Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069
www.lincolnshireil.gov

AGENDA
SPECIAL ARCHITECTURAL REVIEW BOARD MEETING
Public Meeting Room, Village Hall
Monday, November 3, 2014
7:00 p.m.

Reasonable accommodations or auxiliary aids will be provided to enable persons with disabilities to effectively participate in any public meetings. Please contact the Village Administrative Office (847.883.8600) 48 hours in advance if you need any special services or accommodations.

CALL TO ORDER

1.0 ROLL CALL

2.0 APPROVAL OF MINUTES

2.1 Approval of the Minutes of the Regular Architectural Review Board Meeting held on Tuesday, October 21, 2014.

3.0 ITEMS OF GENERAL BUSINESS

3.1 CONTINUED Consideration and Discussion of a Site Plan, Landscape Plan, Building Elevations, Materials and Colors, and site lighting for a proposed four-level parking structure at 25/75 Tri-State International Office Center (Trammell Crow Company/Principal Real Estate Investors).

4.0 UNFINISHED BUSINESS
5.0 NEW BUSINESS
6.0 CITIZEN COMMENTS
7.0 ADJOURNMENT

The Architectural Review Board will not proceed past 10:30 p.m. unless a motion is made and approved by a majority of the Architectural Review Board members to extend the meeting one-half hour to 11:00 p.m. Any agenda items or other business that are not addressed within this time frame will be continued to the next regularly scheduled Architectural Review Board Meeting.

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UNAPPROVED Minutes of the **REGULAR MEETING OF THE ARCHITECTURAL REVIEW BOARD** held on Tuesday, October 21, 2014, in the Public Meeting Room of the Village Hall, One Olde Half Day Road, Lincolnshire, IL.

PRESENT: Chairman Pro Tem Hardnock, Members Gulatee, Kennerley and Schlecht.

ABSENT: Chairman Grover and Trustee Liaison McDonough.

ALSO PRESENT: Steve McNellis, Community & Economic Development Director, Stephen Robles, Village Planner and Tonya Zozulya, Economic Development Coordinator.

CALL TO ORDER: Director McNellis noted that Chairman Grover would be absent and had requested the ARB consider electing Roger Hardnock, as the most Senior attending member Chairman Pro Tem for this meeting. After discussion the ARB agreed and Member Hardnock agreed to act as Chairman Pro Tem and called the meeting to order at 7:03 p.m.

1.0 ROLL CALL

The roll was called by **Director McNellis** and **Chairman Pro Tem Hardnock** declared a quorum to be present.

2.0 APPROVAL OF MINUTES

2.1 Approval of the Minutes of the Regular Architectural Review Board Meeting held Tuesday, September 16, 2014.

Member Schlecht moved and **Member Gulatee** seconded the motion to approve the minutes of the regular meeting of the Architectural Review Board held on September 16, 2014, as presented. The motion passed unanimously by voice vote.

3.0 ITEMS OF GENERAL BUSINESS:

3.1 Continued Consideration and Discussion of a Site Plan, Landscape Plan, Building Elevations, Materials and Colors, and site lighting for a proposed four-level parking structure at 25/75 Tri-State International Office Center (Trammell Crow Company/Principal Real Estate Investors).

Director McNellis presented a summary of the issues discussed at the September "workshop" on this proposal. He noted the ARB direction was to break-up the north façade of the parking deck, sync the deck design with the office building and prepare a Landscape Plan that accentuated the deck, rather than creating a screen wall.

Member Gulatee inquired if the number of parking spaces provided exceeds the minimu required in the Zoning Code, does it require a variance? **Director McNellis**

stated it did not, and that the petitioner must meet the minimum standard, but there is no maximum threshold. It is only required that the Village approve any parking plan. He further noted there are other existing commercial centers that also exceed the minimum requirements.

Member Gulatee noted if you have 500 more parking spaces, you probably have 500 more people in the building. In considering that, has the Architect reviewed whether or not stairs, restrooms, etc. fit or can be made to fit the new occupancy requirements? **Project Architect Roger Heerema,** principal of Wright Heerema Architects, stated they have not looked at it, but it's more of a Building Permitting question to be addressed at that time. He went on to introduce the team and present the existing and proposed plans. Architect Heerema stated the current parking ratio on this site is 3.61 spaces per 1000 sq. ft. and the proposed deck would bring it up to 5.26 spaces per 1000 sq. ft., which would mean an additional 524 spaces on the site.

Project Landscape Architect David McCallum, Principal of David R. McCallum Associates, presented the landscape proposal. He noted plant selections are salt tolerant, both airborne salt and soil-accumulated salt.

Member Kennerley asked what kind of low growing bushes are proposed, to which Landscape Architect McCallum stated they would be sumac and forsythia. **Member Kennerley** noted they lose their leaves, correct? She further noted it is important to have some evergreen bushes to maintain year-round greenery. She asked if Junipers or something similar could be added to provide that intermittent evergreen. **Landscape Architect McCallum** stated he hasn't found Junipers to be very salt-tolerant. However, he noted there are evergreen groundcovers that get a maximum height of 6-8". **Member Kennerley** requested that groundcover be mixed-in, perhaps around building entries, where it would be prominent.

Member Schlect asked if the Landscape Architect could tell him the mature height of the overall planting screen in relation to the height of the final architecture. **Landscape Architect McCallum** said he anticipated the evergreen trees to be 30-60' tall, with an average of 40-50'. He expects the shade and columnar deciduous trees to be 35-40' and the ornamental trees to be 15'. The height of the parking structure is 35-40'.

Chairman Pro Tem Hardnock asked if Staff's recommendations for landscaping are represented in the plans. **Director McNellis** stated they are not, but Staff's understanding is the petitioner is comfortable meeting those requests if the ARB is supportive of them. **Grady Hamilton** of Trammell Crow, on behalf of the petitioner, confirmed the requests would be met.

Chairman Pro Tem Hardnock asked why Staff wanted low plantings at the base of the deck. **Director McNellis** noted the overall design has horizontal architectural elements that help screen, so Staff believes it is important to get these low plantings at the base to help screen and break up the longest part of the elevation, as well as ground the building.

Project Architect Heerema discussed ingress and egress to the deck. **Chairman Pro Tem Hardnock** inquired about the safety of the northernmost stairwell that exits right at the main vehicular entrance to the deck. Project Architect Heerema stated they believe the majority of garage-users will gravitate toward the center elevator and stairwell structure. **Mr. Hamilton** stated as far as safety at the north stairtower they would consider a painted crosswalk at the north vehicular ingress to the deck. He further noted they ultimately want to get people out of the deck, across the parking lot to the closest building entry. Further, he believes people will form patterns as to their entrance to the building. Finally, he noted they would consider adding a clearance guide, showing maximum permissible vehicle height entering the deck, as it also would act as a good traffic calming measure. **Chairman Pro Tem Hardnock** stated he was just raising awareness of the issue because the proposal for a No-Stop left turn lane on the main entry road will help speed cars up to get them in the deck, so this could be a hot spot.

Project Architect Heerema stated they had responded to a lot of commentary from the last meeting. He noted the ARB encouraged them to articulate the building so it looks less like a parking deck and more like a building. There was commentary on how the corners were treated and ways to break down the length of the deck façade. He further described the façade treatments, including glass elements to break the north façade into three sections, and the fins acting as a horizontal and vertical treatment to break up the façade.

Member Kennerley inquired if the fins block wind or are they just an architectural element? **Project Architect Heerema** stated they block some wind, but they're not clear on how much at this point. He further noted the glass elements offer additional enclosure.

Member Kennerley stated since we went through a signage package that was approved for a blue color theme, why would the petitioner consider red fins as an option? She noted her position that they should stick with the blue fins and the blue theme. **Mr. Hamilton** said they suggested the red and blue alternatives so they could offer the tenant a color to match their branding schemes. Member Kennerley asked the color of the tenants logo. Mr. Hamilton stated it would likely be red, but the fins could also possibly be unpainted if that was [preferred by the ARB.

Member Gulatee asked if there is architectural lighting on the deck façade. He noted there is shade and shadow present to add interest during the day, but what adds interest at night? **Project Architect Heerema** stated there were no plans to illuminate the exterior of the façade. **Member Gulatee** suggested the project architect consider "metal fabric" on the façade as it can change color at different angles to bring some interest. **Mr. Hamilton** mentioned in the evening they believe it is more important to draw attention to the light of the office building. **Member Gualtee** continued on lighting issues and asked if you're going to be 60' away from the deck in the office building, won't headlights shine into the office building windows? To which Project Architect Heerema answered the spandrel is at 3'-6", so it will block the headlights. **Mr. Hamilton** furthered this proximity is not unprecedented in the suburbs.

Member Gulatee asked how the Architect was able to bring the height of the deck down from 53' at the last meeting to 40' now. **Project Architect Heerema** stated when they got into the details they were able to refine the deck. It is now typical of a parking structure design.

Member Gulatee asked what the Village Board thought of the parking deck location, as it has a mass to it, that he didn't believe is obvious on the elevations. **Director McNellis** stated as far as the Village Board, the only meeting they've seen this proposal is the preliminary Evaluation meeting. At that meeting the Board talked only about big picture ideas. The Board did receive the massing plans that the ARB received in September. Director McNellis noted he couldn't say if they had any concerns, but only say there was an absence of comments regarding the location. **Member Gulatee** then inquired if the Village Board is letting the ARB decide the location in which the deck best works. He noted a 3-D model would be the first step to make that determination. He further noted the deck has a presence and he feels uncomfortable talking about it without a 3-D model. **Member Kennerley** stated a 3-D model isn't something she would look at the same way as Member Gulatee. She further noted the photo montages give her a realistic understanding of the end product, so for her what has been provided makes sense.

Project Architect Heerema continued reviewing the sections and exhibit demonstrating the relationship of the height of the adjacent tollway on-ramp to the parking deck height. **Member Schlect** asked if the section illustrates the actual distance of the on-ramp from the deck? **Project Architect Heerema** stated it was intended to represent that, but doesn't appear to show the proper distance.

Project Architect Heerema went on to discuss building materials and noted the coated pre-cast concrete panels will be slightly darker than the building. He confirmed no additional detention would be necessary, per the determination of Lake County Stormwater Management Commission. He then presented the Photometric plans and light levels. **Member Gulatee** inquired as to the light pole height on the top floor of the parking deck, and are there cut-offs for the lights. **Project Architect Heerema** stated the light fixtures are 18' tall and the light cutoff is at the edge of the deck. They selected a light fixture consistent with the rest of the development.

Member Schlect stated he will keep his comments to the architectural character and development. He noted he believes the project is fundamentally flawed. The massing of the deck is bigger than the biggest existing building on the site. Its at least 25% bigger. You're blocking ¾ of building tenant views which devalues the building. You're not respecting setbacks which devalues the whole property. Member Schlect summed up his comment by noting he cant say this is a good idea. There are bigger setbacks between 75 and 100 buildings than between the buildings and the deck. The façade looks like its just decoration and Member Schlect noted he can't personally recommend it.

Member Kennerley noted if they do fins, its important they block wind. If the color of the fins is not to be blue, it should be black. Non-colored steel doesn't work with the color palette. **Mr. Hamilton** stated the color wasn't so much driven by the tenant than it was Trammell Crow trying to create an effect. **Member Kennerley** stated blue is the better option, as it matches the signage. **Mr. Hamilton** noted they'd be comfortable with blue or black. **Chairman Pro Tem Hardnock** noted he's not opposed to the red on the rendering, but blue or black are ok. **Member Gulatee** stated the building and siting are more important than fin colors. He noted he sent a memo to everyone echoing this point on siting.

Chairman Pro Tem Hardnock asked if there was anywhere else on site it would work? He noted he didn't think so. He further noted we need more parking here, it's a functional necessity. Right now its 2 acres of asphalt. That looks far worse than anything they'd put there, stated Chairman Pro Tem Hardnock.

Member Gulatee asked if the petitioner had looked at siting the deck between the 100 and 75 buildings. He further noted this proposal puts a garage too close to the office building. You can never justify this adds value 70' from the office building. **Chairman Pro Tem Hardnock** noted this is a retrofit. The tenants will be primarily in 25 and 75 Tri-State so why wouldn't you want the deck adjacent to them?

Mr. Hamilton said they've looked at all sighting possibilities, and they want to preserve the presence of the buildings from the most important views on the Tollway. He further noted the tenant is leaving a building in the suburbs that cant adequately park them. Ownership has viewed this, as has the tenant, and this is the tenant's preference.

Member Schlect said our point as ARB is to recommend architecture. Its up to the Village Board to look at other aspects. That's their call as the Village Board, and its not up to the ARB to talk about tenants or occupancies.

Member Gulatee stated architecture isn't just the building, its also where its located. **Mr. Hamilton** noted the reasons for this location are many; geographical, topographical, utility conflicts, etc. he stated they are trying to find the best place given the constraints.

Member Gulatee stated his opinion that if you don't do a 3-D model, you won't understand the impacts.

Member Schlect stated his preference to go ahead and vote. **Director McNellis** stated that getting into the details of conditions or stipulations on a vote doesn't seem like a wise use of time when two of four members present here are likely voting against it. So, if nothing can be done to convince one of those two members that there are revisions or conditions that will change their mind, then looking at conditions doesn't make sense because the vote would be a tie, which is not an affirmative recommendation.

Member Gulatee inquired as to the Village Board's thoughts on the proposal. **Director McNellis** noted there were no particular negative comments at the Village Board. No concerns were voiced, but there was agreement a Traffic Study was needed.

Member Gulatee stated the Village should always insist on an actual model.

Chairman Pro Tem Hardnock stated we're not designing from scratch here. This is a retrofit with a lot of factors. He stated he would not move the proposed location, as he thinks the effect is the same. He further noted he believes what was done architecturally to merge the deck with the building is nice, and they've done a nice job overall. He stated he didn't believe it could be done any better.

Member Gulatee asked if the petitioner could take advantage of the change in grade around the site. **Mr. Hamilton** stated they have tried to do that with the Tollway on-ramp. He believes the consensus, including the Village and neighbors, is that this is the best location. He also noted its critical they get to the Village Board soon to remain a candidate for this project.

Director McNellis noted if there were any stipulations that would satisfy the ARB to be able to make a positive recommendation, then the Petitioners are here ready and willing to make these stipulations and hear what you have to say. **Member Schlect** noted what he and Member Gulatee are saying is that we have only seen one location option. We haven't seen any other locations and can't comment on what we haven't seen.

Mr. Hamilton noted at the last ARB meeting in September, the direction was to look into building fenestration, not anything else. He noted they looked at taller structrues in other areas but it was prohibitive visually and for other reasons. He further stated at the last ARB they were asked only to look at breaking-up the façade. **Member Schlect** countered that the ARB was concerned about location at the last meeting. He felt that the Village Board can talk about other non-design considerations but not the ARB. Finally, he said to the petitioner if they believe this is their strongest position, then lets vote. **Director McNellis** noted if there is not a positive vote then at the Village Board the petitioner will need a super-majority vote. So, the petitioner is simply saying if there is anything they can do to determine stipulations that might gain approval, then that would help them in not having to overcome that supermajority vote hurdle at the Village Board meeting.

Member Gulatee stated he feels there are major internal traffic issues on this site. He also acknowledged there is a Traffic Study being commissioned.

Member Kennerley asked if Staff had seen any other possible siting locations. **Director McNellis** stated we have discussed a few other locations, primarily on the front side of the 25/75 buildings, and in that case the deck had to be much taller. He further noted that sliding the building further south along the Tollway takes it away from the greatest building population density, which is at 25/75.

From a Staff point-of-view, we couldn't find another good place for it. If you move it further south, it will obscure views to and from the southern part of the campus.

Member Schlect inquired as to the date of the zoning review, to which Director McNellis stated next week (October 27th). Director McNellis further went on to state its important the petitioner be able to make their case for stipulations that could accompany an approval, and not have the Village throw in the towel too early. He reiterated Staff is in support of the proposal.

Mr. Hamilton stated the least visible location on this site is the corner. It is the most obscured place on the property. He further noted it's a long deck because they have been sensitive to height. He wondered what the ARB would think if it was shorter in length, but taller. They could do that. As for suggestions there is a better location on this site, he noted the tenant doesn't want their view and identity on the Tollway obscured.

