

# APPROVED

## PLAN

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING BEFORE THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

## COMMISSION

RE: ARLINGTON 425 - HIGHLAND/CAMPBELL/CHESTNUT - PC# 19-001  
PLANNED UNIT DEVELOPMENT, PRELIMINARY PLAT OF SUBDIVISION,  
REZONING FROM R-3 TO B-5, LAND USE VARIATION TO ALLOW A MULTI-  
FAMILY USE WITHIN B-5 DISTRICT, VARIATIONS

REPORT OF PROCEEDINGS had before the Village of  
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village  
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,  
Illinois on the 27th day of March, 2019 at the hour of 7:30 p.m.

### MEMBERS PRESENT:

TERRY ENNES, Chairman  
LYNN JENSEN  
MARY JO WARSKOW  
JOE LORENZINI  
BRUCE GREEN  
GEORGE DROST  
SUSAN DAWSON  
JOHN SIGALOS  
JAY CHERWIN

### ALSO PRESENT:

SAM HUBBARD, Development Planner  
CHARLES WITHERINGTON-PERKINS, Planning & Community Development Director  
BILL ENRIGHT, Planning & Community Development Deputy Director

LeGRAND REPORTING & VIDEO SERVICES  
Chicago & Roselle, Illinois - Miami & Orlando, Florida  
(630) 894-9389 - (800) 219-1212

## APPROVED

CHAIRMAN ENNES: This meeting of the Arlington Heights Plan Commission is called to order. Would you please all rise and join us in the pledge of allegiance?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Thank you. Sam, would you please take the roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. Was Commissioner Dawson, I thought she was on the schedule to be here?

MR. HUBBARD: She is supposed to attend. She's a little late, but maybe we should get started and she'll come through.

CHAIRMAN ENNES: Sam, have all public notices been issued on the petition for this evening?

MR. HUBBARD: They have.

CHAIRMAN ENNES: We have a number of projects that we handled at our last meeting, three to be exact. Is there a motion to approve the minutes from those three projects?

COMMISSIONER GREEN: So moved.

CHAIRMAN ENNES: And a second?

COMMISSIONER CHERWIN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody abstaining or opposed?

COMMISSIONER DROST: I abstain; I was not at the meeting.

CHAIRMAN ENNES: So, our first petition for the evening which I trust all of you are here for, we will get going. This is Petition #19-001, Arlington 425. Is the Petitioner present?

MR. FIRSEL: Yes.

CHAIRMAN ENNES: Can I ask you to come forward? Any of the other members of your group that will be testifying this evening, if they could all come together? We'll swear you all in at the same time. This is the Petitioner's group.

## APPROVED

Okay, if you would repeat after me? Raise your right hands.  
(Witnesses sworn.)

CHAIRMAN ENNES: Okay, thank you. Now, as you each come up to tell us about the project, if you would each state your name and spell it for our court reporter, that would be appreciated. Also, you're not required to provide us with your address, but if you do, that can give us some additional insight.

So, Petitioner, would you please state your name and tell us about your project?

MR. FIRSEL: Sure. My name is Michael Firsell; I'm the attorney for the Petitioner, with the law firm Firsell Ross. The folks who just stood up here and our owner, Mr. Adreani, have been working on this project for in excess of one year. We, first of all, believe we have put together as a development team what we call the best in class, and hopefully you will agree once you hear the testimony from this group tonight. Every one of them has done work in the Village of Arlington Heights more than once. Our general contractor, Power Construction, who is our contract consultant, John Gorman himself is here this evening to lend any insight as to matters that might come up in his area.

This has truly been a team effort; and when I say a team effort, I mean, the members of the public as far back as last, I believe it was September, we held our first, our meeting open to the public. We had two sessions and there were a significant number of folks who arrived and who reviewed our conceptual plans at that time and gave us many, many suggestions, many of which we took to heart and made changes based on those.

In addition, I cannot begin to express the gratitude I have for the three gentlemen sitting here who have worked tirelessly in just tremendous assistance in helping us move this matter forward, cutting to the chase on this very, very ambitious large project, have handled it as true professionals as they always have. Charles and I go back 26 years I think. So, we do appreciate their input.

As you may be aware, we have already been before the Design Commission, and we had three meetings with the Design Commission. They, at the first two meetings, gave us various suggestions as to how to improve the architecture, and we took virtually all of their suggestions and incorporated those suggestions into our plans.

We are here before you tonight with what we believe is simply an outstanding project and what I would dub the crown jewel of Downtown Arlington Heights. Hopefully, you will feel the same way.

Very, very quickly, this project is on Block 425, it's the north three-quarters of that block bounded by Sigwalt, Highland, Campbell and Chestnut. Campbell building, there are three buildings, Campbell building is nine stories with first two floors. First floor will be a restaurant, maybe a two-story restaurant/retail uses, and the second floor will be more for more commercial uses, maybe office space, et cetera. That building will contain 182 residential units; 42 studios, 98 one-bedroom, and 42 two-bedroom apartments.

The Highland building is a taller building. This building presented significant challenges as it is right up against the Vail Street Garage which comes in fact to the property line. It was very difficult to figure out what to do with the portion of the property that abutted the Vail Street Garage, and since this is under your zoning a B-5 project and we are looking to have a one-lot PUD with underlying zoning of B-5, we know that we would need significant parking. So, therefore, we are proposing a six-level parking deck for this project.

## APPROVED

Above the parking deck will be 125 apartments on six floors, and on top of the building with probably the best view in town will be the amenity center including health club, meeting rooms, and hopefully a full-service restaurant. Views would be great up there.

The Chestnut building was originally a five-story building, and the Campbell building was originally an eight-story building. The downtown plan calls for six to eight stories, and we tried to keep two of the buildings within that limitation. We couldn't possibly keep the Highland building within that limitation because the garage is already five stories; we'd have to build above that. But in considering the neighborhood and prior hearings of which I was a part and the desire to have more residential-friendly user facing Chestnut Street, we lowered that building from 5.5, in some places six stories, to four stories. When I say lowered, when we were here at early review with the Village Board, we had proposed a six-story building, and now it is four stories and really truly looks like row homes.

I mentioned that we're looking for an underlying zoning of B-5. Four of these lots to the south are residential, three of them about the Vail Street Garage, one of them is on Chestnut, the southernmost lot. So, we are looking to rezone those four lots along with the remaining 13 lots which are already B-5 to make one B-5 zoning lot.

We are requesting very few variances in this case, seven to be exact. Three of them deal with setbacks, a couple caused by the required eight-foot dedication of land along Chestnut and a portion of Highland. One of the variances that is required is that we have a 66-foot wide street. Well, we certainly can't do that under the Vail Street Garage, so it is what it is and we don't have much choice. One of the other variances of course is to not require commercial/retail/restaurant uses on the first floor of the Chestnut building directly across from single-family residences.

In B-5, multifamily buildings are not allowed, so we would need a variation to allow us to put residences on the first floor of that building. We have 10 parking spaces in the garage which are 15 feet long instead of 18, and we can easily put motorcycles as well as compact cars in those spots or we would have to eliminate them, which we would prefer not to do. So, the other variances deal with the, like I said, the setbacks and the like.

The most important part of what we had originally presented and continue to present is that we are not asking for any variances in what I consider three of the most sensitive areas. We are not asking for a variance as to density. The number of units proposed falls well within the existing Village code. We are not asking for a variance as to height. Even with the taller building, with the bonuses that you saw we were allowed in your report, we will not need a variance as to height. Certainly, we will not need a variance as to parking as we are providing 89 more parking spaces for this project than code requires, at a cost of about \$2.7 million I might add.

So, needless to say, as a first class luxury building, it will be landscaped. We have submitted landscape plans. We're not going to go through them in detail this evening, but certainly Becky Mathis from Hitchcock Design is here if there are any questions regarding that.

With that, I would like to proceed and call upon Rob Losselyoung and Kelle Bruckbauer from Tinaglia Architects, Incorporated, and ask them to spend just a couple of minutes going through the overall site plan itself. Thank you.

CHAIRMAN ENNES: Mr. Firsell, before they come up, I have a question for you.

## APPROVED

MR. FIRSEL: Sure.

CHAIRMAN ENNES: You're aware of the conditions that Staff has placed on the project?

MR. FIRSEL: Yes, we have read the conditions.

CHAIRMAN ENNES: Okay, there's a number of them.

MR. FIRSEL: Yes, there are.

CHAIRMAN ENNES: Are you agreeable to the conditions?

MR. FIRSEL: Most of them, but not all.

CHAIRMAN ENNES: Can you tell us which ones you are not, you do not agree with?

MR. FIRSEL: At this point?

CHAIRMAN ENNES: Yes.

MR. FIRSEL: Sure. May I grab my notes? I didn't know that question was going to be asked at this point.

CHAIRMAN ENNES: Absolutely.

MR. FIRSEL: Okay, I'll do it from, who has the Staff report?

CHAIRMAN ENNES: Do we have an extra copy of this so that we follow along in the same order?

MR. FIRSEL: Or if you'd put it on the screen, we can follow along.

CHAIRMAN ENNES: Just so we're aware of these as they go along.

MR. FIRSEL: Yes, I'm ready to go.

CHAIRMAN ENNES: Go for it.

MR. FIRSEL: Certainly we agree and request all of the variances and its conditions, no problem. Condition number one under Fire Safety, we thought we had covered this very well in our responses, but apparently it didn't get across. If we went and we build the area between the two buildings, we call it the courtyard, it's going to be built once and stay there. So, Fire Safety does not want us to build a temporary roadway and then build the Highland building because you can't get to it to put a fire out. So, once we build that courtyard, it is permanent and will not be removed.

So, we agree with condition number one. Condition number two, so both conditions under Fire Safety. Condition three we agree with. Condition four we agree with, and five, okay.

