

May 20, 2010

Mr. William J. Mueller
Village President, and
Board of Trustees
Village of Lombard

Subject: ZBA 10-03: 119 N. Main Street

Dear President and Trustees:

Your Zoning Board of Appeals submits for your consideration its recommendation on the above referenced petition. The petitioner requests a variation to Section 155.210(A)(3)(b) of the Lombard Zoning Ordinance to increase the required height of an accessory structure from seventeen (17) feet to twenty-nine (29) feet to allow the construction of a two-story detached garage.

The Zoning Board of Appeals conducted a public hearing on April 28, 2010.

Martin Carroll, 119 N. Main Street, presented the petition. Prior to his presentation, he distributed a color rendering to the ZBA members which was prepared by his architect. The rendering consisted of copies of old photographs of the home and coach house secured from the Lombard Historical Society, as well as elevations of the proposed garage. Mr. Carroll stated that he is requesting a height variation for a garage that he is proposing to build using historically accurate information with architectural elements used in the original coach house. The height variation is primarily the result of the incorporation of the tower element, but also for the inclusion of the gable roof.

Mr. Carroll noted that his property is set back from other properties and the garage will be at least 100' from other houses. The proposed garage will be consistent with the neighborhood as most homes in that area are older homes. This design will fit in nicely and look seamless.

Referring to the historic coach house photo, he noted that the 2nd floor of the property was originally used to store hay and other farm implements. He will use the second floor of the new garage for storage only, nothing heavy, as they will only use rough flooring. The tower in the old photo was used as a privy and above that was a pigeon house. The new garage will not include those two items.

Referring to an insurance map drawing from 1925, it shows the original outline of the coach house and the home. The coach house had approximately 1,400 square feet of first floor area. The proposed detached garage site plan shows how the garage will be smaller - 942 square feet in first floor area - and will be built out of cedar to match the house. They will put in some antique windows and will use some of the old doors, which they have been storing in their basement. He noted that this will be a labor of love as they restored the house about 10 years ago and this is the last piece of the puzzle. The purpose of building this new garage is not to create an economic advantage, but to recreate what was originally there. The Lombard Historical Society encouraged him to do this and he is happy to bring back a piece of Lombard history.

Chairperson DeFalco opened the meeting for public comment. There was no one in the audience either in favor or against the petition.

Chairperson DeFalco then requested the staff report.

Michael Toth, Planner I, presented the staff report. He first emphasized that the proposed garage will be a detached garage and not a coach or carriage house. The petitioner is requesting an accessory structure height variation from seventeen (17) feet to twenty-nine (29) feet to accommodate certain architectural features that would allow the proposed detached garage to be visually compatible with the principal structure on the property.

The petitioner is proposing to demolish the existing detached garage that is currently located on the subject property and construct a new two-story detached garage that would be architecturally compatible with the principal structure. The principal structure was built in 1881. As such, the very nature of the structure is one that lends itself to Lombard's historic community. A carriage house also existed on the subject property, serving as a privy (outdoor lavatory) and pigeon house. The petitioner represents that the carriage house was demolished in the 1960's. In order to preserve historical significance of the premises, the petitioner is attempting to architecturally recreate that carriage house through the use of a turret, windows, gable roof and a copula and other architectural features. The original carriage house consisted of certain architectural elements that, by today's standard, create the need for the variation, due to the height needed. According to the submitted plans, the proposed detached garage would only be used as a three-car garage and storage area only. The petitioner has indicated that the additional height needed for the detached proposed garage is necessary in order to build a historically accurate structure and not to accommodate additional living area.

The Zoning Ordinance allows accessory buildings and structures to be no greater than seventeen (17) feet to the highest point of a roof or parapet. The highest point of the proposed detached garage would be twenty-nine (29) feet; however, that additional height is to accommodate the tower portion of the garage, which is attempting to maintain the historic accuracy of the original carriage house. Documentation (attached) obtained from the Lombard Historical Society states that the carriage house tower was similar to the tower on the house itself. Photographs that were

also obtained from the Lombard Historical Society also verify that the carriage house's tower was similar to the tower on the existing house. The actual peak height of the structure (not including the tower) would be twenty-three and a half (23.5) feet, which is measured from grade to the top of the gable portion of the roof.