Member Gulatee asked why couldn't you place the deck between the 75 and 100 buildings. **Mr. Hamilton** noted you would completely block the buildings if you do that, and the tenant won't accept that location. Also, he noted the utilities create a web of constraint on the site.

John Carlson of Trammell Crow, asked if a change in location would also require more zoning relief. **Director McNellis** stated if you move the deck further south, more zoning exceptions would be needed, but perhaps just one more. However, if the Village had to permit 5 exceptions to get the deck in the right spot, he believes that would be acceptable. He stated that ultimately from a Staff point-of-view we support this location because it's the least impactful to all affected parties. **Member Gulatee** stated that if you move the deck further south, more of the office building is visible. **Director McNellis** stated his belief that moving the deck further south makes the deck more prominent on the Tollway and obscures more of the office buildings.

Mr. Carlson asked if it was true that the Sutton Place Townhome Association President was happy to hear the building would not be in their view. **Director McNellis** stated yes, his main comment was it was good that it wouldn't be in their view. **Mr. Hamilton** furthered this point by stating the 25 building even today is almost invisible, and its value for visibility on the Tollway is limited. He suggested perhaps they could shorten the length of the deck and increase the height to have it obscure less of the office buildings along the Tollway.

Member Schlect asked Mr. Hamilton if they had studied burying the deck by two or more floors. **Mr. Hamilton** noted utilities are a problem and a barrier to deepening the structure, but cost is also definitely an issue. He further noted that there is not an opportunity to connect to an underground level of the office building, which could have made it feasible. He said underground parking in suburban areas is typically only there when its connected to an underground level of an office building.

Member Schlect inquired as to why the 300 building is full and the others are not. **Mr. Hamilton** stated 300 has been full with leases for a long time, whereas 25/75 have been vacant buildings for several years. **Director McNellis** noted 25/75 are vacant because they were occupied by one large tenant, CVS Caremark, who moved out at one time years ago.

Kelly Morrissey, Property Manager with Colliers, and managing the Tri-State International office Center noted CVS/Caremark was lost because there wasn't enough parking available for them. They were requesting 5-6/1,000 sq. ft. It wasn't about economics.

Member Schlect inquired what it was that was being proposed here that others in this market have had to do? To which **Mr. Hamilton** noted the Astellas project on Willow Road, as an example of a parking deck that needed to be built. **Member Schlect** stated he was familiar with the project, but that it was different in that Astellas buried it and placed a lot of architectural detail on it. **Mr. Hamilton** noted they did start from scratch, however. He further noted Westlake of Conway Farms as an example of where they're building decks because 4/1,000 parking space ratio doesn't work. He also noted Harris Bank in Naperville, in which a building was formerly vacant for 7 years, and then Harris Bank moved in with a stipulation for a parking deck along the Tollway. That deck has since been built.

Member Kennerley asked if the Petitioner's were able to show an existing building with a similar structure added after the fact, if the ARB would say they're ok with that? **Member Schlect** responded No, he doesn't think this is acceptable because this deck is 2 football fields long. Member Schlect noted he believes that fundamentally this is the wrong place and the massing is wrong. He further went on to note that the mission of the ARB is to maintain value of the site and this doesn't do that. The Village Board can look at the leasing end of this, but Mr. Schlect he was talking about architecture and that alone.

Mr. Carlson stated the Petitioner wants to get to the Village Board with any stipulations and they respectfully request the right to move forward. **Member Gulatee** asked if the Village sees the ARB as only dealing with architectural detailing on a building, because if so, then their recommendation on siting the building shouldn't count. **Director McNellis** stated no one has said that. The ARB is responsible for site plan, landscape plan, building elevations and signage for a reason. They're under the ARB's per view and you should respond. Village Board and Staff are certainly not saying the ARB is responsible only for decoration on a building.

Member Gulatee stated that value is being taken away from the office buildings.

Architect Heerema noted there are probably four main issues here: siting of the deck, massing, proximity to building and the architecture itself. Taking each issue, he noted that with massing, they could increase the deck by one level and reduce the length of it, but it would change the views to the buildings. As far as siting, he noted we're not starting with a clean slate. So the question is – where can we most-sensitively put in a new deck. Architect Heerema went on to He

further went on to state the northern location is best from a planning and functional perspective, because it's the closest to people who are using it. **Member Gulatee** noted he respected what the architect was saying about building-parking deck proximity. They've done this before. **Architect Heerema** noted the good news is there won't be many cars travelling on the drive aisle adjacent to the building (between the building and the deck), and it will become more of a pedestrian space. He further noted people are more concerned these days about how spaces work internally, rather than the views in or out. He noted the Merchandise Mart in Chicago as an example. He stated that building has huge floor plates and is the hottest in Downtown, even though you're 100' from any window, but yet its still a tech-center. Its about whats happening in the space.

Member Gulatee asked how you best serve the existing site. He noted he was uncomfortable with the plan and asked if you could sink a floor or two of the deck into the ground? **Mr. Hamilton** stated they can't sink the deck into the ground. The cost and utility challenges mean it cant be done. He further noted the Tenant prefers the visibility of their office building on the Tollway. He also mentioned that moving the deck further south would make it more visible to the neighbors.

Member Gulatee said he believes the best spot is to move it south between 75 and 100 Tri-State. **Mr. Hamilton** noted if you move it south, you'll conceal two buildings entirely; including the 75 building, and the Tenant won't accept that. He noted this company hires a lot of Millennials, and there is not a company culture concerned about window visibility. Mr. Hamilton continued that this site is similar to the Aon/Hewitt site to the north. That site is essentially vacant now but its also underparked. Anyone interested in that property will be coming to the Village asking for a parking deck, in Mr. Hamilton's opinion. Mr. Hamilton reiterated his company believes this is the best location and the Tenant would agree, and they believe the residents would too.

Member Gulatee stated we don't know exactly how much parking you need. How scientific is the actual need for parking spaces? **Mr. Hamilton** responded the Tenant has said they will only come to this site if there are 500 more spaces. **Member Schlect** stated no one is arguing the need for parking. You're saying you want bury a level or two in the ground because its too costly. **Mr. Hamilton** noted its also a safety issue. **Member Schlect** noted he has a difference of opinion with the Petitioner on burying it. He inquired how do you know the next tenant would also want a parking garage in front of their building? **Mr. Hamilton** stated in the future this property will be more successful to lease with this parking structure in place. Mr. Hamilton inquired if Mr. Schlect believed that parking is needed? **Member Schlect** stated he didn't know. He mentioned the ARB has only really seen this over the past three days. The ARB doesn't see the "behind the scenes". He noted he isn't sold this is the best way to provide parking for the site.

Mr. Hamilton stated after the last ARB meeting, and in talking with Staff, we all believed it was the architectural fenestration we were here to discuss. He also noted that the windows of the office building that are facing the deck will likely be

utilized more as public space within the tenant offices, rather than individual's offices. **Member Schlect** noted that any please regarding the leasing and economics of the site should be made to the Village Board, not the ARB, as its not in the ARB's per view.

Mr. Carlson weighed-in on the topic of considering moving the parking structure further south. He noted if you do this you will block views of other tenants that have been at the park for years, whereas any blocked views at 25/75 buildings are ones the prospective tenant comes into with eyes wide open.

Director McNellis noted his impression that Member Gulatee has not changed his position and that he believes this location is not the best. **Mr. Hamilton** drew attention to a sketch concept provided by Member Schlect in which the parking structure is placed even closer to the office building and architecturally becomes an extension of the office building. There was limited discussion on this proposal.

Member Gulatee stated the site is hemmed-in and this siting solution doesn't seem to be the best option.

Member Schlect asked about Staff's comment that a Supermajority vote would be needed at the Village Board if the recommendation is a tie, and therefore fails to achieve a positive recommendation. **Director McNellis** said Staff is recommending a vote tonight, regardless of what the anticipated outcome might be. A Supermajority vote requires five members of the sitting Village board to vote in favor to be approved. This would then create another hurdle the Petitioner would have to overcome, since more votes are needed. He also mentioned Staff does not want to short-change the petitioner. If they can come up with a way to satisfy everybody, then they should be afforded that opportunity. At this point, Director McNellis believes they have been provided that opportunity. Unless any new information is available, it would seem the petitioner and ARB have done all they can and it may be time to take a vote. **Ms. Morrissey** noted her hope that this proposal can get before the Village Board so we can start the work to rejuvenate this asset.

Director McNellis stated the Petitioner can either request to wait another meeting to address the concerns voiced tonight or they can request a vote. **Chairman Pro Tem Hardnock** noted he would like to get something that works for everyone. He inquired of the dissenting ARB members what it would take, whether it's a Study or something else, for them to determine the parking deck is in the right location? **Member Schlect** stated we've been round and round on location. He believes they have fairly strong merits upon which to go to the Village Board, but he feels he needs to be able to look the Village Board in the eye and right now he just can't say this is a good idea. He feels studies or other reports won't change that.

Director McNellis noted the ARB's per view is site, landscaping, building elevations, etc. Architecture of site design is in ARB's per view. If the ARB believes the location of the deck hasn't been appropriately addressed, then the ARB members should simply vote their conscience.

Mr. Hamilton stated he didn't believe there were many other locations this could be sited. He asked the ARB if they had a better idea to please let him know. **Member Gulatee** inquired as to whether or not this property was even big enough to adequately hold a parking structure. **Director McNellis** noted the Petitioner has made a request and determined they believe it is appropriate to build a garage here. If the ARB doesn't agree, then they should vote against it. Ultimately, we have a proposal and the petitioner is requesting feedback. If the ARB doesn't believe they made their case, you should vote accordingly. If there's something the petitioner can do to change your position, then the ARB should make those stipulations. However, it seems we are at a standstill.

Mr. Hamilton inquired as to what would make it approvable to the ARB? He further inquired if the ARB could reconvene on this subject sooner than a month from this date. Finally, he asked if there are specific changes that he and his team can make, he'd like to know what those should be.

Architect Heerema noted Member Gulatee had talked about modifications. He asked if they raised the deck by another level, but reduced the length, would that become more palatable. **Member Gulatee** answered No, as he countered the deck should be reduced and the levels buried. Architect Heerema further noted they don't have a physical 3-D model here tonight. He stated if they reduce the deck by one level that would be a 25' tall deck. Would that help? **Mr. Hamilton** asked if Member Gulatee would support that proposal, to which Member Gulatee noted it would help, but he would want to see it in 3-D, and subject to a study of elevational changes.

Director McNellis stated if the Petitioner feels they could respond to these comments by the week of November 3rd, the ARB could hold a Special meeting and then go to the Village Board on November 10th.

Mr. Hamilton stated they would need better guidance, but could be prepared for the week of November 3rd and would look at the costs of placing a level of the parking deck underground. **Director McNellis** noted that in order to do this the ARB would need to provide detailed feedback so the Petitioner can be sure to address everything.

Member Schlect suggested he believes it comes down to architectural integrity. He noted he understands its not a fresh clean site, but this is still a 600' long building. The zoning hasn't even been resolved yet. He further stated he understands it's a tough site, but its not the ARB's job to design it. He stated he continues to believe the plan is flawed. He noted an example of driving on the Tollway on-ramp from Rt. 60 and seeing Costco adjacent, only a 600' long parking deck would be even longer than that parking area.

Member Kennerley stated she would like to see some additional information on wind and how it will potentially create drafts. She further mentioned she was hoping to see two options. One had fins but what was the second option? Perhaps you could close one side of the deck?

Chairman Pro Tem Hardnock asked if there were any other comments on the design of the structure? **Member Kennerley** also added she had made a recommendation about more green space at the base to soften it up.+ **Member Gulatee** noted you can't discuss design until you look at height. After all, the fins concept may not work if you drop the height above ground by one level. **Architect Heerema** stated they would look at the height. **Member Kennerley** stated when they come back at the next meeting, we need to resolve this. So, lets get all the questions on the table now.

Chairman Pro Tem Hardnock asked for comments on a new concept he'd like to suggest. What if you both raise and lower the number of levels? You have three sections of the parking deck, and on the north end you have the elevational advantage of the ramp, so what if you went a level higher at the north end, had three levels in the middle and maybe one level at the south end? You would essentially step it down. **Architect Heerema** mentioned they could consider that, to which Chairman Pro Tem Hardnock asked if they could go approximately 4' into the ground at the south end.

Director McNellis asked if November 3rd would work for the ARB. That might be the better date for the Village and the Petitioner. The ARB was in general consensus.

Member Schlect stated there was a fundamental architectural tradeoff on this project and he believes it's the ARB's mission to protect the architectural integrity.

Director McNellis asked the ARB if they wanted to give the Petitioner another opportunity to try to address the comments heard here this evening? There was a consensus to do so. The review process and ramifications were then discussed between the ARB and Staff.

Director McNellis noted that it was now 10:30 P.M., and per the policy of the ARB, it was necessary to vote to agree to extend the meeting time by no more than 30 minutes, to 11 P.M. The ARB voted affirmatively, by voice vote, to extend the meeting by no more than 30 minutes.

Architect Heerema stated they would evaluate the cost of changing the deck levels, per the step-approach. He noted he thought it was a viable option. He also noted they would have to discuss this with the prospective tenant. Finally, he stated they would look at all the comments and come back with some alternatives.

Mr. Hamilton said it sounds like there may be support for a stepped solution. He asked the ARB if they came back and presented a stepped deck in that location, would that work for you? The ARB generally answered affirmatively. Mr. Hamilton further noted the main issue he sees is the issue of efficiency of parking stalls on the site. He said they would look at it.

Member Schlect asked why Zoning didn't look at this first. **Director McNellis** answered that this is the Village's review process, by Code. If matters involve a PUD, the Village Board holds a Public Hearing on zoning matters and it occurs after the ARB review. The review process from here forward was then discussed.

Member Schlect asked if the Traffic Study had been done yet, because he believes there are fundamental questions about this project. **Director McNellis** stated Staff has just received the Traffic Study and we're still reviewing it. The conclusion states the intersection can handle the new traffic, but we haven't yet reviewed the details. **Director McNellis** then inquired with this direction, is the ARB requesting to continue this discussion to a Special ARB meeting on November 3rd? There was a consensus of the ARB to do so.

3.2 PUBLIC HEARING regarding text amendments to various sections of Title 12, Sign Control, of the Lincolnshire Village Code, to revise and clarify requirements for permanent and temporary signs (Village of Lincolnshire).

Director McNellis noted Staff would request this agenda item be opened and continued, given the late hour.

Chairman Pro Tem Hardnock recessed the ARB meeting and opened the Public Hearing. With the consent of the ARB, the Chairman continued the Public Hearing to the next regularly-scheduled ARB meeting on November 18th, and reopened the ARB meeting.

3.3 Consideration and Discussion regarding concepts and objectives for the Update to the Lincolnshire Design Guidelines (Village of Lincolnshire).

Chairman Pro Tem Hardnock noted that per Staff's recommendation, he would propose continuing discussion on this agenda item. The ARB discussed the timing of the review of these guidelines and there was a consensus to place this review on the next regularly-scheduled meeting in November, unless the agenda was such that there would not be sufficient time to invest in the review that evening. If the agenda would not permit adequate review time the ARB expressed support for moving this review back to the beginning of 2015.

4.0 UNFINISHED BUSINESS (None)
5.0 NEW BUSINESS (None)
6.0 CITIZENS COMMENTS (None)
7.0 ADJOURNMENT

There being no further business, **Chairman Pro Tem Hardnock** sought a motion for adjournment. **Member Schlecht** moved, and **Member Kennerley** seconded the motion to adjourn. The meeting adjourned at 10:55 p.m.

Minutes submitted by Steve McNellis, Director of Community and Economic Development.

Village of Lincolnshire

Agenda Item 3.1, ARB

REQUEST FOR BOARD ACTION
Special Architectural Review Board Meeting
November 3, 2014

Subject:	Tri-State International Office Center – Parking Deck
Action Requested:	Review of Site Plan, Landscape Plan, Building Elevations, Materials & Colors, and Site Lighting for a proposed four-level parking structure at 25/75 Tri-State International Office Center
Petitioner:	Trammell Crow Company/Principal Real Estate Investors
Originated By/Contact:	Steve McNellis, Director Department of Community & Economic Development
Advisory Board Review:	Architectural Review Board

Background:

- The ARB discussed all facets of the proposal extensively at the October 21st regularly-scheduled meeting.
- At that meeting the discussion focused on several areas that required further consideration, with the most important being parking deck location/options and reducing deck height impacts. Further analysis and revisions were also requested with regard to additional evergreen plantings to provide year-round interest, pedestrian pathway enhancements for safety, and additional sections/renderings to show the true impacts of the proposed new parking deck, etc.
- The Petitioner requested the opportunity to complete further analysis, address issues brought up on October 21st and provide massing studies depicting other locations and their impacts.
- The ARB agreed to a Special Meeting on November 3rd, with the goal of achieving a recommendation to forward to the Village Board.
- At the October meeting, Staff noted a Traffic Impact Study would be prepared for zoning review of this proposal, and discussed at the Public Hearing conducted by the Village Board on November 10th. The neighboring Sutton Place Townhome Association has been notified of the Public Hearing.