Condition six we do agree with. We would like to change one word in that. Let's see, maybe they already changed it. The ability to require certain upgrades to the garage as it determines necessary to facilitate, the costs of any required modifications shall be borne by the developer, that is agreeable. In fact, we have spent considerable time, effort and energy, and we have already designed what we feel will be adequate. One thing that we do want to point out is that when we do build the Highland side of the garage that abuts the Vail Street Garage, we will have to access the Vail Street Garage to adjoin the two. They're not going to be the same but we don't want any spacing between them, so we're going, you'll see that we will be proposing a filler so that there is not a gap of however many feet or inches there would be so we wouldn't need temporary access to make sure --

CHAIRMAN ENNES: There won't be any cross access?

MR. FIRSEL: No. No, it's a completely separate structure. No party wall or anything like that.

## APPROVED

CHAIRMAN ENNES: So, that change has been made in six?

MR. FIRSEL: Yes. The Site Conditions seven, that's fine. Eight, that is fine. Nine is fine. Let me explain that on number nine. I am lucky enough to come back again and represent the party who is under contract by the property to the south. So, what my client here wants to do is meet with that client of mine and to coordinate a transition between the two parcels so the block looks like a cohesive block. So, we may come back jointly and suggest transitional barriers between the two parcels.

I think there was something about a black iron rail somewhere in here. Black iron rails aren't used; they're aluminum today, so it wouldn't be iron. You can't even get them today.

So, the other items we agree with in Site Conditions. So far so good, okay.

The detailed parking which is an issue, you will hear this evening as much of a detailed parking plan as we can provide at this time. We cannot agree on a few items in here such as what the fee will be at this time and what we're going to charge. This is a private garage, this isn't a public garage. This is primarily for our tenants and our customers. One of the differences is that we cannot and will not make our garage open to the public, period.

CHAIRMAN ENNES: Other than to customers within your development.

MR. FIRSEL: Well, of course. The general public would not have the ability to park in our garage. They would have the ability to enter, they would take a ticket if they chose to, and I shouldn't say we will not allow them, we will not allow them to park for free. If they happen to come in and pull a ticket and they pay for their parking, they'd be able to park there, okay. But it is not open to the public as a general rule because we want to make sure our customers, our retailers, our office people and employees and valets have room for the cars that we have from this project. So, we need to fine tune that, but after Deb Smart testifies as to 14-A, we will be able to hopefully discuss that later this evening.

Since we had not seen round three comments until yesterday, I can't, I will look at them this evening, but I don't think we're going to have any problem with, I didn't see any problems in those comments that would be problematic for us. C will be presented this evening in great detail which is how the loading, unloading and the like work. D is a no, we will not agree to remove or relocate the loading docks on Highland. Okay?

CHAIRMAN ENNES: Okay.

MR. FIRSEL: We can go to specific reasons later, but I want to keep it brief.

CHAIRMAN ENNES: Sure.

MR. FIRSEL: So you know which ones we agree to and which ones we don't or need to discuss, okay?

And 15 I've already addressed, so the answer to that is, as a general rule, no, but it's going to be impossible to keep the public out because the garage wouldn't know where they are going. So, they can get in, but if they go out they're going to pay a fee, and it will likely be higher than a fee they would pay in a Village garage because we don't want them to park there, to be quite honest with you.

The parking signage plan is not a problem. 16 is fine. Of course, 17 I just said is not okay and we cannot agree to that, okay.

We cannot agree to 18. This is absolutely impossible to do from our

## APPROVED

standpoint. This is a private garage, it is a private building. This is, we are not being subsidized to build this garage and make it open to the public. So, therefore, if we want to assign parking space to a tenant who has a space a whopping amount of rent, we should have the right to assign our parking spaces to whomever we like. However, we will agree that any assigned parking spaces for residents will be on the levels reserved only for residents. We will not assign parking spaces to residents, as you will hear, on the first two levels of the garage because the residents aren't going to be parking on the first two levels. They're going to take the higher levels of parking.

The same thing with rent. If we want to include a parking space within a party's rent, we should have the right to do that. So, if they pay \$100 a month for parking and they say just add it on to my lease and I'll increase my lease by \$100, we should have the right to do that.

The loading operations we will discuss in greater detail. Deb Smart from Briarwood Management who manages three buildings in town, a well-known, well-liked personality here, lives directly across the street from this project, will be discussing how the inside of this project will work and how their loading, unloading, timing garbage and everything will be handled. You will hear from here a little later, okay.

Number 20 we cannot agree with because we don't know how people will get into and out of the Chestnut building. We will work with Staff on that issue to try to make it at a time that is least traveled. But we are in fact widening Chestnut from what it is today by eight feet or nine feet to provide additional parking, because today you can't go down Chestnut both ways with a car parked. It's not wide enough. So, we are bringing back parking and we are creating parking spaces, and I assume that you would request the party to the south to do the same. In front of the Highland building is a proposed loading zone, off the middle of the street where cars will still be able to get by in both directions.

We did have a loading zone on the south end of that building, but due to the fact that the Fire Department required a clear 26-foot driving lane, we were forced to remove that. So, the only other thing is to pull into a loading dock in a different building, walk all the way across the street under the existing garage, up to the elevator, and then across to the Chestnut building. It would be very, very expensive for the tenants moving in, and quite time-consuming. You'll see a little more about that as we go on, okay.

21 we absolutely agree with, that's not a problem. I believe Mr. Aboona who will be speaking next can talk to most of these items, but we have no problem with A, B, C, D. The Chestnut Avenue improvements, like I said, we will pay for the widening and the expansion of Chestnut parking lane across the east, and so 23 is not a problem. A and B, we agree to those. 24 is agreed. 25 is agreed.

26, that's the law, so certainly we agree to number 26. 27 is agreed. 28 is agreed. I missed one, my apologies. We cannot do the 23-A. I should have put my glasses on.

The southern property boundary shall be implemented as part of the first phase of the development, we cannot do that. The east side of Chestnut, that's the building, the Chestnut building is going to be the second phase. That's the last building built. So, trucks will be coming in and out. To make us build that whole side of the street, it's going to get destroyed. It's going to get absolutely destroyed because that's where we're going to be building this four-story Chestnut Street building. To make us build that street as part of the first phase

## APPROVED

and then rebuild it when it gets destroyed as part of the second phase doesn't make sense to us. So, we cannot agree to do that.

CHAIRMAN ENNES: But you can do it as part of phase two?

MR. FIRSEL: Well, of course.

CHAIRMAN ENNES: So, you'll leave the setback on the, or there'll be the space on the Campbell Street building?

MR. FIRSEL: 23-A as part of the second phase of development instead of the first is absolutely agreeable. Of course we will do that, not a question.

CHAIRMAN ENNES: So, 23-A is okay in phase two.

MR. FIRSEL: Subject to that one change, yes, in phase two, yes. Thank you, Mr. Chairman, in phase two, okay?

CHAIRMAN ENNES: Okay.

MR. FIRSEL: Sorry, I'm going a little fast. On the issue of making the Highland one-way in, if you want to make it, if the Staff or the Village says it should be two-way, that should be a joint decision between us and the Village, not the sole decision of the Village. Certainly, if there is a problem, a logjam, it would cost us tenants. Monetarily, it's not an issue, but the question is do we need it? Because we've had opposition to making that two-way, and before we change our entire plan, we would want to participate in those discussions and have a say in that decision. Okay, what section is that, Luay? Section 25.

So, what we would want that to say, if it is determined by the Village and consented to by the developer, we would agree to make that two-way, or the owner.

CHAIRMAN ENNES: Okay.

MR. FIRSEL: I believe we said 29 would be okay. The gateway sign, if the Village wants a gateway sign, we're not sure why we would pay for that gateway sign and have it lit. So, we'll install it, we'll provide it, but I'm not sure we would pay for it. Now, if we want to put a cost limitation of a reasonable number on that, you know, not to exceed, then of course that's an entirely different story. We have no idea what Staff or anybody else has in mind for such a sign, but we can't open a checkbook to a sign that has no cost limitation.

CHAIRMAN ENNES: I don't read 30 as saying that you will provide it. It says you shall install and maintain.

MR. FIRSEL: Okay, that's fine. So, all we would need to do is simply clarify that. Okay?

CHAIRMAN ENNES: Okay, we'll cover that in the Staff report.

MR. FIRSEL: Yes, we'll install and we'll maintain it, not a problem. Who pays for it is a shared cost; we'd be fine with that, okay?

CHAIRMAN ENNES: Okay.

MR. FIRSEL: With 31 we agree. 32 we agree. With 33, let me discuss affordable units for a moment. The required number, we will agree to provide that number which is approved by the Housing Commission and Village Board. Whatever number they say we're going to do. We have been negotiating this issue with Staff. We've had several meetings on it. We intend to appear at the Housing Commission as soon as possible. There will be in fact real units, not payment in lieu units, maybe a few, but we are going to provide affordable housing units for people to live in. But that will be discussed, voted on, and recommended at the Housing Commission.

CHAIRMAN ENNES: That will make a lot of people happy.



## APPROVED

MR. FIRSEL: I hope so. 34 of course, 35 is fine. 36, we would like to modify that. No medical office will be allowed on the first floor of any of the buildings. If we have a dentist that wants to have an office, or we have, you know, we don't see a big Illinois bone and joint medical clinic here, but you know, we may have a local eye doctor, dentist, or someone else who might want to have an office on the second floor, and we would like the ability to do that. We can certainly put a limitation on how many square feet of office we could have since they don't produce sales tax. We want to leave the first floor available for sales taxpaying customers, as I'm sure you want us to, but we would like the ability of some portion of the second floor available, especially on the west side of the Campbell building, for possible medical office.

And 37 is an absolute no. I am just being facetious and we will comply with each and every law.

CHAIRMAN ENNES: You might get a lot of people to agree with that.

MR. FIRSEL: Does that answer your question so far?

CHAIRMAN ENNES: It does.

MR. FIRSEL: It details where we are.

CHAIRMAN ENNES: That was lengthy and I apologize, but it's really important for us to know that going into the questions and whatnot and how we direct that.

MR. FIRSEL: Okay, thank you so much, Mr. Chairman.

CHAIRMAN ENNES: Thank you, and if you'd like to bring your architects up?

MR. FIRSEL: Mr. Aboona. Oh, I apologize, Mr. Losselyoung and Ms. Bruckbauer who will discuss the overall site plan.