The Historical Commission discussed the proposed garage at its April 20, 2010 meeting. As part of their discussion, the Commission reviewed the plans submitted by the petitioner and made the following finding:

The Lombard Historical Commission would like to thank the homeowners for including the Commission in their process to design a new coach house/garage structure. The Commission commends the effort of the homeowners to maintain and enhance the historical significance of their property with this addition. The Commission has reviewed the submitted design concept and believes the structure to be an appropriate addition to the property.

The "Standards for Variations" have been met in the following respects:

1. Staff finds that there are no physical surroundings, shape, or topographical conditions of the specific property that result in a particular hardship applied towards the proposed garage. However, staff believes that the historic value of the property should be preserved in its physical surrounding in a manner that reflects its historic origin.
2. The Lombard Historical Society has deemed the house on the subject property as being of "historical interest". As the property is of historic significance, it is deemed as being unique to the other properties located within the R-2 Single Family District.
3. If the detached garage were to be constructed per Code, the project would actually cost significantly less. As previously stated, the additional height needed for the detached proposed garage is necessary in order to build a historically accurate structure and not to accommodate additional living area.
4. The Zoning Ordinance does not allow the proposed detached garage to be constructed in a fashion that would allow the petitioner from recreating the original carriage house. Moreover, the original carriage house predates all Lombard zoning codes and would not have been subject to such regulations.
5. With the exception of the height variation, the detached garage meets all other Code requirements. The proportion of additional garage height will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood. Furthermore, the closest neighboring principal structure in proximity to the proposed detached garage would be in excess of one hundred (100) feet.

6. The principal structure on the subject property is compatible with the historic context of the surrounding neighborhood. As the purpose of the variation is to architecturally integrate the detached garage with the principal structure and match the carriage house, the garage would be visually compatible with the surrounding neighborhood.

7. From a land use perspective, the additional building height does not create adverse impacts on the surrounding neighborhood. The footprint of the proposed garage only represents less than three percent (3%) of the total lot area of the subject property. When considering the setbacks of the proposed detached garage and the relative size of the surrounding properties, the proposed structure would not impair the amount of adequate light and air to the surrounding properties.

Concluding Mr. Toth stated that staff recommended approval, subject to the 4 conditions noted in the staff report.

Chairperson DeFalco then opened the meeting for discussion by the Board Members.

Mr. Tap asked if they were recreating the pigeon house. Mr. Carroll answered, no.

Mr. Tap stated that the ZBA doesn't usually review building height variations in an R2 residential district where architectural elements or structures are the cause for exceeding code. Those types of petitions usually seem to fall under the purview of the Plan Commission or other Committees. He exemplified the train station clock tower, which exceeded height requirements. His point is that he views these elements in the same way that other Commissions/Committees do - that they just represent just an architectural feature. Therefore, he is in favor of this petition.

Chairperson DeFalco asked if the size of the proposed garage will be the same size the coach house originally was. Mr. Carroll answered that the proposed garage is a little smaller.

Dr. Corrado asked what will be stored in the garage. Mr. Carroll answered cars and bikes. On the 2nd floor probably nothing. The way the garage is designed the storage area will be behind the tower so nothing heavy will be able to go upstairs. It's literally for aesthetic purposes only.

Chairperson DeFalco asked what type of material the driveway is currently made of. Mr. Carroll answered that it's concrete and will remain that way until it's ready to be taken out. He was unsure when he would be putting in a new one but maybe in the next few years.

Chairperson DeFalco asked if he knew what material the driveway was made out of prior to concrete. Mr. Carroll answered that in pictures from the 1920's it appears to be pressed gravel.

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Mr. Young asked about the footprint of the garage compared to the coach house. Mr. Carroll answered that it is basically the same, but will be positioned farther north.

On a motion by Young and a second by Tap, the Zoning Board of Appeals recommended by a vote of 5 to 0 that the Village Board **approve** the variation associated with ZBA 10-03, subject to the following conditions:

1. The subject property shall be developed in substantial compliance with submitted schematic plans, made part of this petition, which illustrate the site, floor, roof and elevation plans.
2. All comments in the Inter-Departmental Review Committee Report shall be satisfactorily addressed.
3. The petitioner shall secure a building permit from the Village for the detached garage.
4. The accessory structure shall be used for storage purposes only and shall not be used as living quarters.

Respectfully,

VILLAGE OF LOMBARD

John DeFalco
Chairperson
Zoning Board of Appeals