Project Submittal Summary:

- The attached Submittal packet depicts detailed plans for the Petitioner-preferred 4-story "Tollway On-Ramp" option. This option has been revised to address all Staff and ARB comments from the last meeting, with regard to pedestrian movements, landscaping and fin colors.
- The packet also provides basic siting/massing/views for five other options. The Petitioner has addressed the feasibility of each option in their cover letter.
- Finally, there are a series of examples of similarly-located parking decks and buildings in other locations in the Metro Area. These are provided by the Petitioner, at Staff's request. While Staff understands that precedent in another community does not necessarily warrant the same treatment in Lincolnshire, this information is being provided only to confirm the impact of examples made at the last meeting.

Design Review Comments (Revisions to "Tollway On-Ramp" Option) :

- The Petitioner has agreed to provide the "Clearance Bar" discussed at the last meeting as a safety-enhancement to slow traffic at the north vehicular entry to the parking deck.
- Pedestrian access from the north stairtower to the building has been defined by a crosswalk at the vehicular entry to a sidewalk along the parking deck and a two-legged crosswalk across to the building. His provides the greatest protection for pedestrians, and the least exposure to driveway traffic.
- The pedestrian crossing from the south stairtower has been revised so that the sidewalk from the deck extends south for approximately 30', to a crosswalk that connects with an existing sidewalk, rather than the previous proposal in which the crosswalk connected to a handicapped-accessible parking space.
- Over 80 Junipers have been either added or replaced deciduous plantings along the Tollway on-ramp elevation, to maintain year-round interest. These shrubs are primarily of a species that will grow to a height of 4-5' tall at maturity, so the previous Staff request for 4-8' tall shrubs is satisfied with this addition.
- Wintercreeper (evergreen groundcover) has been added at the major pedestrian parking lot entry (located at the middle of the deck) and adjacent to the north stairwell/north vehicular parking lot entry.
- Fin colors are now shown as either blue or black. The petitioner is requesting approval of both colors, to allow the prospective tenant flexibility.
- Site Sections have been revised to accurately show the distance between the parking deck and the Tollway ramp.
- As a supplement, Staff has provided the October 21st Meeting memorandum, which summarizes the design details of the "Tollway On-Ramp" option, which was substantially similar to the current petitioner-preferred proposal, with the exception of the revisions summarized above.
- ***The petitioner has provided five alternate location/massing options in the attached presentation packet, and has informed Staff they plan on utilizing an active 3-D electronic modeling program at the meeting to demonstrate multiple views from other angles not provided in the packet.***

Staff Recommendation:

Staff and ARB landscape and circulation comments, related to the petitioner-preferred location, have been met. Staff continues to believe the "Tollway On-Ramp" parking deck location is the most appropriate location, given site constraints/impacts. Elevation design and landscaping along the "public" Tollway on-ramp view add visual interest and help break-up the lengthy façade. For these reasons, Staff recommends approval of this proposal, as presented.

Recommendation:

The Architectural Review Board moves to approve, and recommend to the Village Board their approval of the site development plans, including; Site Plan, landscape Plan, Building Elevations, Building Materials and Colors, and Site Lighting for a proposed four-level parking structure at the 25/75 Tri-State International Office Center, as presented in a presentation packet, dated November 3, 2014, and further subject to . . . . . .

{Insert any additional conditions or modifications desired by the Architectural review Board}

Reports and Documents Attached:

- Letter of Request, dated October 30, 2014, and Presentation Packet, dated November 3, 2014, compiled by Trammell Crow Company.
- Staff Memorandum for the October 21st ARB meeting.

Meeting History	
Village Board Preliminary Evaluation (COW):	September 8, 2014
ARB Preliminary Design Review	September 16, 2014
Initial ARB Review	October 21, 2014
Current ARB Review (Special Mtng.)	November 3, 2014

TrammellCrowCompany

October 30, 2014

Mr. Stephen McNellis
Community & Economic Development Director
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

RE: Tri-State International – Lincolnshire, IL – Proposed Parking Structure (ARB)

Dear Stephen,

Trammell Crow Company, on behalf of Applicant, Principal Real Estate Investors, owner of Tri-State International, is pleased to submit the attached Architectural Review Board (ARB) application, in advance of our presentation on November 3, 2014. Since our last meeting with the ARB on October 21, 2014, we revisited five alternate design studies that were previously vetted and deemed not feasible by the design team and prospective tenant.

After an exhaustive review, we reconfirmed our original conclusion, that the proposed 4-story parking structure, adjacent to the 25/75 building, is the only feasible option, taking into account site circulation, site layout, building visibility and construction pricing, as sited below in greater detail. Furthermore, it was confirmed that any alternate design that included below-grade parking would be cost prohibitive and eliminate any financial feasibility.

Following is a list of the five options and their limitations:

Option A - 6-story parking structure located along the north property line
The parking deck would require the prospective tenant's occupants to walk a long distance to and from the 75 and 100 buildings. Furthermore, the parking deck height is taller than the office building height in this design. This has negative impacts on the office building presence and view corridor along the north section of the office building. Last, the parking deck will become increasingly more visible to adjacent residential neighbors and nearby hotel. This design is not desirable from the owner's and tenant's perspective.

Option B - stepped parking structure located along the north property line (2 story, 3 story, 4 story, 5 story)
The tiered parking structure would concentrate the majority of the parking stalls in the north section of the site, causing the prospective tenant's occupants to walk a long distance to the 100 building. In addition, the design is inefficient and cost prohibitive taking into account foundations, ramps, shear loads and vertical foundation. Furthermore, the parking deck height is the same height as the office building on the north section of this design. This has negative impacts on the office building presence and view corridor along the north section of the office building. This design is not desirable from the owner's and tenant's perspective.

Option C - 4-story (middle of site - N/S orientation)
The parking deck blocks the most visible view of the 75 and 100 building from the tollway. Furthermore, this includes approximately the same setback along the tollway as the proposed parking structure further north, but is situated in the front yard of the office park. Last, this would impact existing tenants in the building 100 building that did not anticipate any future development adjacent to their building and did not agree to a building so close to theirs, unlike the prospective tenant of 25/75. This design is not desirable from the owner's and tenant's perspective.

Option D - 4-story (south end of site - N/S orientation)
The parking deck would require the prospective tenant's occupants to walk a long distance to and from the 25, 75 and 100 building. In addition, this would impact existing tenants in the adjacent buildings that did not anticipate any future development adjacent to their building, and did not agree to a building so close to theirs, unlike the prospective tenant of 25/75. This design is not desirable from the owner's and tenant's perspective.

Option E - 4 story (middle of site - E/W orientation)
This is the main access drive to the office park which would not only cause a presence issue for the office users, but it would considerably impact the site circulation in and around the parking structure. Furthermore, the parking deck will become increasingly more visible to adjacent residential neighbors. Last, this would impact all existing tenants in office park that did not anticipate any future development adjacent to their building. This design is not desirable from the owner's and tenant's perspective.

The enclosed ARB application includes the following materials (updated in red font below):

- Current Site Plan
- Proposed Site Plan (a traffic calming clearance bar at garage entry near stair will be included)
- Landscape Plan (updated with additional ground cover)
- Tree Inventory and Tree Preservation Plan (updated with additional ground cover)
- Floor Plans
- Elevations (updated to include black fins)
- Sections (updated to address accurate distance from the parking deck)
- High-Resolution Perspectives (updated to include black fins)
- Materials (updated to include black fins, but we are also requesting approval for blue fins. The final fin color will be dependent on tenant's final selection)
- Pervious and Impervious Calculations
- Photometric Study
- Signage
- Alternate Schemes (new)
- Garage Precedent (new)

Note: We confirmed with our parking garage consultant (Kimley-Horn Engineers) that the proposed parking structure and fin assembly will not cause a wind tunnel effect.

We look forward to working with the Village of Lincolnshire and community members throughout the process to meet the needs of the Village. Our goal is to deliver 524 additional parking stalls that will serve the Tri-State International tenant base.

Please let us know if you have any questions. Thanks!

Sincerely,

John Carlson
Trammell Crow Company

Tri-State

25/75/100 Tri-State International
Lincolnshire, IL 60069

Architectural Review
November 3, 2014

Trammell Crow Company

Kimley»Horn | McCALLUM ASSOCIATES DAVID R. McCALLUM ASSOCIATES, INC. LANDSCAPE ARCHITECTS | WRIGHT HEEREMA | ARCHITECTS

Current Site Plan

Building RSF = 319,118
1,153 Surface Parking Spaces
Stalls/1000 = 3.61

SITE PLAN
CURRENT CONDITIONS

N

0 80ft

Existing Site Plan

November 3, 2014

TrammellCrowCompany

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25/75/100 Tri State International
Lincolnshire, IL 60069

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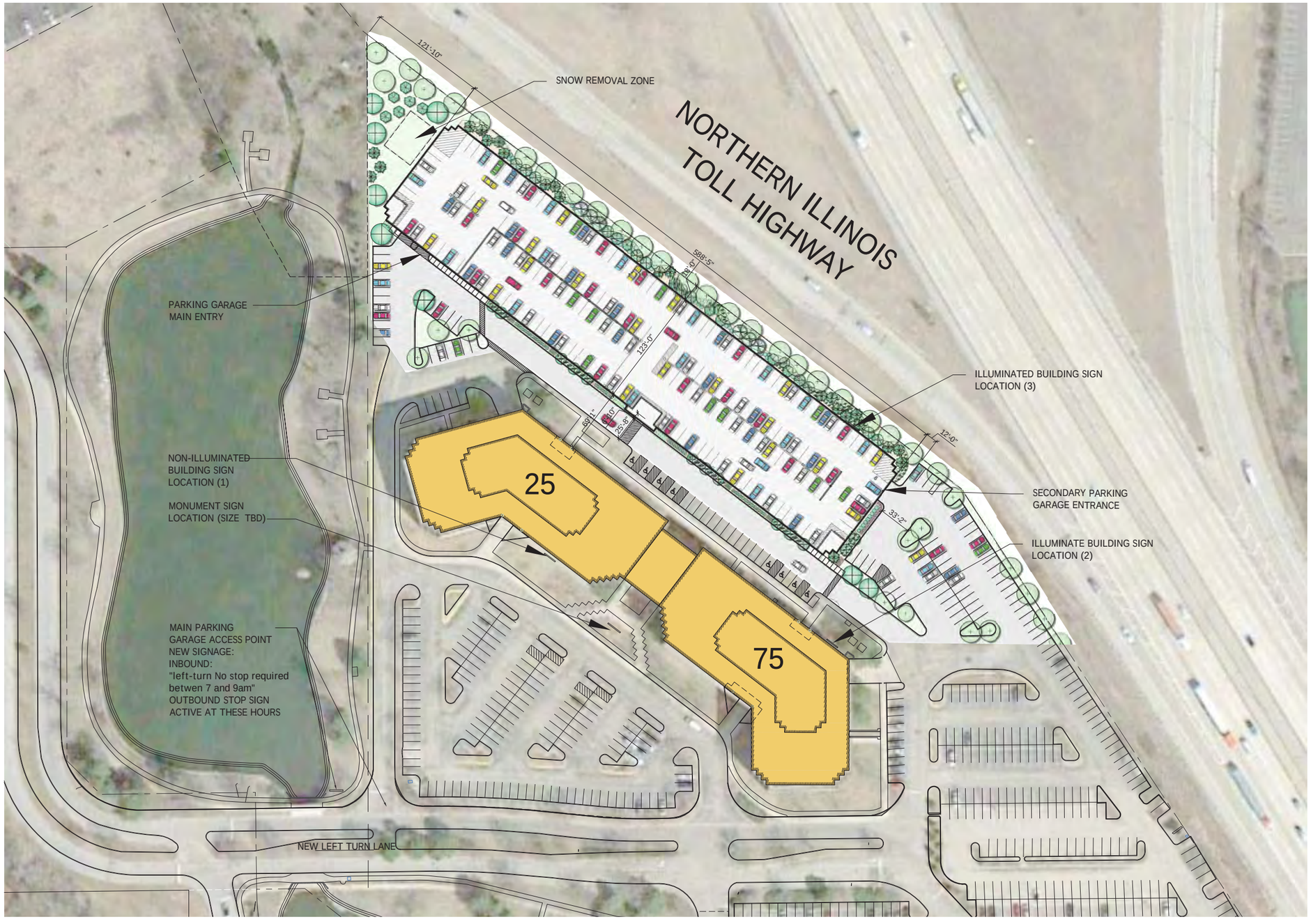
Proposed Site Plan

Building RSF = 319,118
Surface Parking
770 Parking Spaces

Parking Garage
907 Parking Spaces

Total Site Parking
1,677 Parking Spaces
Stalls/1,000 = 5.26



PROPOSED SITE PLAN

0 50ft

N

Proposed Architectural Site Plan

November 3, 2014

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Tree Requirements

New Green Space Area = 0.45 acre

Type	Size	Required Trees	Proposed Trees
Deciduous Shade Trees	2" – 2.5"	2.7	0
	3" – 4"	2.25	28
	4.5" and larger	2.25	3
		7.2	31
Ornamental Trees	6' – 8'	1.8	3
	8.5' and larger	1.8	3
		3.6	6
Evergreen Trees	6' – 8'	1.8	0
	8.5' – 10'	1.8	11
	10.5' and larger	0.9	26
		4.5	37
	Totals	15.3 trees	74 trees

Plant List

Shade Trees

Key	Qty.	Size	Botanical Name	Common Name	Remarks
APC	5	4"	Acer platanoides 'Columnare'	Columnar Norway Maple	BB
CEO	3	3"	Celtis occidentalis 'Prairie Pride'	Prairie Pride Common Hackberry	BB
CEO	3	4.5"	Celtis occidentalis 'Prairie Pride'	Prairie Pride Common Hackberry	BB
GPS	4	3"	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	BB
GPS	4	4"	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	BB
GIB	13	3"	Ginkgo biloba 'Fastigiata'	Upright Maidenhair Tree	BB
ULM	2	3"	Ulmus 'Morton Glossy'	Triumph Elm	BB

Evergreen Trees

Key	Qty.	Size	Botanical Name	Common Name	Remarks
JUV	3	10'	Juniperus virginiana	Eastern Redcedar	BB
JUV	3	12'	Juniperus virginiana	Eastern Redcedar	BB
JUV	7	14'	Juniperus virginiana	Eastern Redcedar	BB
PGD	2	10'	Picea glauca 'Densata'	Black Hills Spruce	BB
PGD	3	12'	Picea glauca 'Densata'	Black Hills Spruce	BB
PGD	3	14'	Picea glauca 'Densata'	Black Hills Spruce	BB
PIC	6	10'	Picea pungens	Colorado Green Spruce	BB
PIC	5	12'	Picea pungens	Colorado Green Spruce	BB
PIC	5	14'	Picea pungens	Colorado Green Spruce	BB

Ornamental Trees

Key	Qty.	Size	Botanical Name	Common Name	Remarks
CCI	4	6'	Crataegus crusgalli 'inermis'	Thornless Cockspur Hawthorn	BB-Clump
CCI	2	9'	Crataegus crusgalli 'inermis'	Thornless Cockspur Hawthorn	BB-Clump

Shrubs

Key	Qty.	Size	Botanical Name	Common Name	Remarks
FVB	34	24"	Forsythia viridissima 'Bronxensis'	Bronx Dwarf Forsythia	BB
JKC	12	24"	Juniperus chinensis 'Kaltay's Compacta'	Kaltay's Compact Juniper	BB
JMJ	46	36"	Juniperus chinensis 'Mint Julep'	Mint Julep Juniper	BB
RHG	118	24"	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	BB
VIB	31	48"	Viburnum dentatum 'Chicago Lustre'	Chicago Lustre Viburnum	BB