MR. LOSSELYOUNG: Thank you. I think I need a pointer. Good evening, I'm Rob Losselyoung, project manager with Tinaglia Architects. Last name is L-o-s-s-e-l-y-o-u-n-g.

MS. BRUCKBAUER: And I'm Kelle Bruckbauer with Tinaglia Architects, B-r-u-c-k-b-a-u-e-r.

MR. LOSSELYOUNG: Thank you for allowing us to be here this evening. We're very excited to be part of Bruce's team on this project. We've been working with Bruce for over two years now, and this project has come a long way, not only with just working with Bruce and his people, but also with presentations we've done with the neighborhood last September, with Village Staff, several meetings we've had and worked with them. It's been a fantastic, you know, trip through all of this with the, you know, preliminary Village Board, gave us some great feedback, Design Commission, and then the Plat and Sub comments as well. We think that the project has developed quite a bit and we feel we've been pretty open to a lot of suggestions, and we hope that those changes are relevant in what we're going to show you here.

We're going to just keep it really quick, just talking about the site itself. As Mike had mentioned, on the east side of the property, we have the existing Vail Street Garage that comes across right up to the property line. Having that there, Sam's doing it, too, the existing five-story structure or the parking garage here, we needed to figure out what we could put there. We felt putting our parking for both the Highland building and the Campbell building would be best situated in that area abutting the existing Village garage. The residents that will be in the Campbell building will access the garage via an underground tunnel that goes across this access point here, and that will go up to elevators that take them into the parking garage here, as well as then once they're in the building, elevators that take them up into their

## APPROVED

residences.

Going back, one of the other things is, the Chestnut building being located here across the street is existing single-family residences, so we wanted to be very mindful of that with this building. As Mike had mentioned initially, we were proposing a 5.5 story building there. Based on comments, we decided to reduce that to a four-story building. That building is here, the Chestnut building. What we tried to do with this is make it look like an old brownstone type streetscape with first floor entry balconies at several locations, a center entry here, and then our access drive to just this building will be down here on the south side of the Chestnut building.

Lastly is the Campbell building which is both of these boxes that you see here. What we have a porte cochere, a two-story porte cochere that goes underneath this building that allows access to our center court here. Initially, when we first came to the preliminary hearing in front of the Village Board, our main access point was here off of Highland. Based on a lot of feedback we got from the Village Board as well as from residents, we looked at it and we felt that making this our main entry point into our site helped lose some of that congestion that we heard a lot of comments about in this area. So, going forward, here is the backside of that porte cochere here into our center motor court, and then here is that entry point here with the center motor court coming in off of Campbell. Then as you come around here, you can also see this is the existing Village garage here, and then our new garage structure abuts right here with the remaining six stories of the Highland building up here, and then the amenity floor that Mike Firsel also mentioned up there.

So, going back, so this is the most traditional of our three buildings. One of the things we tried to do is create what we like to call a sisterhood of buildings, having some similar materials, some similar elements that go from each building. But this is the most traditional building, it will be the, you know, most highly detailed. This one is more familiar as part of the Campbell Street Corridor. You know, we've got eight-story buildings on both sides of this that are similar and familiar in detail. Then this is what we like to consider the exciting, new loft style building with our new parking garage here, and then six stories of residential units above across the whole building, and then the amenity floor on the top.

We are proposing these glass curtain walls on the ends, the shoulders, and the idea behind that was twofold. One, just a new interesting element in the Downtown Arlington Heights, but also because of the side of the building, trying to lighten the ends of the building so it didn't seem like a long heavy building, trying to create character at either end. Again, this will be, you know, the thought is that this will be for the younger people getting on the train, traveling downtown, loft style units. This will be a little more highly detailed units inside, and then these will be more traditional, almost condo-like finishes within the Chestnut building.

Lastly, we do have a courtyard then, and I apologize here, we may not be able to see it. So, between the Chestnut building which is here, so each of the, all right, let me go back, each of the buildings has a rooftop terrace or area. So, like the Campbell building will have dining units, they'll have barbecue stations up here, little fire pits, gas fire pits. This is the Chestnut building; it will have green areas as well as areas up there, and then on either end of the Highland will have terraces as well.

Between the Chestnut building and the Highland building, we have a courtyard. Initially, we had hoped to have that whole courtyard be able to be landscaped. But

## APPROVED

working with Staff and hearing comments, we now have to make that into a fire lane. We're still working with Staff to determine how far that fire lane has to go between the two buildings, so that maybe at the end here we could still provide a fire pit or a pergola or a sitting area of some sort down at the end. So, we're still trying to work with Staff on that.

Because of the existing Village parking garage being here, you know, we had to find a way to get our main entrance into the Highland building. So, that is, oh, I guess that slide is not on here; I apologize. So, the main entrance into the Highland building is right here off of the motor court. So, not only do the cars come in here to the parking garage, but then our main entry is here as well, and we can go back to the site plan.

So, here is where all the cars can enter for the commercial space, the retail space in here, and then this is the main entry into the Highland building. This is that tunnel I spoke of that will be underground right here, connecting the Highland building to the Campbell building. Then this entrance here will be for the tenants of the Highland building as well as the Campbell building. Only the tenants will be allowed to come in and out of that access.

With that, we'll turn it over to Luay Aboona from KLOA.

CHAIRMAN ENNES: Thank you.

MR. ABOONA: Good evening. My name is Luay Aboona, A-b-o-o-n-a, traffic engineer and principal with the firm KLOA, located in Rosemont.

I'll speak briefly with regards to the traffic and parking study that we completed. We worked very closely with the Village Staff, both the Planning Department and Engineering Department, in finalizing the study to the point where we believe it was accepted in terms of the recommendations to address the traffic and parking impacts of the proposed development.

So, I'll just go through a few slides that hopefully will summarize some of our findings. The site is located on the west portion of the Village of Arlington Heights Downtown District. The downtown obviously offers a mix of retail, entertainment and commercial uses. It has high pedestrian mobility and interactivity between all these different uses, and offers convenient access to public transportation for daily commute with regards to the Metra Station as well as the Pace Bus on Northwest Highway. It also provides convenient access to goods and services.

All of that will translate, or will qualify this development as a transit-oriented development which would help reduce the traffic and trip generation of the development as well as its parking needs. Also, this development itself with these residents will offer a complementary land use to further support the businesses within the Downtown District, so it definitely offers a very good synergy and interactivity between the different uses.

The roadway system generally within downtown provide one way of one travel lane in each direction. Almost all the intersection are under stop sign control. A number of the intersections within the downtown, Campbell and Vail, and Campbell and Dunton and Sigwalt, and Vail and Sigwalt and Dunton are under all-way stop sign control. The rest, the north-south approaches are under the stop sign control, and Campbell and Sigwalt and free flow.

The speed limit is posted as 25 miles an hour, and the on-street parking is generally available with and without restriction. The restriction is normally two-hour parking. Without the restriction, obviously you can park unlimited.

## APPROVED

The pedestrian mobility in the area is enhanced because of the availability of crosswalks, sidewalks. You know, there is a mid-block crosswalk being planned on Campbell, east of Highland, which you'll see later on in the presentation. Also, as part of the Staff recommendation, it would be relocated to the intersection of Campbell and Highland. There are bicycle racks provided within downtown, as well as the Metra Station which is about 1,000 feet walking distance from the site, as well as the Pace bus route. So, again, downtown offers a very good mobility and alternative modes of transportation for the future residents of the development.

So, you saw the site plan Rob presented. What I'm going to do is talk about the access externally, and then also internally. So, what we are proposing is off Campbell Street an entrance to the porte cochere that will provide drop-off lanes for the Campbell buildings on either side. This will provide full access, meaning cars can turn from the east and west and then exit both left and right. The traffic exiting will be under stop sign control. We're providing access off Highland. This will be limited to an inbound-only access, so it would serve traffic coming mainly from the east on Campbell and some traffic that is coming from the east or west on Sigwalt.

We're also providing a garage access at this location here. This would be for residents only of the Campbell building garage, so there will be a fob that would be operated by the residents only. None of the commercial traffic will be able to use it. They will instead come in here internally through the courtyard.

On Chestnut, we'll have an exit only, and this will be restricted to right-out only on the stop sign control. The intent of this again is to provide additional access out of the development, but also to limit the impact on Chestnut Avenue so none of the traffic will be able to travel south. Staff had the recommendation of some additional channelization and a bump-out at that location to make the restriction more enforceable, and we're agreeable to doing so. Then the Chestnut building with its parking garage will have its own access off Chestnut Avenue. This would be strictly for the 84 parking spaces that serve the Chestnut building.

So, these are the external points of ingress and egress. We believe that with this design, it will help distribute the traffic in and out of the development and lessen the impact of the traffic on the area roadways or intersections. We see that this entrance and exit serving the residential portion of the garage, that will see most of the traffic from a residential standpoint, particularly for people or residents that are destined to Sigwalt all the way to Arlington Heights Road which has a signalized intersection. So, this garage entrance and exit we believe will see the majority of the residential traffic from the garage using it.

Internally, we are also providing a number of loading zones, passenger loading zones as I indicated earlier along the porte cochere off Campbell. There will be a loading zone on either side for both sections of the Campbell building. There's going to be a loading zone here for the Highland building so cars coming in can utilize this and then exit or enter the garage.

This is the garage entrance internal to the development of the courtyard. This garage entrance could be used by the residents, but it also will be the entrance for the commercial uses of the development, for the office and retail and restaurant uses. They will be restricted to using this entrance, whereas the residents can use this one as well as the Highland Avenue garage.

Then the Chestnut building will also have a loading zone at this

## APPROVED

location here that would allow for both passenger loading as well as deliveries to occur here at the added width of Chestnut Avenue. So, that will not be obstructing the through-traffic on Chestnut.

Truck loading, we're providing six loading zones or loading berths. Four of the six will be internal to the site, so we're moving, we're putting in as many of those loading berths internal to the site, again to minimize the impact on the street system. So, these are highlighted in yellow, you know, two on this side, one on this side, and one here, and then two on Highland Avenue that will serve the Highland building. Deb Smart will get into a little bit more detail in terms of the management and the operations of those loading docks.

