

ANALYSIS

SUBMITTALS

This report is based on the following documents, which were filed with the Department of Community Development on March 24, 2010.

1. Petition for Public Hearing.
2. Response to the Standards for Variations.
3. Schematic images of the proposed detached garage.
4. Proposed site plan, depicting the proposed garage.
5. Plat of Survey prepared by Preferred Survey, Inc. dated April 16, 1998.

DESCRIPTION

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.

INTER-DEPARTMENTAL REVIEW COMMENTS

ENGINEERING

Private Engineering Services

The Private Engineering Services Division has no comments on the subject petition.

Public Works Engineering

Public Works Engineering has no comments regarding this request.

FIRE

The Fire Department has no comments regarding this request.

BUILDING DIVISION

The Building Division would offer the following comments in reference to ZBA 10-03; 119 N. Main Street:

- 1) The proposed structure would have to have a 42" deep concrete foundation rather than the typical foundation used for one story detached garages.
- 2) No water or sewer connections would be allowed at the proposed detached garage.

- 3) If the Zoning Board of Appeals and the Village Board of Trustees were to approve the proposed design, three copies of a plan drawn by an architect would need to be submitted.

PLANNING

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 storage 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 (attached) 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.

Lombard Historical Commission Findings

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 following is a response to the Standards for Variations:

1. *Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be applied.*

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 conditions upon which an application for a variation is based are unique to the property for which the variation is sought, and are not generally applicable to other property within the same zoning classification.*

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. *The purpose of the variation is not based primarily upon a desire to increase financial gain.*

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 storage area.

4. *The alleged difficulty or hardship is caused by this ordinance and has not been created by any person presently having an interest in the property.*

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. *The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.*

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 granting of the variation will not alter the essential character of the neighborhood.*

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. *The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase congestion of public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.*

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.

FINDINGS AND RECOMMENDATIONS

The Department of Community Development has determined that the information presented **has affirmed** the Standards for Variations for the requested variation. Based on the above considerations, the Inter-Departmental Review Committee recommends that the Zoning Board of Appeals make the following motion recommending **approval** of the aforementioned variation:

Based on the submitted petition and the testimony presented, the requested variation **does comply** with the Standards required for a variation by the Lombard Zoning Ordinance; and, therefore, I move that the Zoning Board of Appeals find that the findings included as part of the Inter-departmental Review Report be the findings of the Zoning Board of Appeals and recommend to the Corporate Authorities **approval** of 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.

Zoning Board of Appeals

Re: ZBA 10-03

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4. The accessory structure shall be used for storage purposes only and shall not be used as living quarters.

Inter-Departmental Review Group Report Approved By:

William J. Heniff, AICP
Director of Community Development

c: Petitioner

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