Perennials, Ornamental Grasses and Groundcovers

Key	Qty.	Size	Botanical Name	Common Name	Remarks
ALL	59	#1	Allium 'Summer Beauty'	Summer Beauty Allium	Container
ACH	19	#1	Achilea 'Moonshine'	Moonshine Yarrow	Container
CMK	80	#1	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	Container
EFC	675	3"	Euonymus fortunei var. coloratus	Purpleleaf Wintercreeper	Pots
SPO	20	#1	Sporobolus heterolepis	Prairie Dropseed	Container

Landscape Plan

November 3, 2014

TrammellCrowCompany

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Lincolnshire, IL 60069

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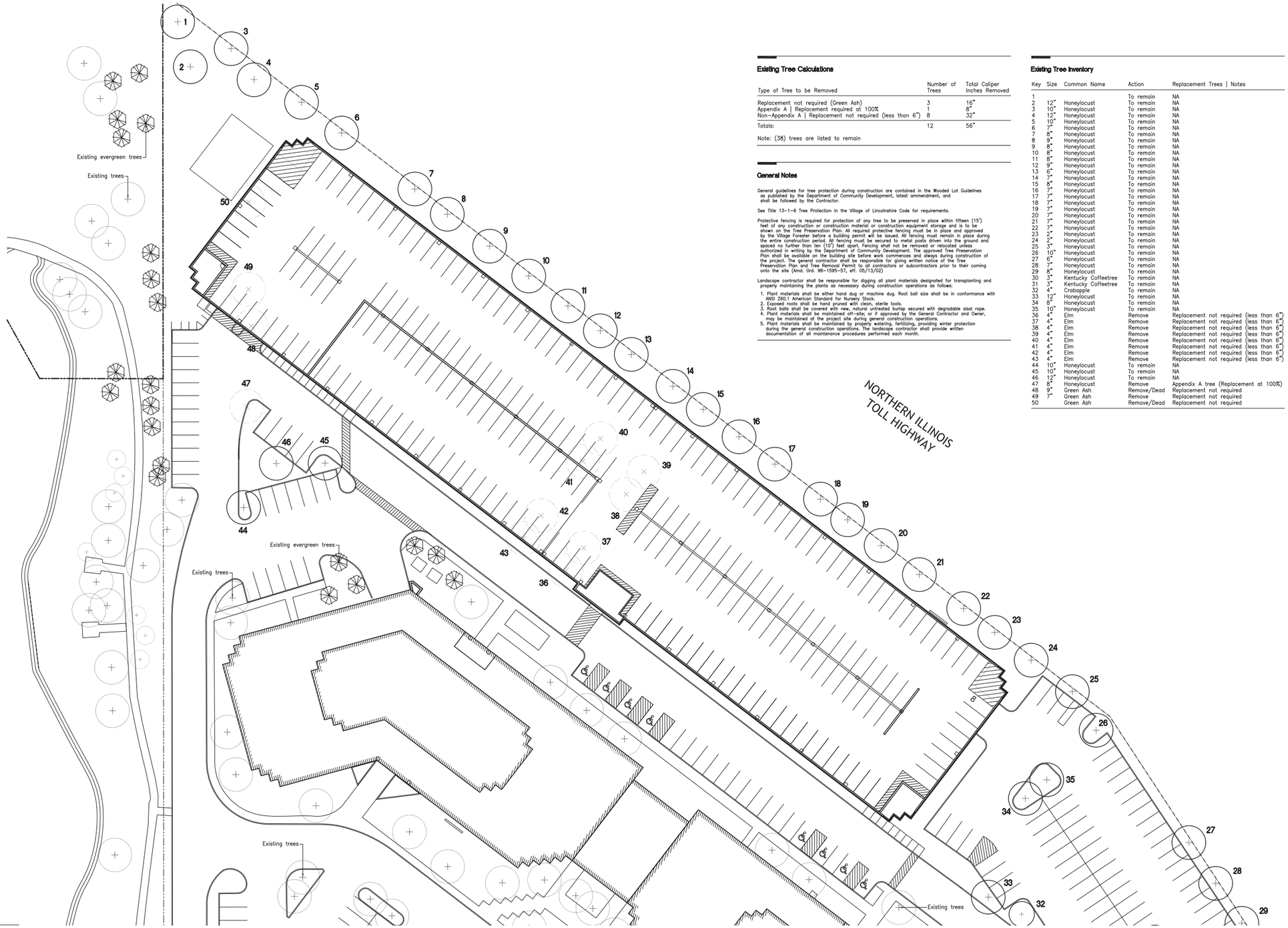

Tree Inventory and Preservation Plan

Existing Tree Calculations

Type of Tree to be Removed	Number of Trees	Total Caliper Inches Removed
Replacement not required (Green Ash)	3	16"
Appendix A | Replacement required at 100%	1	8"
Non-Appendix A | Replacement not required (less than 6")	8	32"
Totals:	12	56"

Note: (38) trees are listed to remain

General Notes

General guidelines for tree protection during construction are contained in the Wooded Lot Guidelines as published by the Department of Community Development, latest ammendment, and shall be followed by the Contractor.

See Title 13-1-6 Tree Protection in the Village of Lincolnshire Code for requirements.

Protective fencing is required for protection of any tree to be preserved in place within fifteen (15') feet of any construction or construction material or construction equipment storage and is to be shown on the Tree Preservation Plan. All required protective fencing must be in place and approved by the Village Forester before a building permit will be issued. All fencing must remain in place during the entire construction period. All fencing must be secured to metal posts driven into the ground and spaced no further than ten (10') feet apart. Fencing shall not be removed or relocated unless authorized in writing by the Department of Community Development. The approved Tree Preservation Plan shall be available on the building site before work commences and always during construction of the project. The general contractor shall be responsible for giving written notice of the Tree Preservation Plan and Tree Removal Permit to all contractors or subcontractors prior to their coming onto the site (Amd. Ord. 98-1595-57, eff. 05/13/02)

Landscape contractor shall be responsible for digging all plant materials designated for transplanting and properly maintaining the plants as necessary during construction operations as follows:

1. Plant materials shall be either hand dug or machine dug. Root ball size shall be in conformance with ANSI Z60.1 American Standard for Nursery Stock.
2. Exposed roots shall be hand pruned with clean, sterile tools.
3. Root balls shall be covered with new, natural untreated burlap secured with degradable sisal rope.
4. Plant materials shall be maintained off-site; or if approved by the General Contractor and Owner, may be maintained at the project site during general construction operations.
5. Plant materials shall be maintained by properly watering, fertilizing, providing winter protection during the general construction operations. The landscape contractor shall provide written documentation of all maintenance procedures performed each month.

Existing Tree Inventory

Key	Size	Common Name	Action	Replacement Trees | Notes
1			To remain	NA
2	12"	Honeylocust	To remain	NA
3	10"	Honeylocust	To remain	NA
4	12"	Honeylocust	To remain	NA
5	10"	Honeylocust	To remain	NA
6	7"	Honeylocust	To remain	NA
7	8"	Honeylocust	To remain	NA
8	9"	Honeylocust	To remain	NA
9	8"	Honeylocust	To remain	NA
10	8"	Honeylocust	To remain	NA
11	8"	Honeylocust	To remain	NA
12	9"	Honeylocust	To remain	NA
13	6"	Honeylocust	To remain	NA
14	7"	Honeylocust	To remain	NA
15	8"	Honeylocust	To remain	NA
16	7"	Honeylocust	To remain	NA
17	7"	Honeylocust	To remain	NA
18	7"	Honeylocust	To remain	NA
19	7"	Honeylocust	To remain	NA
20	7"	Honeylocust	To remain	NA
21	7"	Honeylocust	To remain	NA
22	7"	Honeylocust	To remain	NA
23	2"	Honeylocust	To remain	NA
24	2"	Honeylocust	To remain	NA
25	3"	Honeylocust	To remain	NA
26	10"	Honeylocust	To remain	NA
27	6"	Honeylocust	To remain	NA
28	7"	Honeylocust	To remain	NA
29	8"	Honeylocust	To remain	NA
30	3"	Kentucky Coffeetree	To remain	NA
31	3"	Kentucky Coffeetree	To remain	NA
32	4"	Crabapple	To remain	NA
33	12"	Honeylocust	To remain	NA
34	8"	Honeylocust	To remain	NA
35	10"	Honeylocust	To remain	NA
36	4"	Elm	Remove	Replacement not required (less than 6")
37	4"	Elm	Remove	Replacement not required (less than 6")
38	4"	Elm	Remove	Replacement not required (less than 6")
39	4"	Elm	Remove	Replacement not required (less than 6")
40	4"	Elm	Remove	Replacement not required (less than 6")
41	4"	Elm	Remove	Replacement not required (less than 6")
42	4"	Elm	Remove	Replacement not required (less than 6")
43	4"	Elm	Remove	Replacement not required (less than 6")
44	10"	Honeylocust	To remain	NA
45	10"	Honeylocust	To remain	NA
46	12"	Honeylocust	To remain	NA
47	8"	Honeylocust	Remove	Appendix A tree (Replacement at 100%)
48	9"	Green Ash	Remove/Dead	Replacement not required
49	7"	Green Ash	Remove	Replacement not required
50		Green Ash	Remove/Dead	Replacement not required

Tree Inventory and Preservation Plan

November 3, 2014

TrammellCrowCompany

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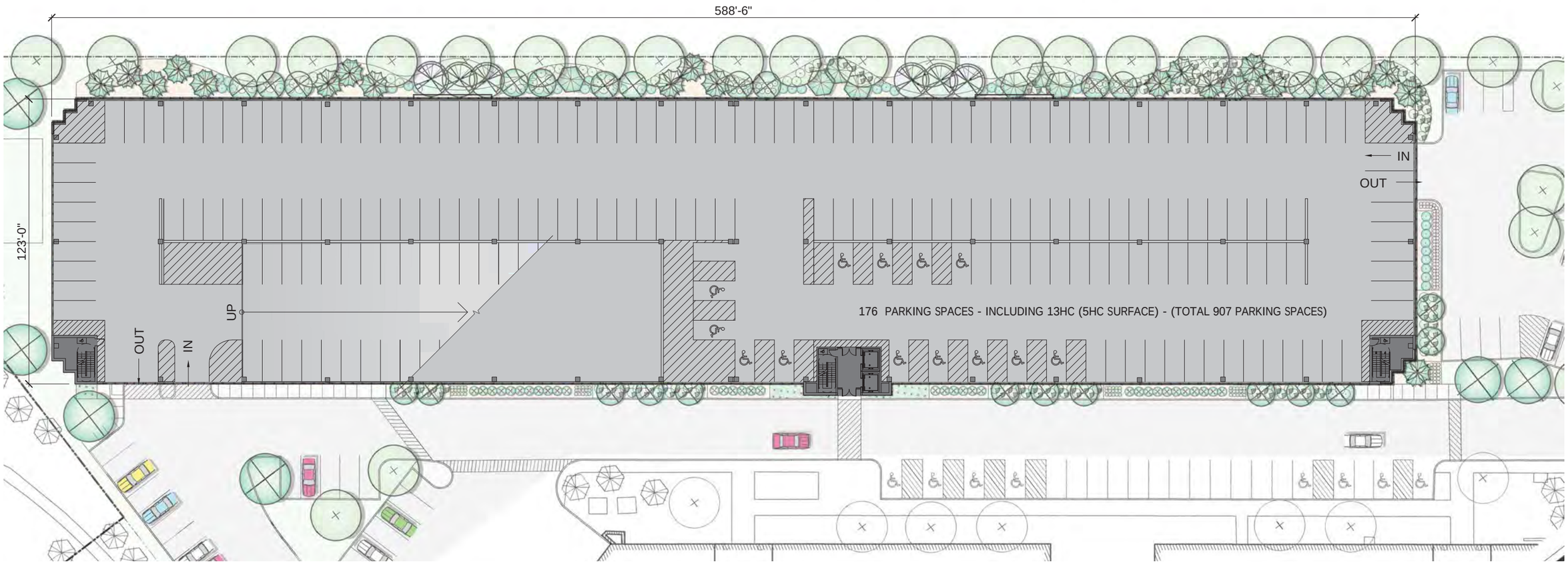
LANDSCAPE ARCHITECTS

WRIGHT HEEREMA | ARCHITECTS



1st Level

0 20ft

N

Parking Garage Plans

November 3, 2014

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25/75/100 Tri State International
Lincolnshire, IL 60069

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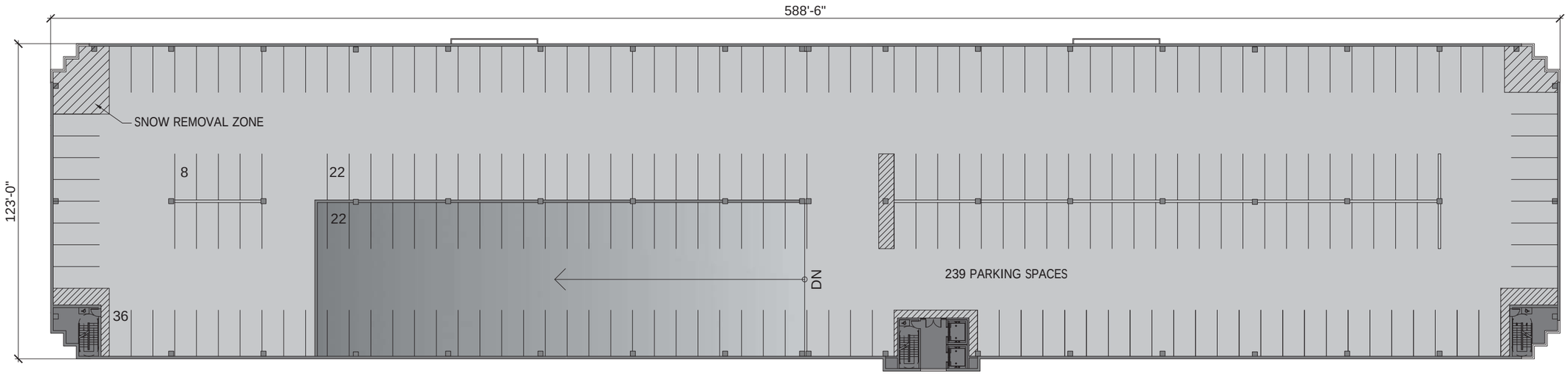
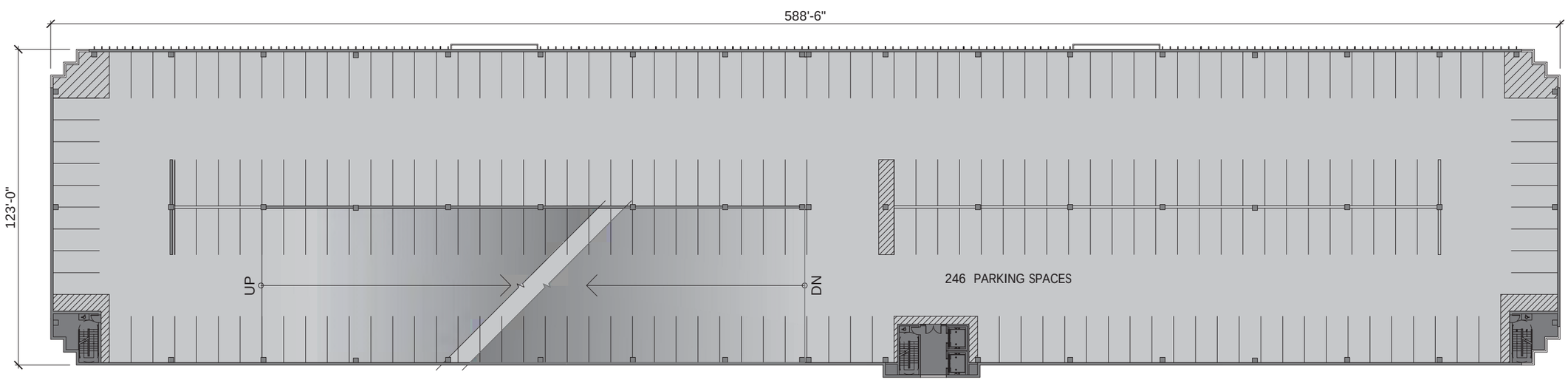