The Chestnut Avenue improvement, which has been touched upon as far as the Staff comments, will entail, will include widening the street eight feet in order to provide the additional width. Currently, the street is narrow, and while there is parking on one side, it makes it very difficult for two cars to pass each other. So, what we're doing as part of this development is widening Chestnut on the east side eight feet in order to create 10 parking spaces as well as the loading zone, as you can see in front of the lobby of the building. On this diagram, you also see the right-out coming out of the courtyard onto Chestnut Avenue, the exit only, and then the garage access in and out to the Chestnut building.

So, what we did as part of the traffic study is we looked at the traffic conditions in the downtown area. We looked at 12 intersections to see what the traffic level, traffic volume level at these intersections are during the peak commuter hours, morning and evening. We took into account the pedestrian activity at all of these intersections, and we overlaid on top of it the traffic from the proposed development. We analyzed both the existing traffic volumes as well as the future traffic volumes under the 2024 conditions, so we carried this five years into the future and added some additional growth and background traffic in order to anticipate what the future traffic conditions would be at those intersections.

We also factored into the analysis the pedestrians. As I said, we did take counts at those intersections to understand what the existing pedestrian activities are. But we also increased those to account for the increased pedestrian activity resulting from the proposed development. So, we tried to capture as much of the future conditions as possible to get a snapshot of how intersections are going to operate and what kind of improvements or changes need to be made.

So, some of these findings, I think one of the key based on what I indicated earlier, given the location of this development in a downtown setting and an urban environment close to different alternative transportation, namely, the Metra Station, we expect that some of that traffic will be reduced because of that. This, you know, reduction, based at least historically on what the existing developments in downtown are experiencing, could be 15 to 20 percent. So, we anticipate that many residents in the morning and evening rush hour will walk to the train station instead of driving, which will help bring down some of the traffic and reduce that impact.

So, given that, you know, we found that the development-generated traffic can be accommodated without significant impact to the external roadway system. We found that the intersections will generally continue to operate at the comparable level of service and delay as they do today. We didn't see anything that was significant that caused us concern. But we have made a couple of recommendations that I will get into to help mitigate some of those impacts.

## APPROVED

One of them is to install or modify the intersection of Highland, or Campbell from a one-way stop controlled intersection. Right now, only the Highland Avenue traffic going northbound stops, and Campbell traffic does not stop. There are some sight line issues at that intersection relative to the building in the southeast corner and the northeast corner as well as the parking along Campbell, which makes it a little difficult for cars exiting being able to see what's coming at them from Campbell. So, in discussions with the Staff, we agreed that this location would be a good candidate for an all-way stop controlled intersection. So, now we're going to install stop signs so traffic on Campbell will stop. It will be very similar to what you see at Vail and Dunton to the east, so it would become an all-way stop controlled intersection.

Same thing with Sigwalt, while the sight lines are clear there, there are a couple of concerns with the pedestrians crossing at that intersection. Since there are crosswalks striped on all four legs, traffic on Sigwalt doesn't stop and, you know, it becomes a little unsafe for pedestrians to cross that intersection under uncontrolled conditions. Then given that we expect a lot of our residential traffic coming out of the garage off Highland will be traveling through that intersection, again we felt in discussion with Staff that that would be a good candidate for modification to an all-way stop controlled intersection.

So, that's our recommendation is to change those two intersections to all-way stop. We analyzed them under that condition, and we found them to operate better than if we leave them as they are today, both from an operation and capacity standpoint as well as from a safety standpoint as I indicated with sight lines and pedestrian activity.

The other two intersections at Chestnut and Campbell, and Chestnut and Sigwalt, they are under two-way stop control, meaning Campbell and Sigwalt traffic does not stop. That doesn't need to be changed. Those will continue to operate adequately there. We didn't see any issues with capacity or sight lines that warrant changes to these two intersections.

As far as access is concerned, again the access off Campbell, you know, will be full, allowing full movements with one inbound lane, one outbound lane, with the outbound movements under stop sign control. We don't see the need for any widening or any adjustments to Campbell Street in terms of accommodating the turning movements from Campbell. This intersection will not conflict with the access drives on the north side of Campbell. The garage access to the condominium building to the east is located far enough where it's not going to create any conflicts.

You know, we did a sight distance evaluation as requested by Staff, and in order to meet the sight line triangles, most of the parking along Campbell will have to be removed. But we are continuing these discussions with Staff to see if that's going to be necessary or not, particularly with the conversion of Campbell and Highland to all-way stop sign control. The access drives at Chestnut, again given that one of the access drives will be a one-way right-out and the other one will be restricted to the Chestnut garage, the impact on Chestnut will be low and will not be significant, particularly given the fact that we will be widening Chestnut to make the traffic flow better along that section of the block.

The garage access on Highland, this is the one which would be restricted to residents only, will allow full access. Again, while it's going to serve the residents, it's still going to have a low impact on the traffic operations on Highland as well as on the ramp operations. We are lining it up opposite the southerly access to the Vail Avenue Garage, so we're creating an alignment to make sure that as cars are coming out of our garage as well as the Vail Avenue Garage, they can see each other and not going to create any conflicts. The

## APPROVED

outbound movements will be under stop sign control, and we will be installing warning devices at the garage access drives to warn pedestrians of exiting traffic.

Pedestrian movements, you know, there are high visibility crosswalks provided at intersections surrounding the site. We will do the same across the driveway's approach of each of the proposed access drive. Now, we are recommending that the standard crosswalks on the east and south legs of Chestnut and Wing Street be re-striped as high visibility to improve the pedestrian safety. Same thing at the north and south legs of Chestnut at Sigwalt. None exist today, so we believe those should be added where, you know, Chestnut is under stop sign control. As indicated earlier, the Village has done a study to identify the need for a mid-block crosswalk on Campbell between Highland and Vail. Based on the recommendation of modifying Campbell and Vail to an all-way stop controlled intersection, the Village has recommended now that that crosswalk be relocated to the east leg of the intersection and will be installed there with bump-outs which would provide a better location for that intersection with the change of the traffic control.

Parking, you heard the number of parking spaces being provided, a total of 544 spaces; 460 spaces will be provided in the Highland garage and 84 in the Chestnut garage. We believe that this parking is adequate based on industry standards and requirements of a typical TOD development as we have experienced at other locations in the region. We did conduct a shared parking analysis as the Village requested which looked at both the residential and non-residential uses within the development. We used the modified Village code requirement for the residential as well as ITE standards, so we did multiple runs of different scenarios. When we used either the Village code throughout or the ITE standard throughout, what we found is that there will be adequate parking to accommodate the different uses since they have different peaking characteristics throughout the day. So, it works really well from a shared parking concept which helps lower the number of parking spaces and make better use of those parking spaces which otherwise would sit vacant during the day when the residents are at work, and at night when the office and retail restaurant uses are not busy.

So, in conclusion, the development, you know, being a TOD, being located in the downtown district near public transportation, it's considered a TOD. As a result, the development-generated traffic would be reduced due the availability of the alternative modes of transportation, and the convenience and accessibility of goods and services without residents having to drive to get to those. The analysis showed that the development traffic will have a low impact on the surrounding roadway traffic and pedestrian operations. Proposed access has been designed very carefully to ensure that the traffic is efficiently distributed in order to minimize its impact on area roadways and intersections. Chestnut Avenue widening will definitely improve the traffic operations along that section of the road, and pedestrian crosswalk improvements will further enhance the pedestrian mobility in the downtown area. Finally, the proposed parking supply will be adequate to accommodate the parking needs of the development.

With that, I conclude and I will turn it over to Deb Smart. Thank you.

CHAIRMAN ENNES: Thank you. Good evening.

MS. SMART: Good evening, everyone. Debbie Smart, S-m-a-r-t. I am the manager of Resident Services for Briarwood Management. We manage several properties here in town. I also live at 200 West Campbell, sixth floor. My balcony will be looking at this project, FYI.

Good evening, Commissioners, Staff, neighbors, most of them are

## APPROVED

here. I'm here representing Briarwood Management tonight to discuss some of the uniqueness of this property, some of the challenges of this property, and some of the unique steps that have been taken by this particular planning team to combat those. It is rare that a management company is involved in this part of the project. It's pretty much unheard of.

So, the fact that when we started to receive comments from Staff, various agencies here in the government, and our neighbors, this management team here, the planning team, went out and secured us as a consultant on the project. The reason they did that is because they had a duty, they felt, and a commitment to be a good neighbor, and that's what they've done tonight. So, we're going to go through a lot of the operational aspects of the buildings. These are rarely discussed at this level, but because of the density of the project, I do believe they're necessary.

So, moving on to kind of the staffing of the building, most of the buildings in Downtown Arlington Heights have part-time management and staff on board. It's either a part-time cleaning person/building engineer, and probably a management representative who is not on site. This building will have, this program and project will have five full-time employees on site; that will include a full-time on-site property manager, two full-time engineers, two full-time maintenance personnel. This isn't even talking about the garage. That level of commitment is extraordinary, and this team here is to be commended for making that level of commitment up front. The reason that's important is because this is a big project.

This is not going to be a transient project. This is going to be long-term luxury rentals. There will be a minimum of a one-year lease on all leases in the building. There will be extremely well thought out and conceived rules and regulations which will be developed comparable to surrounding buildings. They will include a code of conduct, they will include a pet policy, and they will include a vehicle registration policy, which in light of the recent news I think Staff might like. So, that will be adhered to 100 percent of the time.

All move-in and move-outs will require advanced scheduling within the hours of 8:00 a.m. to 4:00 p.m., Monday through Friday, Saturdays 8:00 a.m. to 1:00. Sunday moves are not on the board at this point in time, and all moves will be supervised by a staff member. That rarely happens in many of the buildings downtown, but it's important because we need to make sure we have adherence and we have people being responsible for moving in and moving out in a nondestructive manner.

