Development Review Board wants to vote on it, then there are a number of conditions that they need to consider as part of a motion to approve. Chairman Martin said he has the following list of conditions to which the Board members may add:

1. Landscaping must comply with the Village Code and be approved by the Village's Landscape Engineer.
2. Village to have an easement for access to the property for maintenance and repairs.
3. Building materials must be those that were presented and included in the proposal.
4. No waiver of contribution to local the school districts.
5. No construction traffic permitted in the alley.
6. No storage of materials on parkway or sidewalk.
7. No use of public right of way or guest parking spaces for storage of snow.
8. Alley/street to be constructed of permeable pavers.

Member Kilbride asked whether the contribution to the school districts is a monetary amount. Chairman Martin responded that it's either a monetary amount or a donation of land, as required by the Village Code. Member Schubkegel asked what the amount is based on. Ms. Scheiner stated there is a formula in the Village's Code to determine the amount. Member Dombrowski asked when they are required to pay it. Ms. Scheiner stated the Village usually asks for payment before the permit is issued, or, in certain situations, the payment may be delayed until the units are occupied. She stated that, based on the formula established by the Code, the 18 townhome units, and the number of bedrooms, the developer's contribution to the school district is \$49,488.10. The developer has the ability to ask that the contribution be waived or recalculated. But, absent a waiver, the developer would be required to pay that amount.

Chairman Martin stated that the request for a waiver is in the plan that was submitted, so they must address it. They can't just approve the application, because that would grant the waiver.

Member Crosby stated he agrees with all the conditions and that the permeable paver bricks on the driveway and the guest parking spots are the big issue for him, as well as snow removal.

Ms. Scheiner referred to her memo from February 28, 2020, which contained other conditions Village staff requested. They were:

1. Surety in a form and amount to be determined by the Village engineer in the case of any damage to the public infrastructure;

2. Surety in the amount of 125% of the engineer's estimate for any public improvements that are required, such as for public sidewalks;
3. Condominium declaration to have a prohibition for Boat/Trailer/RV Parking unless for delivery or service.

Member O'Brien noted that the applicant's bank letter said it was only good for 30 days, and that time is up. She asked if they should get another one. Member Dombrowski stated they should have an updated letter.

A MOTION was made by Member Dombrowski and SECONDED by Member Crosby to recommend to the Village Board of Trustees that the project be approved with the above mentioned eleven conditions.

Chairman Martin asked if there was any discussion. Receiving no response, he asked Ms. Scheiner to take the roll call.

ROLL CALL VOTE:

Ayes: Members Crosby, Dombrowski, Fishman, Kilbride, and Schubkegel

Nays: Member O'Brien and Chairman Martin

Motion Passed.

V. ADJOURNMENT

A MOTION was made by Member O'Brien and SECONDED by Member Dombrowski to adjourn the meeting of the Development Review Board at 9:27 p.m.

Ayes: Members Crosby, Dombrowski, Fishman, Kilbride, O'Brien, Schubkegel, and Chairman Martin

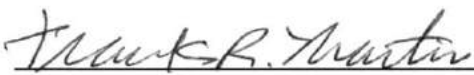
Nays: None

Motion Passed.

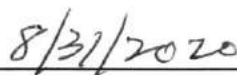
Respectfully Submitted:



Lisa Scheiner, Secretary



Frank R. Martin
Chairman, Development Review Board



Date