4th Level

0 20ft

N



2nd-3rd Level

0 20ft

N

Parking Garage Plans

November 3, 2014

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LANDSCAPE ARCHITECTS

WRIGHT HEEREMA | ARCHITECTS

View Looking South From 22 Overpass (Black Fin Option Shown)

View Looking South From 22 Overpass (5 year tree growth)

View Looking North From I-94

View Looking North-East from Westminster Road

November 3, 2014

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PROPOSED PARKING GARAGE SOUTH-WEST ELEVATION

0 20ft

PROPOSED PARKING GARAGE SOUTH-WEST ELEVATION - (5 YEAR TREE GROWTH)

0 20ft

Elevations

November 3, 2014

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25/75/100 Tri State International
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PROPOSED PARKING GARAGE NORTH-EAST ELEVATION

0 20ft

PROPOSED PARKING GARAGE WEST ELEVATION

0 20ft

PROPOSED PARKING GARAGE EAST ELEVATION

0 20ft

Elevations

November 3, 2014

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Lincolnshire, IL 60069

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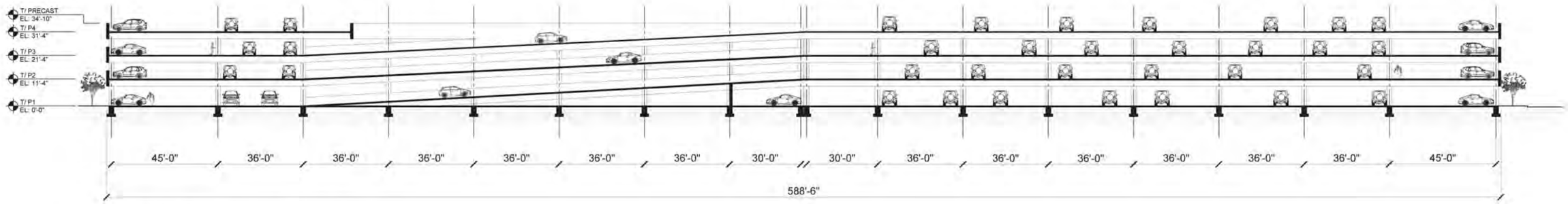
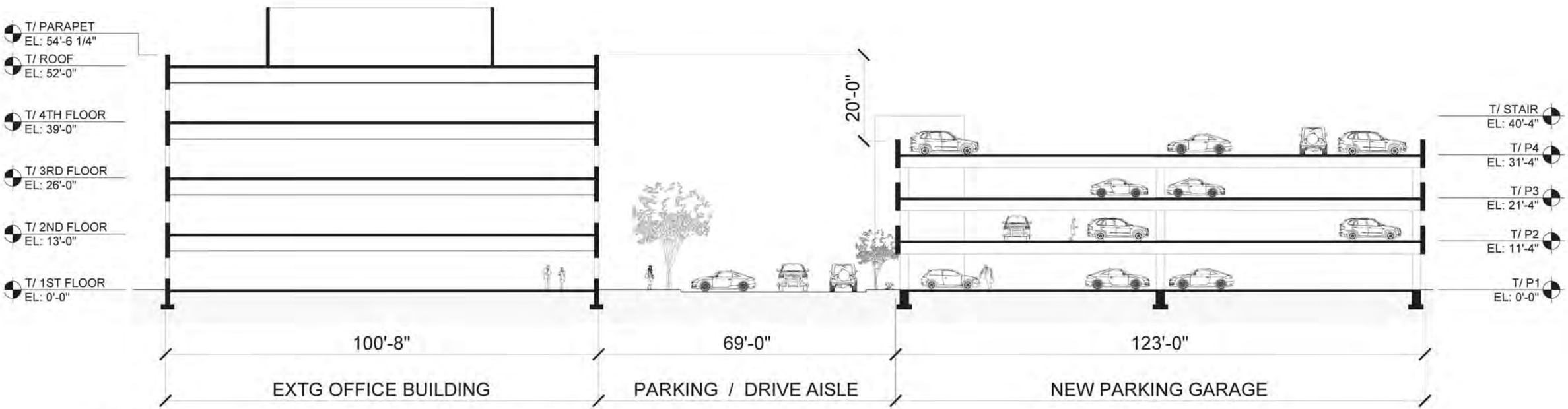


LONGITUDINAL SECTION

NOTE

Scale: 1" = 20'-0"

0' 10' 20' 40'



CROSS SECTION

NOTE

Scale: 3/32" = 1'-0"

0 4' 8' 16'

Sections

November 3, 2014

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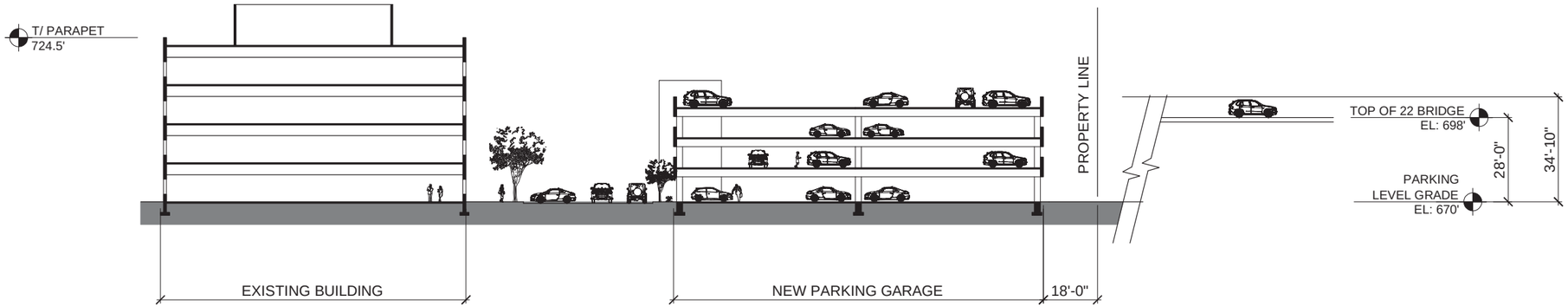
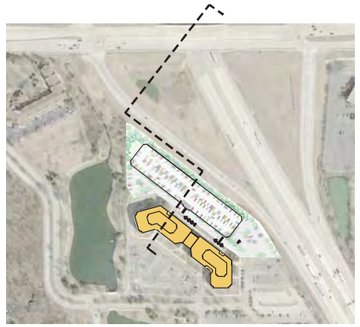
McCALLUM ASSOCIATES

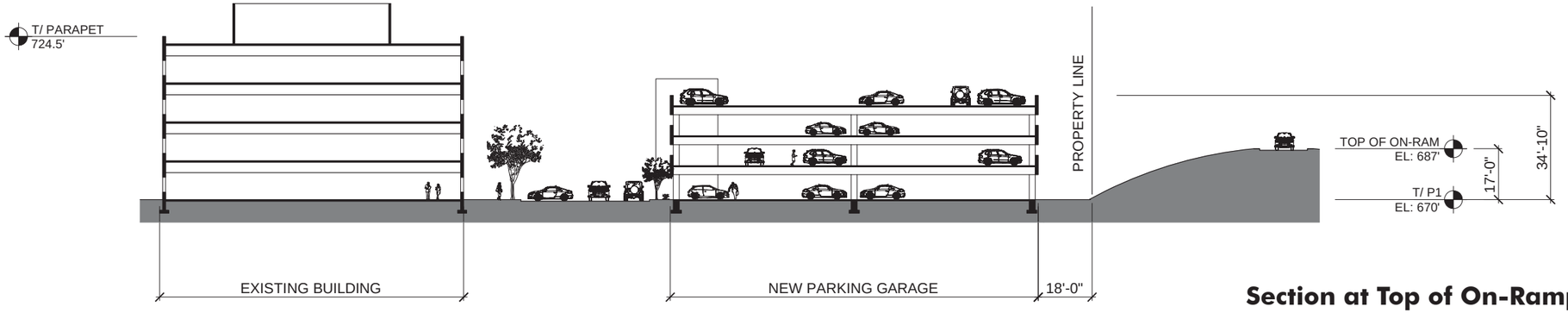
DAVID R. McCALLUM ASSOCIATES, INC.
LANDSCAPE ARCHITECTS

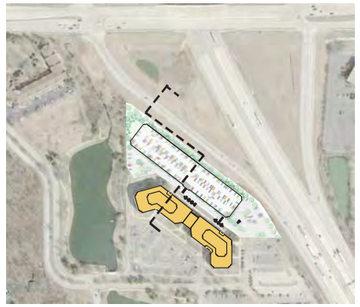
WRIGHT HEEREMA | ARCHITECTS



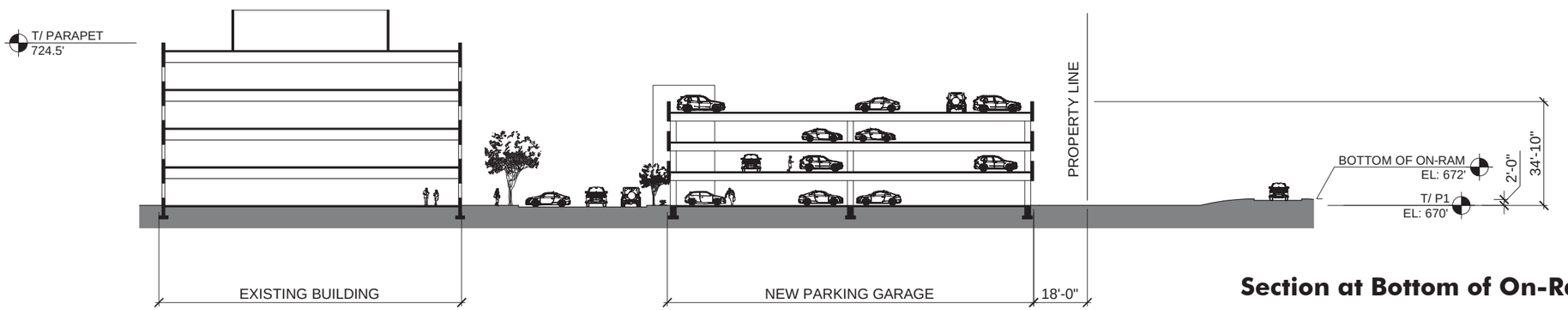


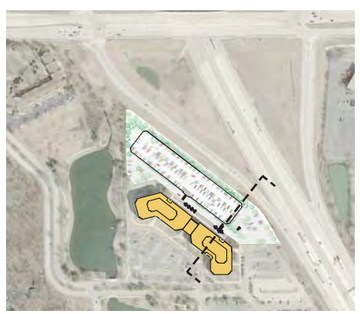
Section at 22 Ramp





Section at Top of On-Ramp





Section at Bottom of On-Ramp

Site Sections

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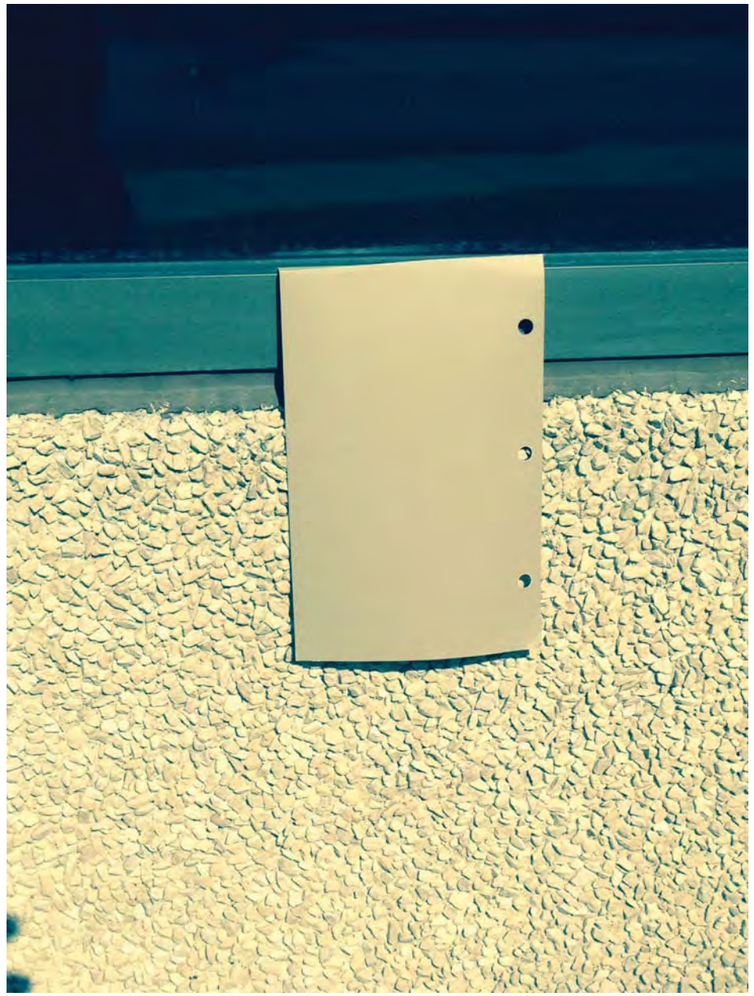
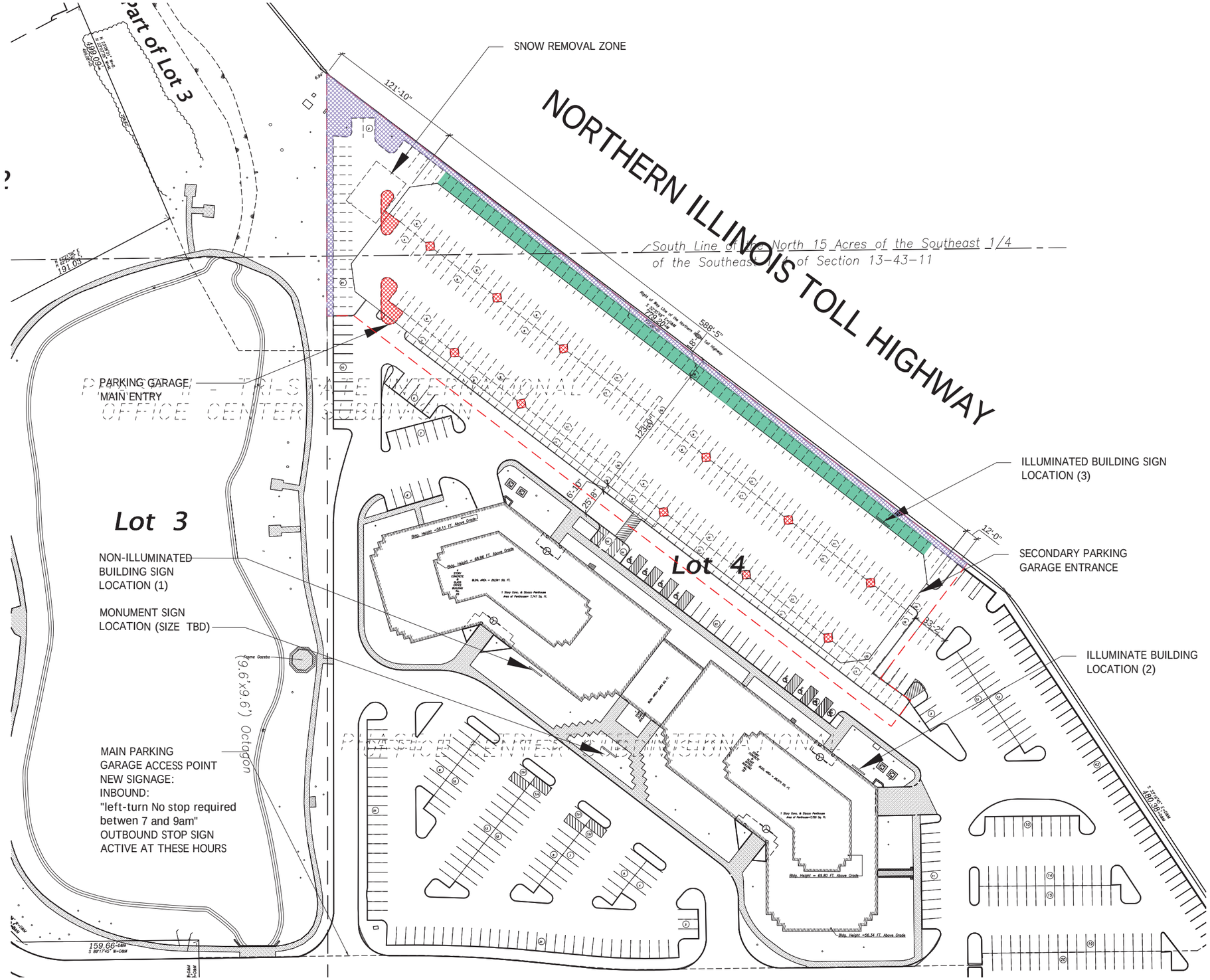
PRE-CAST PANELS
Benjamin Moore HC-86
Kingsport gray