We also will have dedicated bike storage in each of the buildings, and we will be promoting bike usage within the Village. I believe one of the amenities we're even talking about is a bike club, so I think that would be great. We will have detailed floor recycling staging areas where we're encouraging recycling. We will have all delivery by vendors going through a complete building orientation prior to the opening of the building so they understand the rules of the road. That's really important because this building is one of the few buildings in Arlington Heights that will have total off-street delivery options.

One of the major complaints from our neighbors is the clogging of Downtown Arlington Heights with delivery trucks, food trucks, beer trucks, FedEx, UPS. This building, after those comments, went back and the project decided to provide 100 percent off-street delivery options, and those are all those loading zones that you saw just recently. That is a huge commitment by a project.

We also will be having all of our vehicles in complete compliance with licensing, insurance, and permitting. Residents will be required to provide proof of renter's



## APPROVED

insurance when they move in, and they will be audited on an annual basis to ensure they're in effect. Pets will require a yearly fee, proof of rabies vaccination, and Village tags. We also on our site will be providing a pet/dog walk area, so we will have an area for the dogs to exercise and do their business. Building staff will be ensuring full-time compliance.

Now, to the thin part of the presentation. The parking is going to be designated. The top three floors of the Highland garage will be reserved and accessible to residents of the buildings. That's the 325 spaces we've been talking about. If we find that the usage dictates that more or less spaces are needed for residents, such number will be allocated.

Current trends that we are seeing from Briarwood and the Village of Arlington Heights is we are actually seeing less car use at this point in time. We have several projects right now where we actually do currently purchase parking passes on a monthly basis from the Village, and we are seeing a decline in the request for those passes. The younger generation is definitely using mass transit, Uber-ing and such, and cars are not in the scheme of things for them these days.

The remaining 135 spaces on the first and second floor will be available to all guests, employees, office tenants, valet parking, via a ticketed entry and exit system. Validation of tickets will be given upon entry and must be validated by retailers, residents, employers, et cetera for free parking. Many of the users of this property daily will be able to enter or exit by a scanned parking pass, so our residents will have a fob type device on their cars. The other person will need to be able to pay a fee for using the Highland garage when they enter and take a ticket; they will pay on the exit.

The Highland Avenue entry and exit period in the middle of the garage will be for residents only. There will be no lower access that will immediately go up to the higher floors. Traffic is being controlled within the garage, that's very important. We will have someone monitoring the garage, that's an additional staff member.

All project resident/valet parkers will be required to use the garage for their parking. We won't be running over to people's lots in the middle of the night. We won't be blocking streets with backed up cars. We will be moving them directly into the garage.

All project employees will be instructed to park in the Highland garage. All full-time and part-time office and commercial tenants will be requested to park in the garage. There will be a full-time employee, as I said, to monitor that garage and make adjustments to the garage as needed and necessary.

We also will be putting in all three buildings and the garage a state of the art, integrated security system. It will not only be monitoring the security of the buildings via cameras, it will be also monitoring our fire safety system. It is going to be state of the art and it will be able to be accessed not only within our buildings but on mobile devices. It is going to be a major commitment.

Last, I'm going to talk about kind of, we have the income benefits of this for Arlington 425, and I think Mike is going to take that over. Thanks for your time, appreciate it.

CHAIRMAN ENNES: Thank you.

MR. FIRSEL: Just a couple of moments on the economic benefits, because I believe that some of the variances requested require justification, and some of the other things we want to do here do as well.

## APPROVED

Currently, this project generates about \$30,000 a year in real estate taxes. It's vacant, has been so for 20 years. The first years stabilized, which means when the buildings are finished, occupied, tenants have moved in, the taxes will be \$2 million per year. So, it will be an increase of \$1,970,000 in taxes. The five years with a very modest half percent a year increase, over five years it will be \$10.5 million and up from there.

The Staff report says that over \$5,200,000 will be spent from residents living in this project within a three-mile radius. I think that is a tremendous benefit for the downtown businesses, especially where people can easily walk to the fabulous offerings that we have downtown. Needless to say to the Village itself there, aside from the Village's portion of the taxes, there will be county RTA taxes per your website of 11.25 percent. The building permit fees alone, I think a million is very low. Of course, the annual vehicle sticker, pet license, and all of the other fees, I think it was three pages long of all the fees on your website that will come about. We expect, I believe the Staff report said about 417, we believe it will be more new residents spending their money and living in Arlington Heights.

I just wanted to give you a little breakdown of that real estate tax, because that's a big, big number. We don't expect, and the Staff report I believe even mentioned, we don't think we're going to have even 25 students in the entire school system from this project. Usually are not in transit-oriented development. The three school districts are now receiving \$20,000 a year. Combined, they will receive the first year of stabilization \$1,340,000 in taxes, or over 66.5 percent of the total amount of taxes. Deb's library fund, over \$99,000. The Park District, over \$100,000. Cook County and the Village itself from its current share will receive \$252,000 a year in property taxes in addition to all the other taxes.

This project, as you can obviously tell since we have mentioned it, the Village has not offered nor have we asked for any incentives, monetary incentives from the Village of Arlington Heights for this project. This is 100 percent private equity, private money. So, we just wanted to put the economic benefits of this on the table so everybody can see that not only is it a fabulous development, it's going to help the finances of the Village, the school districts, as well as the businesses in the downtown.

With that, we conclude our presentation and thank you for your time. I apologize; it's hard to do a project of this magnitude in any shorter period of time. It was going to be shorter but I got sidelined a little bit.

CHAIRMAN ENNES: With all those side issues.

MR. FIRSEL: Thank you so much.

CHAIRMAN ENNES: Thank you, Mr. Firsell.

MR. FIRSEL: Of course we're here to answer questions.

CHAIRMAN ENNES: Thank you. Okay, just to, there's a lot of people in the audience, and just to let you know the structure of how the rest of the meeting is going to go, we're now going to move to the Staff report. They're going to tell us their perspective on the project. Then, depending on the wills of the Commissioners, I think we're going to proceed immediately to asking for comment from the members of the audience.

In preparation for that, can I see a show of hands of about how many people might be interested in coming up and commenting? So, okay, not as bad as I thought. Okay, and then we will, after your comments, we will close the community part of the meeting, and the Commissioners will deliberate.

So, Sam, if I can ask you for the Staff report?

## APPROVED

MR. HUBBARD: Sure. Thank you, Chairman Ennes.

CHAIRMAN ENNES: All 30 pages of it. It's pretty extensive.

MR. HUBBARD: Yes, I'll try to go through this fairly briefly.

CHAIRMAN ENNES: I know you do that.

MR. HUBBARD: So, the subject property is part of the northern three-quarters of what's known as Block 425, bounded by Sigwalt, Campbell, Chestnut and Highland Avenue. The majority of the property is within the B-5 Zoning District, a small portion on the southern end is within the R-3 District. The property is classified as mixed use in the Village's Comprehensive Plan.

The Petitioner is requesting four specific zoning actions this evening. One is to rezone that southern piece of the property into the B-5 District. A planned unit development is also required as per the B-5 Downtown District regulations. The Petitioner is also proposing to consolidate the 17 existing platted lots on the property into one lot to accommodate for the development. Additionally, they are requesting a land use variation to allow residential uses as a principal use in the B-5 District. That's only for the proposed building along Chestnut Avenue.

They're also requesting seven variations which you've heard a little bit about this evening. Any time the Plan Commission determines the validity of a variation and deliberates on that, variation approval is subject to four criteria as outlined in the Village code. We can see the four criteria here. The Staff report went into great detail relative to each of the variations and how they conform to the criteria necessary for approval. In the interest of time, I don't want to go through individually all the variations, but we do concur with the Petitioner that the criteria for approval has been met on the variations and I'm happy to answer any questions on any specific variations.

In addition to multiple meetings with Staff to get this project ready to appear in front of the Plan Commission, the Petitioner has also taken several formal actions to-date to finalize their plans and get them ready for the Plan Commission this evening. Back in September of 2018, they sent out about 800 invitations to a neighborhood meeting. From what I understand, it was very well attended. We did have Staff from the Planning & Community Development Department at that meeting, and their summary of the events of that meeting was contained in the packet to the Plan Commission.

Additionally, in October 1st of 2018, the Petitioner appeared in front of the Village Board for an early review where they received preliminary feedback from the Village Board members. Based on comments that evening and from comments from the neighborhood meeting, the Petitioner revised their plans and presented them on December 12th to the Conceptual Plan Review Committee. Some of the notable changes at that time was the introduction of the porte cochere feature that provides access along Campbell, as well as the reduced height of the previously proposed 5.5 story building on Chestnut to four stories in height. I would characterize the feedback from the Conceptual Plan Review Committee as generally favorable. There were some questions on loading, move-ins, move-outs, parking, and affordable housing, but the Conceptual Plan Review Committee instructed the Petitioner to move forward through the process.

Additionally, the Petitioner met three times with the Design Commission, culminating in a final meeting on March 12th of this year where they received a favorable recommendation of approval subject to a few conditions, mostly minor relative to some

## APPROVED

materials, colors, and detailing on the building. Finally, the Petitioner will need to appear in front of the Housing Commission at a date to be determined. They're still finalizing their affordable housing details and the Village is still discussing that with them. That will have to occur prior to appearing before the Village Board.

So, you can see an aerial of the subject property here. To the north is Campbell, to the west is Chestnut, south is Sigwalt, and on the east side is Highland. Here is the proposed development superimposed on the aerial. I would say that this is a long-awaited development proposal for a key piece of Downtown Arlington Heights that has sat vacant for many years. The development would accomplish one of the Village Board's 2017 strategic priorities which was to facilitate redevelopment of this block, and Staff is encouraged by the proposed development which we feel is a viable and strong proposal that would accomplish redevelopment of this vacant block, would provide energy to our thriving downtown area, and would also provide long-term positive economic benefits to the Village.

So, just a little recap here. You can see the Highland building outlined in red. It's 125 units. It has a small space for ground floor commercial. That would be 13 stories, the bottom of which will be six stories for the garage and then residential above, with the 13th story containing the amenity features of the building. The actual tower portion you can see outlined in yellow. It's not the full width of the building, it's only the back portion.

The Campbell building is outlined in red as well. It's 182 units. It would have basement retail, and retail and nonresidential uses on the first and second floor. Parking for this building would be shared between the Campbell building and the Highland building; it would take place all within the Highland building garage. This building would be nine stories tall.

Finally, the Chestnut building on the west side of the site. That's 54 units, four stories, and 84 parking spaces in a garage that would service only this building. This building is all residential.

Generally speaking, we feel that the site is very well designed and well thought out. It has excellent circulation. As you've heard, off-street loading occurs throughout the interior of the site, and much of those actions do not occur on the street. It keeps the shorter building along the Chestnut side and keeps the taller building isolated to the center of the site so that it's as far away as possible from neighboring properties. The architecture is well done, it involves a lot of high quality building materials and it is a well thought out and executed site plan.

Again, Mike touched on some of the economic and fiscal benefits so I don't want to go in too much detail. But again, we think probably the most important feature of this development is the additional spending that would take place within three miles of the property. Over \$5,000,000 additionally would be spent by residents living in this development over a year. Much of that would be captured by existing and future businesses in Arlington Heights.

Impact to the school district, we used the formula that they use to project future enrollment, and that estimated about 32 children would live in this development. If you take this formula and apply it to some of the existing developments in Arlington Heights, it typically over-projects the student population within the development. So, while 32 children is what's predicted by the formula, given the high number of one-bedroom and studio units, we don't think that there would actually be 32 children living in this development. We did run this by

## APPROVED

the school district, School District 25, and they did not express any major concerns with this project.

I do want to touch on the Downtown Master Plan which was adopted in 2008. It's a long-range plan that provides a vision for how Downtown Arlington Heights should develop into the future. The plan goes block by block and lays out general development parameters for key downtown properties, one of those being Block 425. It's important to note that this is a guiding document, it's not a code requirement. So, while we take these recommendations of the plan into consideration when evaluating a proposal, they are not strict code requirements.

So, we evaluated the proposed development in relation to the Downtown Master Plan which calls for this development to be six to eight stories in height. The Chestnut building is certainly consistent with this, in fact less than the six to eight-story threshold at four stories. We think this is appropriate given the location of the Chestnut building. The Campbell building at nine stories is also generally consistent with the Downtown Master Plan. However, the 13-story Highland building is not consistent with this plan.

We would note that the Highland building does comply with the height regulations of the B-5 Zoning District where it's located. When taking into consideration its location, the impediment of the Vail Avenue Garage built up to the property line, and the lower height of the Chestnut building, the Staff Development Committee is supportive of the 13-story building height.

Any PUD is required to demonstrate conformance to certain criteria in relation to any variations requested. Again, this was done in detail within the Staff report. We feel that the variations meet the criteria within the code relative to variations associated with the PUD. I'm happy to go into detail if the Plan Commission would like to hear more detail, but in the interest of time we will state that staff believes the criteria for PUD variation approval has been met.

One of the key site design elements that we focused on was the proposed porte cochere where the driveway goes through the base of the Campbell building. When this project was originally proposed, this element was not included in the original design. But as a response to concerns over traffic, the development introduces this porte cochere prior to appearing before the Conceptual Plan Review Committee. While we believe that there are some positives to this feature, we do have to evaluate it both from the positive and negative sides.

On the pro side, this feature allows for enhanced off-street pickup and drop-off within the porte cochere underneath the building. It allows ingress and egress along Campbell which reduces traffic along Highland, although its impact is minimal since the traffic study doesn't show that a high percentage of traffic would be using the porte cochere.

On the negative side, we note that it eliminates three existing on-street parking spaces along Campbell. These are free on-street parking for the downtown residents and business and they're very popular spaces, so we note that those would need to be eliminated as part of this development. Additionally, it disrupts the pedestrian walkability along Campbell by introducing ingress and egress. You're going to have cars, you know, driving across the apron and approach into the porte cochere, and that has an effect of disrupting pedestrian walkability.

We also analyzed this in relation to on-street parking. So, there are

## APPROVED

currently nine on-street parking spaces located on the south side of Campbell. There are five, I'm sorry, five on-street spaces on the north side of Campbell, there are seven spaces on the west side of Highland, and there's 24 spaces underneath the Vail Avenue Garage. On the east side of the development, there are 13 spaces.

So, in conjunction with the development, certain of these off-street spaces, I'm sorry, on-street parking spaces, are going to be eliminated. At the north side, those five spaces are going to go down to three spaces. The nine spaces will go down to six, seven to four spaces, 24 to 13, and 13 to 10. So, that equates to a total reduction of 22 on-street parking spaces. Again, these are popular spaces for, you know, patrons of the businesses downtown, and while we recognize that, you know, some on-street parking is going to need to be eliminated to accommodate for this development, we believe that it should be managed to the best extent possible.

So, dovetailing on this, I want to talk a little bit about loading. Loading for this property is, as I mentioned, very well designed. There are seven loading spaces on the interior of the site. You can see them highlighted here in red. In addition to those seven spaces, there are smaller spaces for, you know, parcel pickup or drop-off, UPS, that type of thing. Then there's one on-street loading space along Chestnut in front of the Chestnut building.

The Staff Development Committee has recommended the elimination of the two loading spaces along Highland Avenue for several reasons. Primarily, this is going to eliminate six existing on-street parking spaces along Highland Avenue, and it's also going to introduce loading operations and staging along the street which is already, you know, somewhat congested and has a loading zone across the street for the Metropolis building. It's also directly adjacent to one of the primary entrances and exits to the Vail Avenue Garage.

So, we are encouraging the Petitioner to continue to explore alternatives to eliminate this loading area. We believe there are alternatives on site where it could be located, specifically the space could be expanded here, or some of the bike parking could be relocated or eliminated here to accommodate for some of these loading spaces. So, there are viable alternatives that we believe the Petitioner should explore relative to elimination of this loading zone.

Relative to traffic, there are five primary ingress and egress points to the development. As you've heard Luay go through some of those, I'm not going to repeat them. But understanding access to the site is important to understanding how traffic will function as a result of the development.

The Petitioner prepared a traffic and parking study in conjunction with their application which analyzed and projected the expected number of new trips to be generated by the development during peak hours. Morning peak hours would be 8:00 to 9:00 a.m., and evening peak hours would be 5:00 to 6:00 p.m. Based on the expected directional distribution, we focused our analysis on two key intersections that would handle the largest increase in traffic as a result of this development.

On the north side, the intersection of Highland and Campbell is currently under stop sign control on the southern leg of the intersection. 18 percent of the trips in the morning, that would be 32 trips, would travel through this intersection, and 28 percent of the evening peak trips, 87 trips, would travel through this intersection. Although the traffic study said that, you know, additional stop sign control was not warranted, it did suggest that the Village consider additional stop sign controls. The Village agrees that all-way stop sign control at this

## APPROVED

intersection would be an enhancement to traffic and pedestrian safety. So, as part of this development, they will be adding stop signs to the east and west legs to make this a complete stop sign controlled intersection.

In relation to Sigwalt and Highland, it's currently under stop sign control at the north and southern legs. About 66 percent of the trips in the morning and evening would travel through this intersection. That's about 115 new trips in the morning, and 210 new trips in the afternoon. Similarly, the traffic study did not find that additional stop signs were warranted at this intersection but suggested that the Village consider their implementation. The Village agrees that their implementation would improve traffic and vehicular operations at this intersection. So, as a result of this development, this intersection will be under four-way stop sign control.

Lastly, I want to touch on parking. This is probably the most important unresolved issue from Staff's perspective. In our parking analysis, we analyzed it three different ways. First, we analyzed it relative to code requirements. We also analyzed it relative to the ITE, Institute of Traffic Engineers, parking generation manual which is a nationally recognized and accepted standard for forecasting projected parking demand. We also analyzed it based on data from similar developments in Arlington Heights and surrounding suburban downtown communities.

Strictly based on code requirements, 455 parking spaces are required, and 544 spaces would be provided which results in an 89-space surplus. So, relative to code, the proposed development is compliant. But we really wanted to look at the parking areas separately. The Chestnut building has its own parking area specifically dedicated just for that building, which would provide 84 spaces for the 54 units in that building. That's parked at a ratio of 1.56 spaces per unit. We believe this to be sufficient and we don't take any issue with parking for the Chestnut building.

So, that turns our attention to the Campbell and Highland buildings. From a code standpoint, 395 parking spaces would be required and 460 parking spaces would be provided. That's a 65-space surplus. That equates to roughly 1.05 spaces per unit in the Campbell and Highland building. But based on the Petitioner's traffic, I'm sorry, the Petitioner's parking study, we found that on average, comparable downtown suburban residential rental developments were parked at a ratio of 1.27 spaces per unit. In addition to this, recent surveys from the Vail Avenue Garage and North Garage suggest that parking for residential rental developments in Downtown Arlington Heights is closer to 1.31 spaces per unit. So, the proposed parking at code requirements, 1.05 spaces per unit, we don't believe is adequate.

As a worst case scenario, we also contemplated parking at 1.5 spaces per unit. We have historical data that suggests parking for rental developments in Downtown Arlington Heights are parked at that rate. Additionally, in the Petitioner's data from comparable downtown suburban residential rental developments, we also found that some of them on the high end were parked at 1.5 spaces per unit. So, the 1.5 spaces per unit represents a conservative approach towards analyzing the parking.

We asked that the developer use ITE modeling to forecast demand for the nonresidential uses within their development. We combined these numbers with what demand would be for the residential uses if they were parked at either 1.5 spaces per unit and 1.3 spaces per unit. The table on this slide illustrates what parking demand would be based on these two scenarios. In any scenario, we found that there would be a deficit of parking at peak

## APPROVED

times. We found that peak commercial demand per the Petitioner's study was 157 spaces, which would occur at 10:00 a.m. on a weekend. If we compare this to the recent information that we received this evening, that 135 spaces would be reserved for commercial spaces, there's a slight deficit there.