Painted Aluminum Fins

Opt 1 - Black Fins - Benjamin Moore 2132-10

Opt 2 - Blue Fins - Cobalt Blue 2061-20



NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000

LEGEND

- PROPOSED PERVIOUS AREA
- EXISTING PERVIOUS AREA TO REMAIN
- EXISTING PERVIOUS AREA TO BE REMOVED
- PROJECT LIMITS

PERVIOUS VS. IMPERVIOUS AREA

PROJECT LIMITS	
TOTAL AREA:	107,375.81 SF
EXISTING	
TOTAL IMPERVIOUS AREA:	99,819.61 SF
TOTAL PERVIOUS AREA:	7,556.20 SF
PERVIOUS AREA TO REMAIN:	6,169.15 SF
PERVIOUS AREA TO BE REMOVED:	1,387.05 SF
PROPOSED	
PERVIOUS AREA ADDED:	7,074.70 SF
TOTAL	
IMPERVIOUS AREA:	94,131.96 SF
PERVIOUS AREA:	13,243.85 SF

Pervious and Impervious Area

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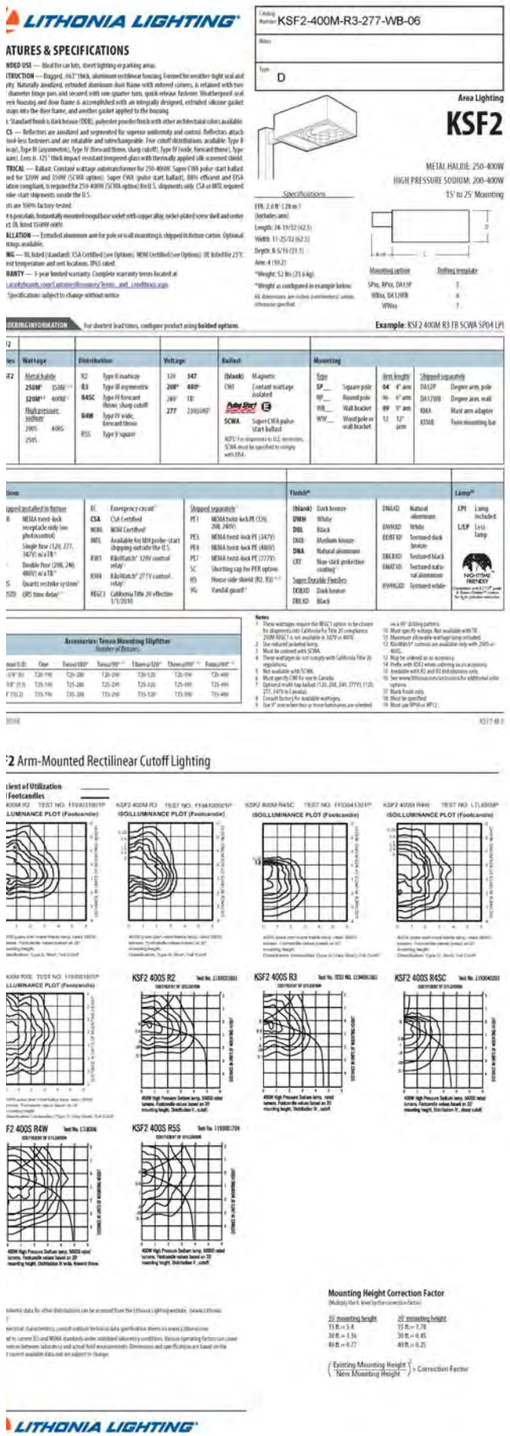
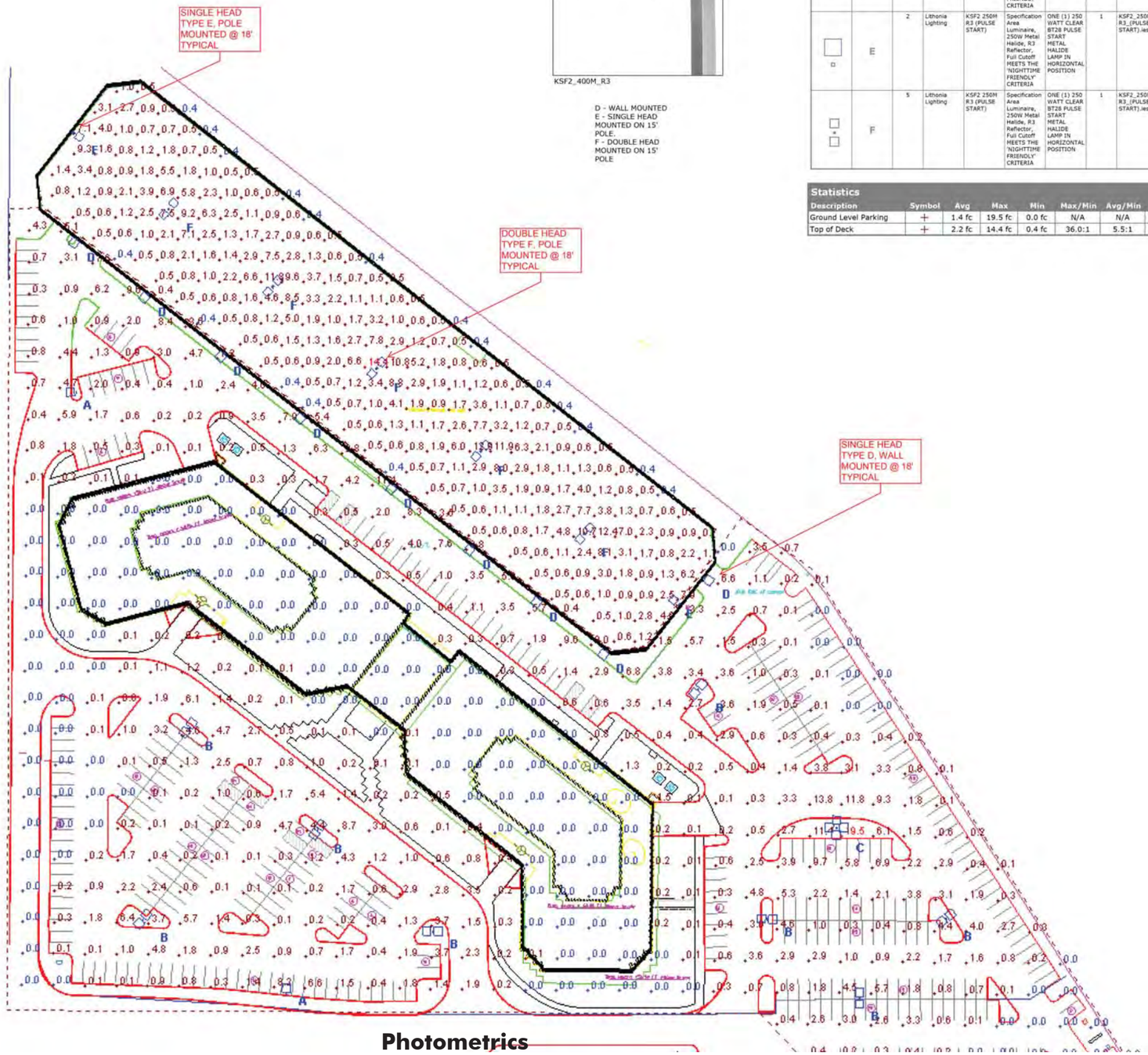


KSF2_400M_R3

D - WALL MOUNTED
E - SINGLE HEAD MOUNTED ON 15' POLE.
F - DOUBLE HEAD MOUNTED ON 15' POLE



Luminaire Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	D	9	Lithonia Lighting	KSF2 400M R3	Specification Area Luminaire, 400W Metal Halide, R3 Reflector, Full Cutoff MEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ONE 400 WATT CLEAR ED28 PULSE START METAL HALIDE IN HORIZONTAL POSITION	1	KSF2_400M_R3.ies	38000	1	456
	E	2	Lithonia Lighting	KSF2 250M R3 (PULSE START)	Specification Area Luminaire, 250W Metal Halide, R3 Reflector, Full Cutoff MEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ONE (1) 250 WATT CLEAR BT28 PULSE START METAL HALIDE LAMP IN HORIZONTAL POSITION	1	KSF2_250M_R3_(PULSE_START).ies	22500	1	288
	F	5	Lithonia Lighting	KSF2 250M R3 (PULSE START)	Specification Area Luminaire, 250W Metal Halide, R3 Reflector, Full Cutoff MEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ONE (1) 250 WATT CLEAR BT28 PULSE START METAL HALIDE LAMP IN HORIZONTAL POSITION	1	KSF2_250M_R3_(PULSE_START).ies	22500	1	576

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
Ground Level Parking	+	1.4 fc	19.5 fc	0.0 fc	N/A	N/A	0.1:1
Top of Deck	+	2.2 fc	14.4 fc	0.4 fc	36.0:1	5.5:1	0.2:1

VISUAL

Photometrics

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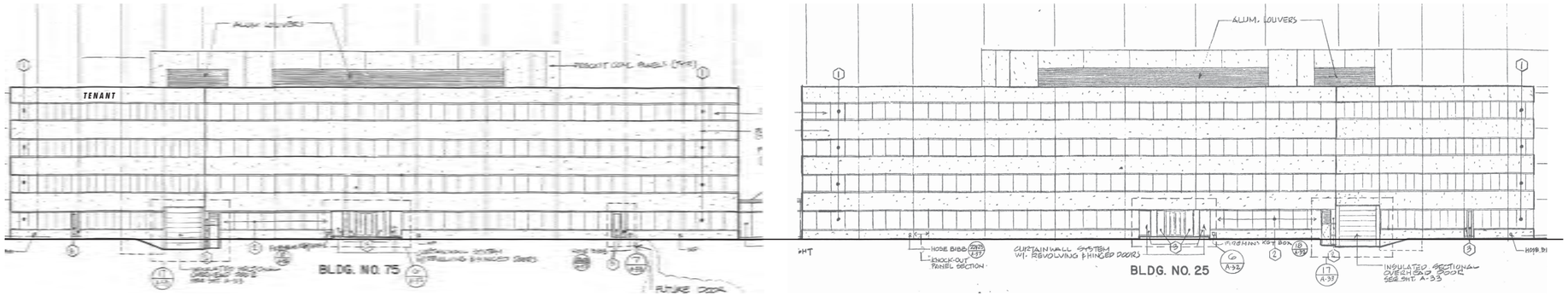
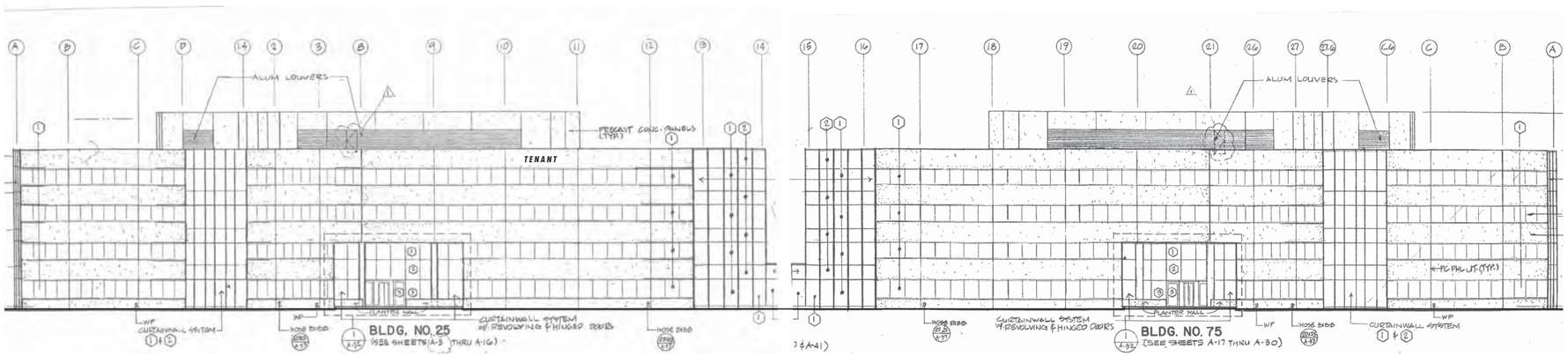


BUILDING 75 & 25- NORTH-EAST ELEVATION

0 20ft



BUILDING 75 & 25- SOUTH-WEST ELEVATION

0 20ft

PROPOSED PARKING GARAGE- SOUTH-WEST ELEVATION

0 20ft

Signage - For Location Purposes Only (To be submitted as separate approval)

November 3, 2014

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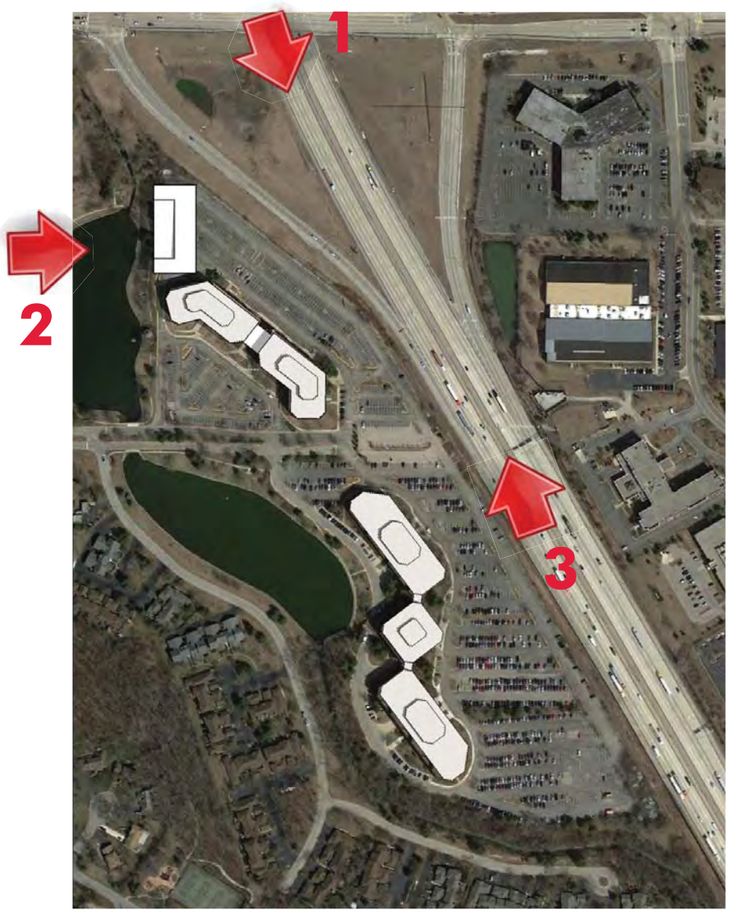