So, we would like additional time to analyze the data presented by the Petitioner. We're asking for a detailed parking management and allocation plan that explains how many spaces will be shared, how the spaces will be dedicated to residential and nonresidential uses, how access will be restricted and monitored, and what fee will be charged for nonresidential parking spaces. This is important because if fees for nonresidential parking is less, I'm sorry, is more than what the Village charges, then that could shift parking outside of this development onto the street and into the Vail Avenue Garage. Furthermore, if the development cannot accommodate for its peak parking demand for residential uses, that could also shift parking outside of the development and into the Village's system, on the street, and in the Vail Avenue Garage.

So, there are several key parking related questions that are unanswered. Again, is there sufficient parking within the development to accommodate for peak parking use at all times? If parking demand can't be accommodated in the development, then overflow would occur in the Vail Avenue Garage, and on-street parking spaces, which would have a negative impact on the Village's parking system. We'd like further study on whether 1.3 spaces per unit or 1.5 spaces per unit is appropriate. Then given the shared parking model, we'd like to have more details to understand how parking will be allocated and shared within the Highland building garage for the residential and nonresidential uses.

So, we appreciate the information that Petitioner has provided this evening. This is the first time that the Village is hearing some of these details. We haven't had a chance to sit down and analyze them. So, we are recommending continuance of this application to allow the Petitioner additional time to address issues as raised within the Staff report.

If the Plan Commission wishes to consider a recommendation, we have prepared a list of conditions for you this evening, and I'm happy to go over those in detail if you'd like. That concludes the Staff portion, thank you.

CHAIRMAN ENNES: Sam, is that different than the list that we have?

MR. HUBBARD: No, that's the list that you have.

CHAIRMAN ENNES: Sam, thank you for your report. Can I have a motion to approve the Staff, or to accept the Staff report?

COMMISSIONER DROST: I'll make that motion to accept it.

CHAIRMAN ENNES: And a second?

COMMISSIONER CHERWIN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: Okay, we are going to move to the public portion of our hearing. What I'd like to ask, I'd like to have some procedure here. It's obviously going to be a long meeting, so I'd like to be able to speed things up as much as possible. What I'd like to pick is a person who wants to come up first and then, you know, if you want to speak to us, I'd like to ask that the next speaker come up and sit in this front chair on the corner so that as soon



## APPROVED

as that person is done, they're able to move up and state their comment.

When you come up to the microphone, I ask that you state your name and spell it for the court reporter again. Please spell your last name. Again, it helps, you don't have to give your address, but if you want to it does help us. Your testimony should include facts relative to the project.

Just to let you know, the Plan Commission is charged with considering petitions involving subdivision and consolidation, special uses, planned unit development, rezoning, land use variations, and amendments to the zoning regulations. Obviously, parking and traffic flow are one of the important issues and I expect to hear some concerns about that. If one of the speakers before you has made your point, please let us know that you concur with them but we don't need to hear it all over again, and I think the other people in the room will be happy to not have to listen to the exact same point again.

When you finish, remain at the microphone for a moment to see if there's any questions from the Commissioners. If not, go back to your seat and the next speaker will be able to come up, whoever else wants to speak, until we have nobody in that front seat. At that time, we will close the public portion of the hearing, and then the Commissioners will deliberate.

So, who wants to be that first, please come forward.

COMMISSIONER DROST: Can I make just one point?

CHAIRMAN ENNES: Yes, please.

COMMISSIONER DROST: As we go forward, obviously the Village has recommended a continuance because there's issues that are not answered, and sometimes when you come before us and address them, we might not have the answers. So, depending on what the Commission decides, we can defer on some of the questions that might have been raised. So, just --

MS. KASELOW: Somebody left their glasses here.

COMMISSIONER DROST: Yes, those are mine. They're not. But just as a point of order here.

### **QUESTIONS FROM AUDIENCE**

MS. KASELOW: I'll try to remember everything you said to do. My name is Judy Kaselow, last name spelled K-a-s-e-l-o-w. I live at 200 West Campbell Street in the Campbell Court Condominium building, and I've been a downtown condo owner and resident for almost 19 years. I'm an original owner, and I'm here tonight to voice the concerns I have as a resident regarding the Arlington 425 development plan.

So, my concerns are not based on all the data that you presented here tonight which I was unaware of. You know, the only thing we got in the mail was this notice of a public hearing to petition the setbacks, so I didn't know any of this, what the other presentations, you know, and data was.

All right, so, anyhow, my personal concerns have to do with a number of proposed large, tall buildings on a site with very limited space and the environmental issues that they will create if this plan is allowed to proceed as currently proposed from an already resident position. My concerns are as follows:

The first one is the proposed three buildings consisting of 361 new

## APPROVED

units would cause two to three times more traffic volume and congestion that already exists in this area, on Campbell Street particularly, mainly through all of the delivery trucks that show up everyday that either have to double park or use the no parking spaces in order to make their deliveries. So, we're going to have even more trucks coming and going in that new Campbell Street building on Block 425.

The second issue is about the shallower setbacks that are being requested by the developers for these three buildings, anywhere from seven feet to over 12 feet closer to the public street frontages in order to cram in these three huge buildings on just three-quarters of a block. This will become a density nightmare if you allow it to happen. Street noise will increase considerably because when tall buildings face each other too closely on narrow streets to begin with, traffic noise becomes concentrated and amplified significantly, as is already experienced by the condo units in both the Metropolitan Lofts and Campbell Court building that face Campbell Street and each other. We also have an echo effect that travels up floors and amplifies the traffic noise that now exists. The street noise will get much worse if these new buildings are set that much closer to the three streets that form the boundaries of the northern part of Block 425.

Please don't allow this change in the current setback allowance to occur. It's bad enough as it is. Our buildings are set back 13 feet from the street and we still have that echo amplification going on with just the existing buildings that are there. So, if you lessen than by half, can you imagine what the noise level will be on Campbell Street? Intolerable for those of us that face Campbell.

Another concern of mine is that most of the proposed 361 units are rentals, are going to be rentals, which will create a more transient population with leases being as short as one year, and it will result in higher turnover rates with residents moving in and out of these new buildings on a more frequent basis than now occurs since we're owners of our buildings.

My last concern is that many of these new residents will probably be taking a Metra train to Downtown Chicago for their jobs and other reasons. Is our current Metra Station large enough to safely accommodate the increase in ridership? Particularly during the morning and evening rush hours? I don't think so. It's already crowded enough because I've taken the train during rush hours.

So, for these personal reasons as a resident of Downtown Arlington, I feel that the Arlington 425 plan as currently conceived is really development overkill in my estimation, if you allow three tall buildings, two of which now are going to be another story higher than was presented to the residents last September. I don't know, this is just going to harm rather than enhance the downtown area for those of us that live there 24/7. Therefore, I would hope the Arlington Heights Plan Commission will vote to have the developers revise their plan and reduce, I know this is probably not going to happen, the number of planned buildings. I think just two of those buildings facing Campbell and maybe Chestnut Street would be fine. But that monstrosity going up next to the parking garage is going to be 13 stories high and, you know, well, because they have to have a big garage, you know, it's just going to be a nightmare.

I would like to increase, not decrease, the proposed setbacks of the buildings to reduce street noise, perhaps have green areas in front of the building facing Campbell, not just behind it. That's not going to benefit those of us that live on Campbell Street. We need greenery in front to absorb some of that echo effect that you get when you put so

## APPROVED

many close buildings opposite one another. 19 years I've been there, I know. So, you know, I think they need to go back to the drawing board.

I know it's a great tax benefit to the city and the Village. But you know, talking about quality of life for those people that want to live there for extended periods of time, you don't see this kind of development in any other community along the Metra lines. They always have green areas in front of their buildings. Their streets are wider to begin with. Remember, the streets that now exist were built back in the days when Arlington was a small little town and they're not wide. When you have tall buildings coming right up to the sidewalk on these narrow streets, it just produces a noise level that's not pleasant. The pubs are now attracting more motorcycle traffic and people with loud double exhaust pipes, you know, so on the weekends it can get pretty lively and noisy as is.

You know, it just seems like there's too much going on on just three-quarters of a block, and that's what I have to say. Hope you'll consider my remarks.

CHAIRMAN ENNES: Judy, thank you. Do any of the Commissioners have questions for Judy? No? Thank you.

MS. KASELOW: All right, thank you.

CHAIRMAN ENNES: Good evening.

MS. HARP: Good evening. Lauree Harp, H-a-r-p. I live at 44 North Vail. I live in the Village Green Complex which, very similar to 425, it's not really different. It's just a different time. I'm sure that people looked at the Village Green project when it was being produced as something that was going to be a detriment to Arlington Heights as well.

Anyway, I do know some of you, but for those of you I don't know, I'm a 40-year resident of Arlington Heights and I do remember what this downtown looked like when the Daily Herald offices were on 425 and were cobbled together on that block. The street, you could throw a bowling ball down the street at 5:00 o'clock and there was still no parking even though there was no parking garage. So, some things never change.

As a 19-year resident of Village Green moving downtown, I have lived with the advantages of the changes made with the original downtown TIF bringing a new way of life to our community. We now have businesses offering goods, services, food and entertainment. We didn't have that when I first moved to town 40 years ago. In order to maintain that vibrancy, we need to have Block 425 built. Adding more residents to the downtown will add to the people who can walk to the stores, shop the Baby Jewel, keep them open, the cobbler, the bank, the cleaners, making dinner reservations, buying tickets to Metropolis, just to name a few of the advantages to living in a downtown area where you can walk.

Our master plan calls for this type of development in this area, and we now have a developer bringing this opportunity after many years to enhance the growth and development of our community. I have noticed this particular developer attending meetings on past projects, listening and learning from the input of the Village Board, the Village Staff, and the residents, to create a very desirable plan to add to and enhance our community.

I support this project and hope that you, as the Plan Commission for the Village of Arlington Heights, find this project worth supporting and can move this project forward to approval to the Village Board. Thank you.

CHAIRMAN ENNES: Thank you, Lauree. Are there any questions for Lauree?

(No response.)

## APPROVED

MS. HARP: Thank you.

MS. LICHTER: Good evening, everyone. My name is Rebecca Lichter, L-i-c-h-t-e-r. I live at 115 South Highland, so excluding the apartment building on the corner of Highland and Sigwalt, I'm the fourth house in. So, we'll be able to see all of this going up including what's going in on the south end from our front steps.