N

Location Plan

1

2

3

option A

Site Plan Alternate Location Options - 6 Story Deck

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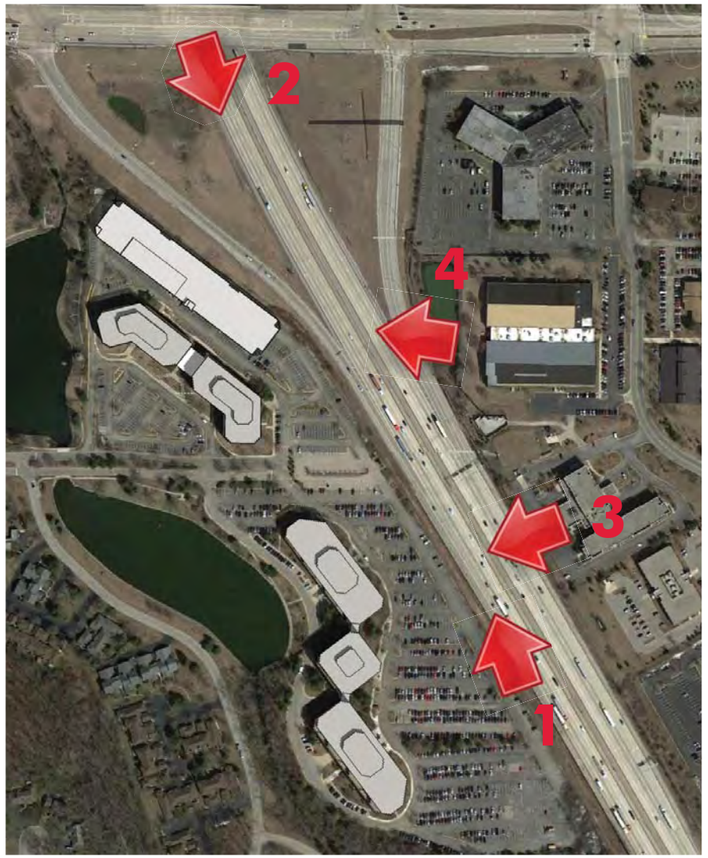
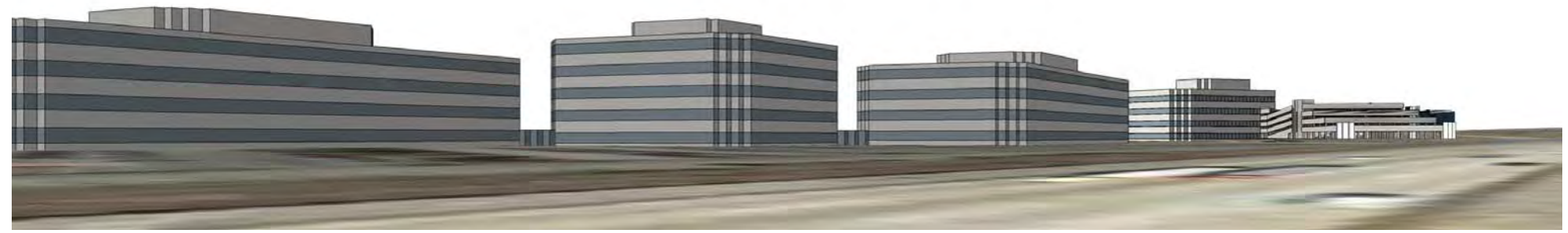


N

Location Plan

4



1- Note: Elevation at 200 building 3'-4' lower than shown in rendering

2

3

option B

Site Plan Alternate Location Options - 5 Story Stepped Deck, Stepped at 3,4,5

November 3, 2014

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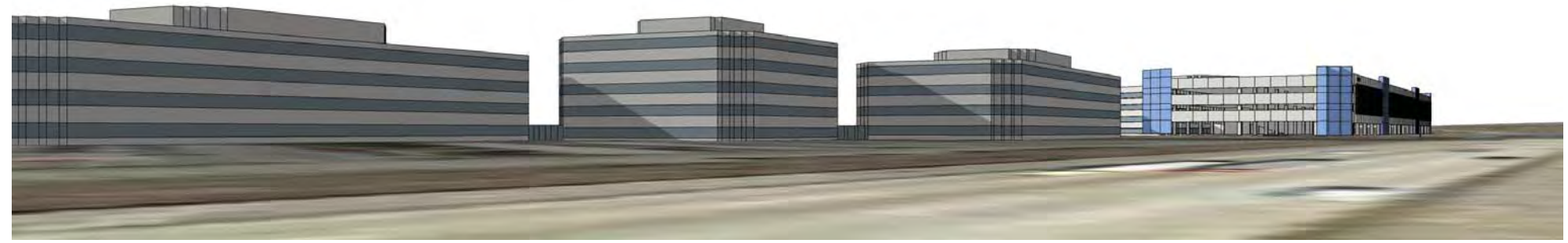
N

Location Plan



1- Note: Elevation at 200 building 3'-4' lower than shown in rendering

2

3

option C

Site Plan Alternate Location Options - 4 Story Deck

November 3, 2014

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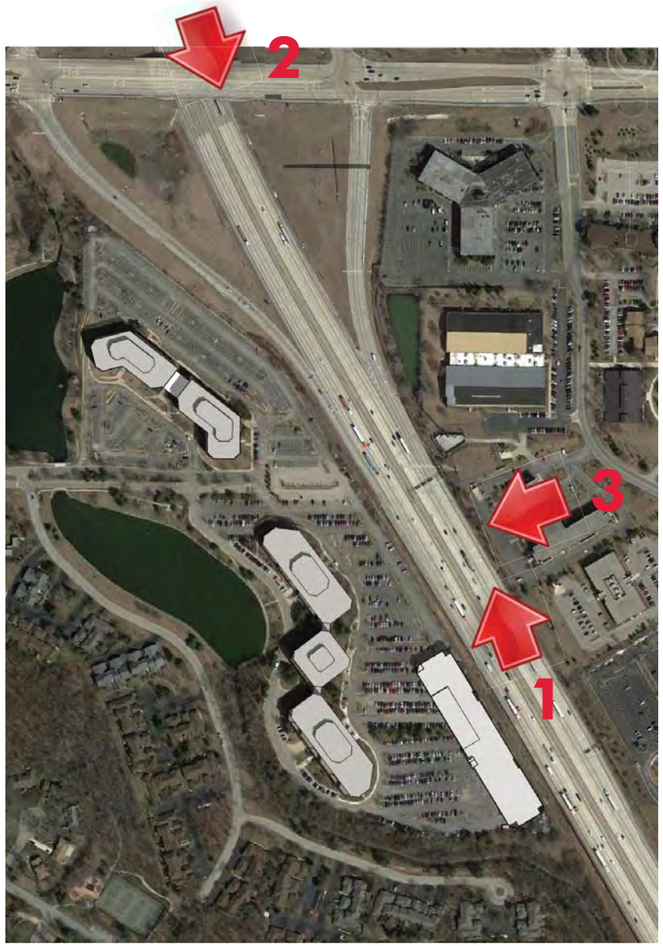

N

Location Plan

1- Note: Elevation at 200 building 3'-4' lower than shown in rendering

2

3

option D

Site Plan Alternate Location Options - 4 Story Deck

November 3, 2014

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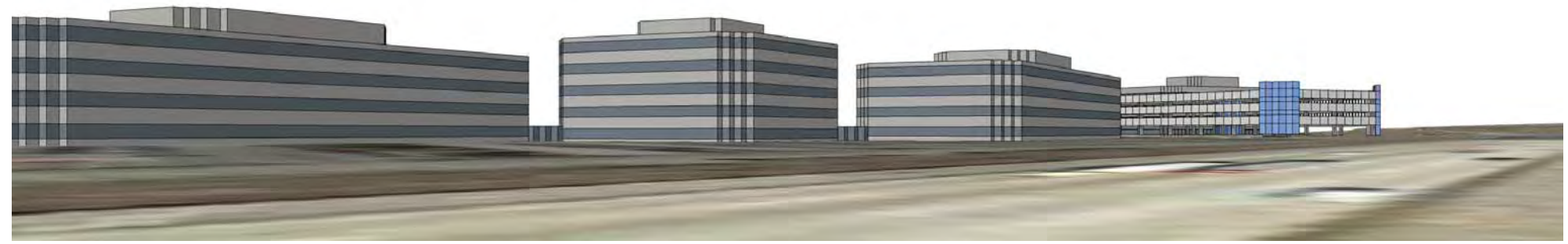
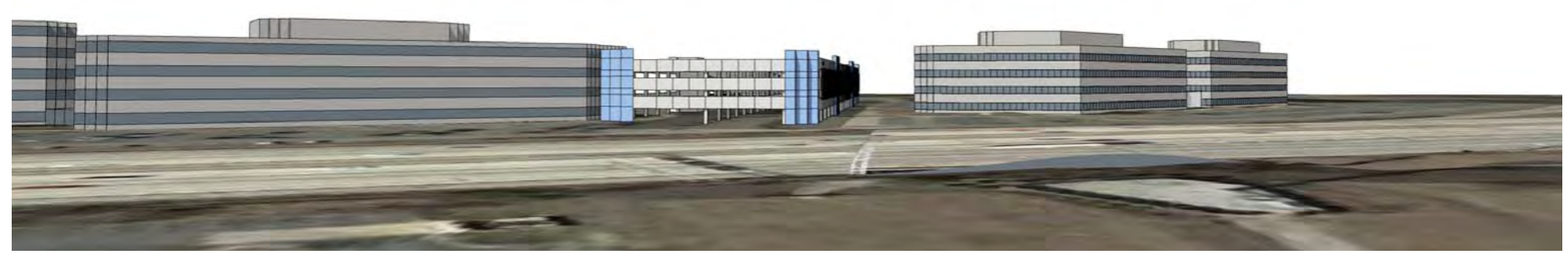
Location Plan



1- Note: Elevation at 200 building 3'-4' lower than shown in rendering

2



3

option E

Site Plan Alternate Location Options - 4 Story Deck

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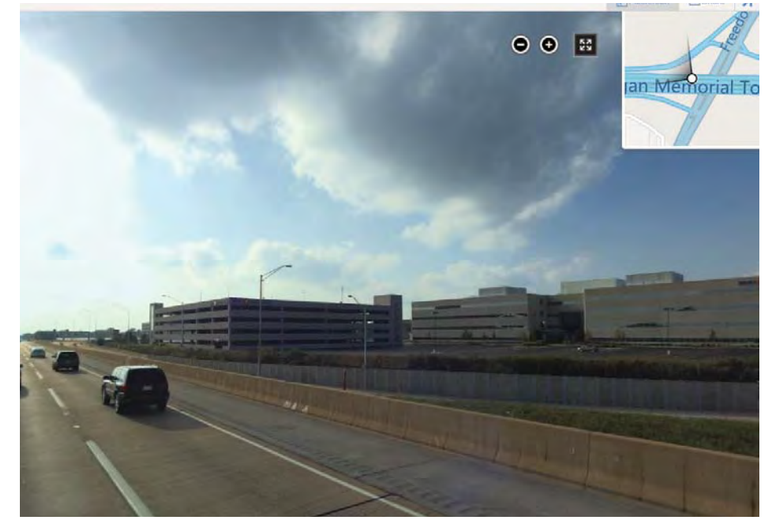

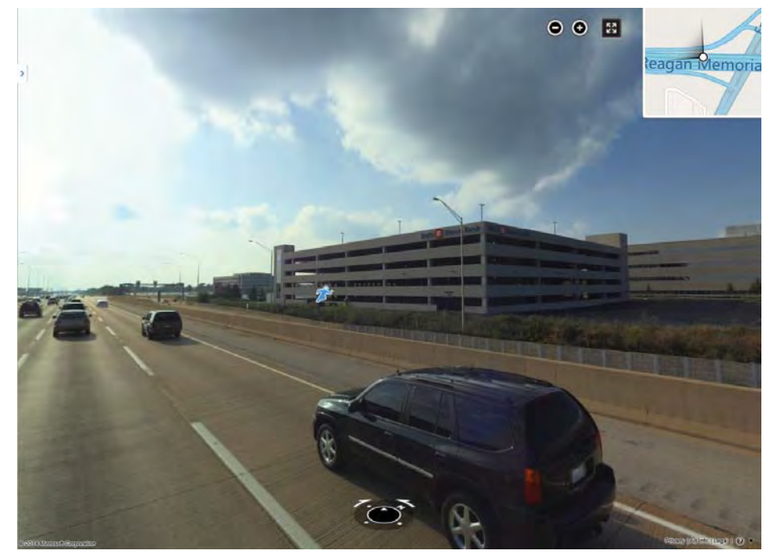

Precedents - BMO Harris Bank Garage (I-88 and Naperville Rd)

November 3, 2014

Precedents - I-88 and Spring Rd, Elmhurst, IL

November 3, 2014

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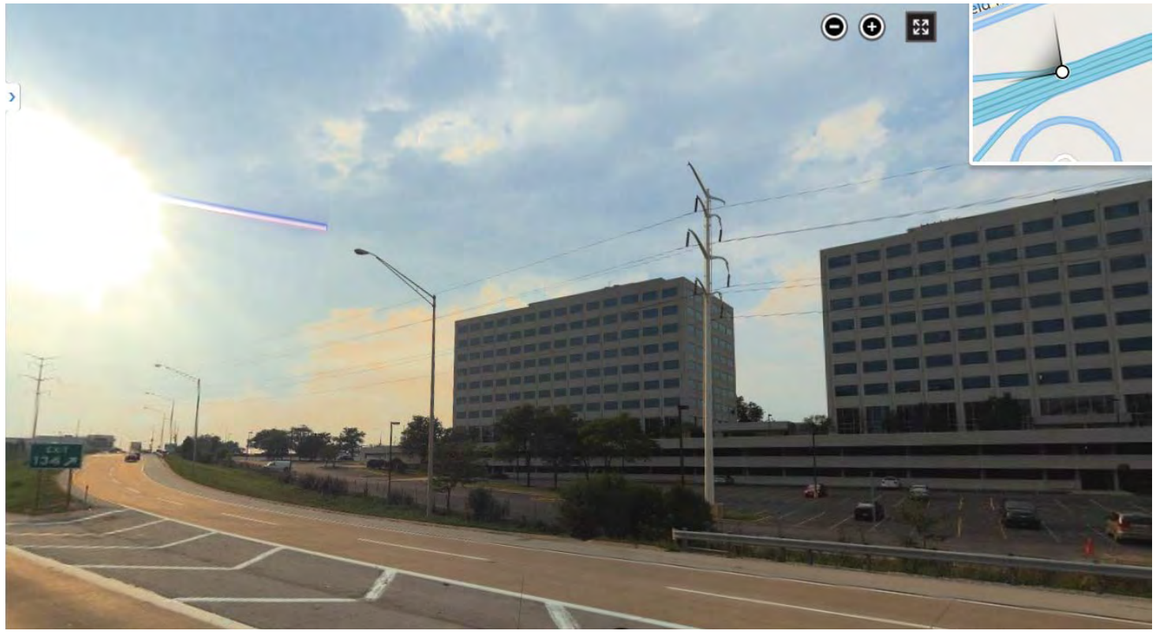
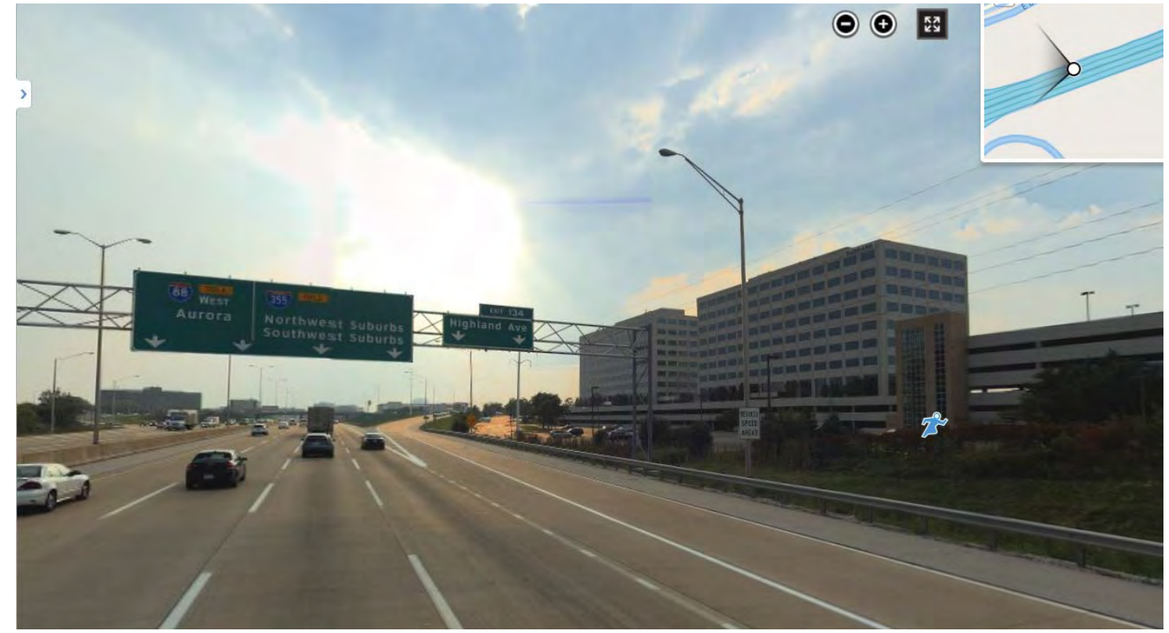
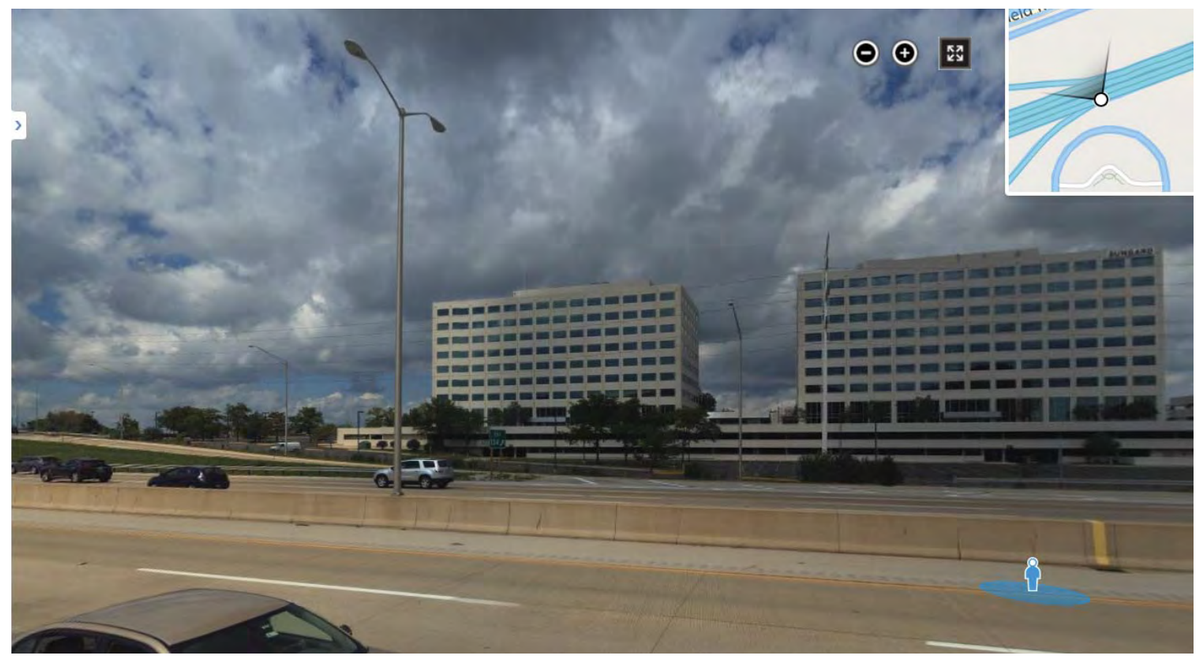
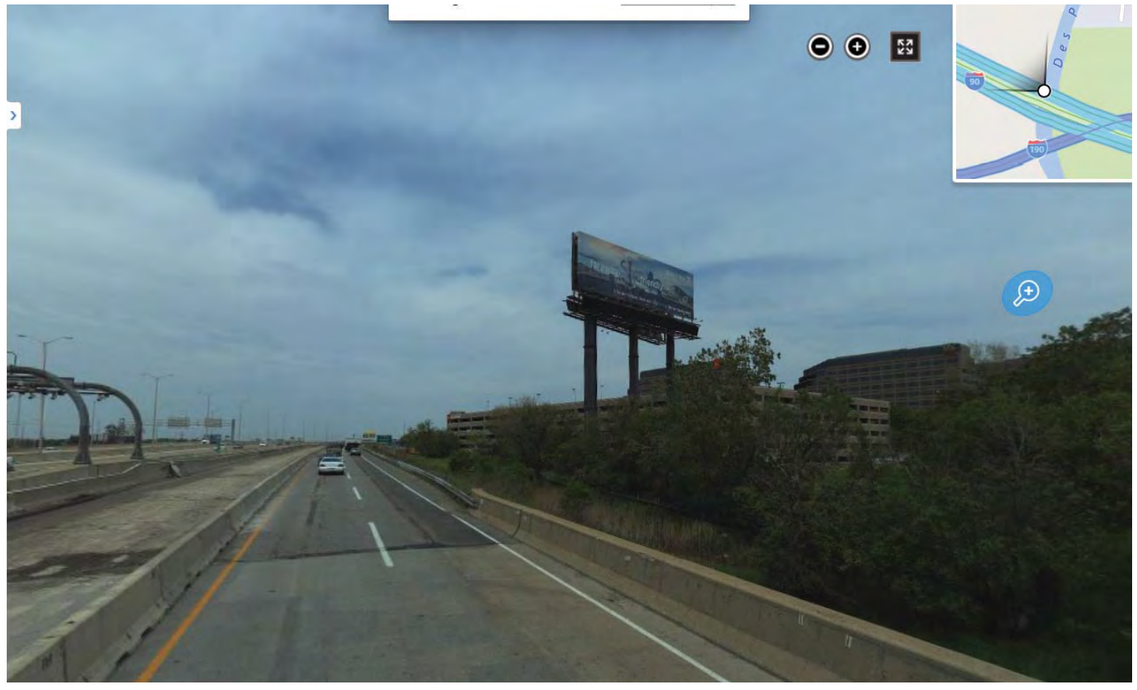


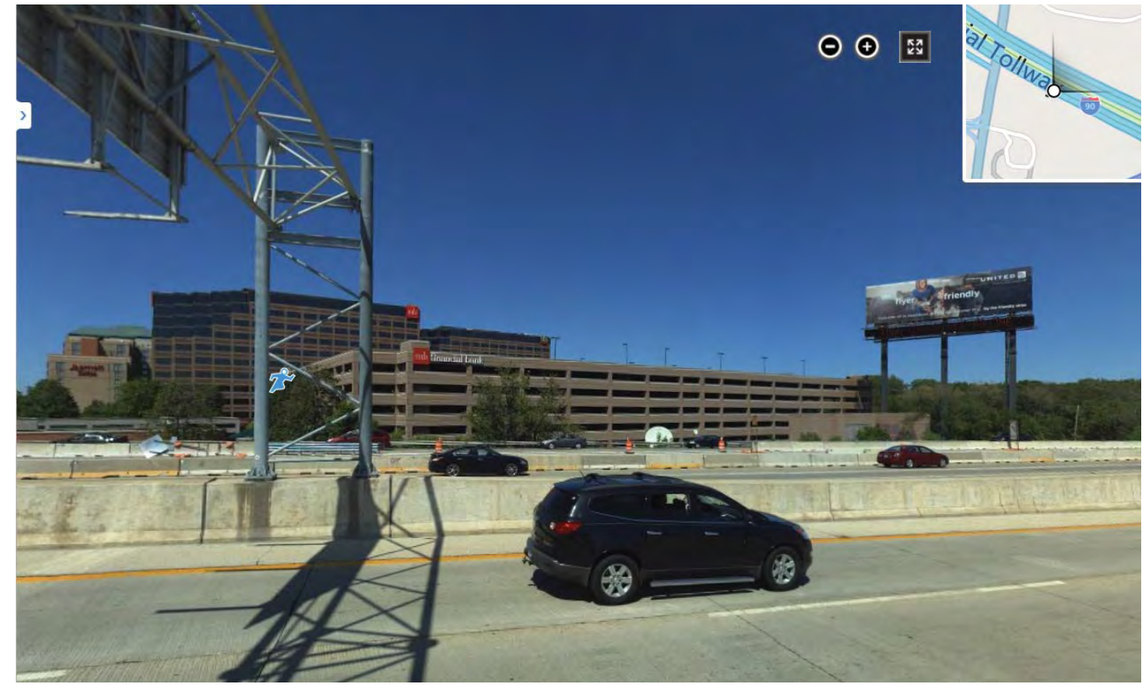




Precedents - Highland Avenue and I-88, Downers Grove, IL

November 3, 2014





Precedents - I-90 and River Road, Rosemont, IL

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Precedents - Fashion Outlets Of Chicago, Rosemont, IL

November 3, 2014

REQUEST FOR BOARD ACTION
Architectural Review Board
October 21, 2014

Subject:	Tri-State International Office Center – Parking Deck
Action Requested:	Review of Site Plan, Landscape Plan, Building Elevations, Materials & Colors, and Site Lighting for a proposed four-level parking structure at 25/75 Tri-State International Office Center
Petitioner:	Trammell Crow Company/Principal Real Estate Investors
Originated By/Contact:	Steve McNellis, Director Department of Community & Economic Development
Advisory Board Review:	Architectural Review Board

Background:

- A preliminary design concept review of this proposal was conducted at the September 16th ARB meeting.
- At that meeting there was discussion regarding site location constraints, traffic impacts, traffic circulation, landscaping as an accent not as a "screen wall", breaking-up the long façade of the deck along the Tollway on-ramp, opportunities to better sync the design of the deck with the glass and angular walls on the office buildings, and consideration of utilizing horizontal elements on open areas of the parking deck to mimic the horizontality of the office buildings.
- The Petitioner's Architects were directed to revise the concept plans appropriately, add additional detail and complete the full set of Development Plans for ARB consideration.
- At the September meeting, Staff noted a Traffic Impact Study would be prepared for zoning review of this proposal, and discussed at the Public Hearing conducted by the Village Board in late October. The neighboring Sutton Place Townhome Association has been notified of the Public Hearing.

Project Summary:

- Trammell Crow Company, on behalf of property owner Principal Real Estate Investors, proposes a 907 space parking deck in the existing surface parking lot north and east of the 25/75 buildings in the Tri-State International Office Center.
- This parking deck would serve a large prospective tenant that would completely occupy the 25/75 Tri-State buildings and potentially all of the 100 building (a total of up to 300,000 square feet), which are currently primarily vacant. Total square footage in the five-building complex is approximately 559,000 sq. ft.
- The proposed parking deck consists of four levels, all above grade, though there is a difference in elevation from the adjacent Tollway on-ramp, which is elevated above the parking deck grade ranging from 2' to 17' (see attached Section depicting parking structure and on-ramp elevations). The larger grade difference occurs at the northern end of the parking deck and decreases toward the south end of the deck. The proposed design preserves views to and from the Tollway and westbound Rt. 22 to the southern two (75 & 100 Tri-State) of the three buildings.
- Taking into account existing surface parking spaces displaced by the proposed parking deck, the net gain in on-site parking resulting from the new deck will be approximately 524 spaces.

- The proposed parking deck structure is sited so it can be screened from view of adjacent residential neighborhoods and is over 400' from the nearest neighboring building (Homewood Suites Hotel)
- The subject site is in a PUD in the underlying B2 General Business Zoning District.
- As noted in the Petitioner's cover letter, signage locations are shown on the buildings as a reference point only. A separate sign package submittal will be made at a later date for ARB processing.

Design Review Comments:

Site Plan

- The parking structure has been designed with two entry points. The main entry on the west side of the deck will be entered primarily in the morning, through a new curb cut in the main entry roadway, permitting access via the west driveway. The traffic pattern will be regulated, and accelerated, through a dedicated left turn (with no stop) during the morning rush hour. The secondary deck entrance will likely be utilized primarily by visitors during the day, when traffic levels are lower.
- Parking lot islands have been reconfigured along the south east side of the deck, to facilitate a smoother traffic circulation pattern.
- Pedestrian circulation from the parking structure to the sidewalk system on the building side of the driveway has been facilitated in three locations; one primary access point in a stairtower at the center of the structure and two satellite stairtowers. An appropriately-located crosswalk has been provided from the primary stairtower, directly to the pedestrian walkways leading to building entries. The curbline has been altered to provide dedicated access across the aisle, from sidewalk to sidewalk.
- **Staff-Recommended Revision** – The south stairway crosswalk should be relocated via a sidewalk stub south from the exit from the parking structure to a point where the crosswalk can access a sidewalk directly on the building side of the drive aisle, rather than through the striped area of an accessible parking space.
- Handicapped-accessible parking spaces have been located in the closest accessible location to the building entries and the main parking lot pedestrian entry. Parking is split between outside spaces and interior parking structure spaces to permit an equal amount of covered spaces.

Landscape Plan

- The plan provides a variety of deciduous overstory trees, evergreen trees, and limited understory bushes, mixed-in with existing honeylocust trees (spaced 25-30' apart), along the Tollway on-ramp elevation. Elevation views are provided depicting trees at time of installation and with five years growth.
- **Staff-Recommended Revision** – Provide additional understory shrubs, with mature heights of 4-8' along the Tollway on-ramp elevation of the parking deck to provide a "landscape base" to the building, and help screen the first level of vehicles.
- Shrubs and columnar deciduous trees, with reduced canopies, are proposed along the building-side elevation of the parking deck, due to limited space.
- A "Snow Removal Zone", consisting of open lawn with no trees or shrubs, is provided west of the parking deck to facilitate snow dumping from the upper stories of the parking structure.
- The "Tree Requirements" table, summarizing the types and sizes of trees required per code and proposed for planting, confirms the green space added to the site contains more than a sufficient number and variety of plantings. Per Village Code, 15 new trees

would be required in the new green space. A total of 75 trees are proposed to be added. Taking into account 10 healthy trees proposed to be removed, there is still a significant increase in new tree numbers over Village requirements.

Building Elevations

- Parking structure elevations have been revised in multiple ways, per ARB comments:
    1. A new design element, incorporating a soldier course of vertical steel fins, is proposed to be installed in a horizontal pattern, along the Tollway on-ramp elevation. These fins, approximately 20' tall, will provide a visual screen, partially enclosing floors 2 and 3 of the parking structure. The proposed fins also reinforce the horizontal design in the office building facades, while adding visual interest.
    2. The north and south ends of the parking structure elevation facing the Tollway on-ramp incorporate a staggered series of window panes, similar to the edge treatment on most of the office building corners. This treatment is also incorporated into the southernmost stairtower of the parking structure.
    3. A flat glass panel system is proposed at two locations on the Tollway on-ramp elevation to assist in breaking up the long façade. These are false glass walls that serve a decorative purpose and mimic the glass-panel sizes and pattern in the staggered windows.
    4. Glass has also been incorporated into the two stairtowers across the drive aisle from the office buildings for aesthetic and security purposes.
    5. As noted in the Petitioner's cover letter, the height of the parking structure has been reduced to 40' (approximately 35' excluding the stairtower height).

Building Materials & Colors

- The primary material of the parking structure is a gray concrete pre-cast panel, similar to the office building construction.
- The vertical steel fins on the Tollway on-ramp elevation are shown with two color options: dark blue and red. Staff prefers the blue option, which is more subtle and consistent with the blue-accented signage and "branding" of the site. However, the red option provides a bright playfulness arguably adding interest to the elevation.

Site Lighting

- The proposed parking structure lighting plan specifies seven light poles on the top floor of the deck, including five double-head poles and 2 single-head poles, all 15' tall, in a color to match the existing light poles throughout the site.
- The photometrics plan demonstrates compliance with Village Code requirements for maximum light intensity at property lines.

Staff Recommended Revisions:

Staff recommends the following two revisions (detailed above) be incorporated into the ARB recommendation:

1. **The south stairway crosswalk be relocated via a sidewalk stub south from the exit from the parking structure to a point where the crosswalk can access a sidewalk directly on the building side of the drive aisle.**

2. **Provide additional understory shrubs, with mature heights of 4-8' along the Tollway on-ramp elevation of the parking deck.**

***Staff recommends the ARB review the September meeting minutes, attached to the ARB packet for approval Tuesday night, as a refresher of the comments and direction given regarding the parking deck design.**

Recommendation:

The Architectural Review Board moves to approve, and recommend to the Village Board their approval of the site development plans, including; Site Plan, landscape Plan, Building Elevations, Building Materials and Colors, and Site Lighting for a proposed four-level parking structure at the 25/75 Tri-State International Office Center, as presented in a presentation packet, dated October 16, 2014, and further subject to . . . . . .

{Insert any additional conditions or modifications desired by the Architectural review Board}

Reports and Documents Attached:

- Letter of Request and Presentation Packet, prepared by Trammell Crow Company, dated October 15, 2014.
- Staff Memorandum for the September 16th ARB meeting.

Meeting History	
Village Board Preliminary Evaluation (COW):	September 8, 2014
ARB Preliminary Design Review	September 16, 2014
Current ARB Review	October 21, 2014