So, I'll be as brief as I can. I'm a bullet point person so I'm just going to run through these. I appreciate the Petitioner's attention to detail on all three buildings. I appreciate that they've been listening to the residents' feedback and concerns, and addressing them in incorporating everything. I am beyond happy with the recommendations for the all-way stops on Highland and Campbell, and Highland and Sigwalt. I'm very happy about that.

I'm also very glad that affordable housing will be included. I think that's really important for the downtown area. So, I'm glad to see that actual residential units will be provided instead of just lump sum payments.

I'm also encouraged by the willingness to coordinate with plans for the south end. I like that there is some interest in doing that to make it look cohesive and to consider each other's development. So, I appreciate that as well.

I concur with a couple of the other people that came up. I still have concerns about traffic and parking. I also concur about the question on Metra. I believe, I take the Metra at least three days a week, sometimes four, and I believe our stop is, I want to say the fourth busiest in the entire system. So, I'm curious if there has been any contact with Metra about what the additional riders might do, if there will be enough space.

I do have a question, several questions actually. On traffic and parking, I noticed in one of the artifacts that there was a mention that there might be a hope to have a rooftop restaurant. I was curious if, from a traffic and parking standpoint, if any of the scenarios ran included whether or not a rooftop restaurant would be included in those scenarios.

Also, I was confused, on this rendering, the Highland Avenue residential entrance shows inbound and outbound, but I thought earlier on it was stated that it was an inbound only. So, I just wanted some clarification on that.

Also, in looking at this, my last question is the Highland Avenue entrance to the north in between the Campbell and Highland buildings, I'm just wondering if there had been any consideration for when that part of Highland gets blocked off for some of the festivals that are downtown and what that might do to traffic coming in and out using that entrance. That's all I have.

CHAIRMAN ENNES: Thank you. Are there any questions? No. Thank you.

MS. LICHTER: Thank you.

CHAIRMAN ENNES: Yes, sir.

MR. KING: I am Jerry King, last name is K-i-n-g, live at 205 South Chestnut. I just want to thank the Petitioner for the wonderful work that they've done in putting this project together. My wife and I moved to Arlington Heights in 2010, and at that point we were looking at Downers Grove and Elmhurst and Arlington Heights. My wife is from Arlington Heights originally, she grew up here, and one of the things that we did was we looked at the master plan. We saw what the vision was for the Village and we fully support that, and quite frankly, it was part of the reason we moved here, because we want a vibrant downtown and we think that this really is quite a magnificent project that does an awfully good job of trying to

## APPROVED

balance a very difficult piece of property. Between Chestnut being residential on one side and the Vail Garage going right up to the property line, you're not going to have something that's pure perfection here.

So, I guess I would just ask that you not let a very, very good solution get in the, you know, just go away because it's not perfect, because perfect doesn't exist. Thanks much.

CHAIRMAN ENNES: Any questions? Mr. King, you said you live on Chestnut?

MR. KING: Yes, 205 South.

CHAIRMAN ENNES: Are you across from the development or north and south?

MR. KING: We are not. We're two blocks south of it basically.

CHAIRMAN ENNES: Okay, thank you.

MR. KING: Yes, anything else?

CHAIRMAN ENNES: That's all.

MS. PETERS: Hi, my name is Lisa Peters, P-e-t-e-r-s, and I live on the 600 block, 600 South Highland block. I'm also the manager and potential owner of Vanessa's Modern Bride on Campbell Street in Downtown Arlington Heights. So, I have concerns both as a resident and as a merchant towards the density of the project.

I've called this neighborhood my home my entire life. I've lived here and I'm now raising my children six blocks from where I grew up. I have worked my entire career on Campbell Street. So, I've seen and lived through all of the various projects in town.

I have a concern business-wise regarding where my customers can park when they come to see my store. I am not a, I do not typically draw my customers from the high rise buildings here in town. I am a destination. On a daily basis, I hear complaints from my clients about how much of a nightmare it is to not only get to my store, but to find a place to park that's reasonable for them to come in. I'm concerned about losing business because it will only create more traffic, more congestion.

I appreciate the fact that, you know, there is parking that is being allotted for the residents, but I also have concerns about their guests. I have concerns about, you know, restaurant patrons and all of that. It will in fact affect my business and I'm concerned about it.

As far as a resident on the 600 block, I am quite a few blocks away. However, with the entrances to the two main buildings being on Highland, it will create traffic on my residential street. I already have quite a bit of traffic on my residential street because people from the south end of town driving to the parking garage drive right up my street and into the parking garage. I do it every single day, I drive up my street and into the Vail Street Garage. I'm just concerned with the density and the in and out right on Highland in addition to the Vail Street Garage exiting on Highland. People will be using Highland as a cut-through to get to 90 to go to the city because, as much as everybody says they're going to be riding the train, not everybody rides the train. So, that is a concern of mine.

I also understand, you know, that it is again going to be a benefit to a lot of the merchants in town. It's going to be a benefit to restaurants, entertainment, that kind of thing. What about your businesses that have been here? We've been located in the same spot for 22 years. What is the benefit to those merchants who maybe are more of a destination?

## APPROVED

You know, how does this help them gain more customers?

I also, I'm not against the actual renderings themselves. The Highland Street building though to me looks like a hospital, like the addition on a hospital. You know, I just hope that you take into consideration existing residents, existing businesses and what their concerns are, and not just creating this marvelous block that has been vacant, which I understand it needs to be developed at some point, but I just think that this project is too dense.

CHAIRMAN ENNES: Are there any questions for Mrs. Peters? I have a couple.

MS. PETERS: Yes.

CHAIRMAN ENNES: So, what is your business again?

MS. PETERS: We're the bridal shop right on Campbell Street, right in downtown in between Dunton and Vail.

CHAIRMAN ENNES: Okay, my daughter was one of your customers. Why do you, so people say they have trouble parking on Campbell?

MS. PETERS: Everyday. We are by appointment only, and my customers on a daily basis are late for their appointments because they cannot find a place to park. In particular, it's from, you know, your peak times like from 4:00 o'clock in the afternoon until through the evening, because the restaurants are busy. Downtown is bustling and that's a good thing, but I don't have anywhere for my customers to park and I'm concerned about losing business if there is more development with less parking. You're already taking away, what was it, like 22 spaces or 30-some spaces?

CHAIRMAN ENNES: Possibly. But the development, depending on how the parking count is or how it may change, supports all the parking requirement it has. It shouldn't be putting people on the street other than if they want to park on the street to go to some of the retail establishments in the building.

MS. PETERS: But the residents will also park on the street. The merchants will also park on the street.

CHAIRMAN ENNES: But the residents of those buildings will have --

MS. PETERS: If they're only going in for a short amount of time, they're going to park on the street. It's what happens in the downtown area on a daily basis. We see it all day long. I'm just concerned about a lack of parking and a place for customers of the downtown businesses to actually be able to park.

CHAIRMAN ENNES: You don't think that if somebody lives in one of those buildings, they're going to park their car, and if they need to run to a restaurant or a shop downtown, they'll run there, they're going to get their car out?

MS. PETERS: No, I'm not talking about that. I'm talking about like if residents are out running errands, they run home, they're going to park on the street if there is a spot. That's one less spot for a customer. They're not going to, if they're only going to be in there for a short amount of time --

CHAIRMAN ENNES: They would have the right to do that, yes. Okay, thank you.

MS. PETERS: Okay, thank you.

MS. DIRKSEN: Good evening.

CHAIRMAN ENNES: Good evening.

MS. DIRKSEN: My name is Courtney Dirksen, my last name is spelled D-i-

## APPROVED

r-k-s-e-n. I have been a resident of Arlington Heights for about 15 years and we live on the 200 block of South Walnut right now.

I was going to touch on many of the things that Lisa just went over regarding existing businesses, especially the small ones, the mom and pops that are on, I guess that would be the east side of Vail on Campbell. I am one of those people who lives within easy walking distance of Downtown Arlington Heights, but we are running to and from lots of things, and I am often one of the people that although I do not need to park there because my house is close, I need to run in somewhere on my way home, or I need to drop my daughter off at the Metropolis on my way to drop my son off at basketball. So, I completely agree with everything she said. I also had concerns about the Metra question, so I'm not going to revisit those.

I want to say that I am very happy to hear that there will be affordable housing units. I think that that is a strong feather in the cap of this development. However, I have concerns about parking that will be charged for on a monthly basis. It sounds like that might be part of the business plan. For people who need affordable housing units, to expect them to pay a premium for a parking space in a luxury garage I think is very shortsighted and unrealistic. They're not going to be able to swing that. So, those folks have to go somewhere with at least one of their cars if they're not included in an affordable unit rental price would be my one thing, the first thing that I would ask you to consider.

The second thing is that I think given that we're losing a lot of already free publicly available spots along the streets, I don't think it's an unreasonable request to ask for at least the first level, maybe the first two, to be open to the public. I think that that isn't an unreasonable thing to ask. There's a lot more traffic by virtue of the residents which may be accounted for to some degree, but also by just the amount of traffic that those buildings would bring in.

I have some concerns about the loading and unloading docks, and I'm not sure if this is just, you know, my limited understanding of those. But I'm more concerned about the residents of the buildings who don't want to park on the sixth floor of the Highland garage and then go down the elevator under the street and up to the fourth floor of their Campbell unit seven times because they've got a big grocery load, or because they've having people over for a birthday dinner or whatever. Like where are those kinds of short-term park and run upstairs with a large shopping order going to happen? Right now they happen when people double park on the street, that's where they happen now.

So, those are the main things, and then there was one other thing I know I'm forgetting. Oh, I was going to ask about, I understand that the parking garages won't necessarily be connected for cars, but I think it would be a lovely addition to have them be accessible via pedestrian walkways so that they're more interchangeable. I had concerns about people's willingness to pay for parking in a garage adjacent to one that's free for the Village, but I think the Staff report already addressed those things. I think that that about sums it up.

I will say that even on the 200 block of South Walnut which is where I am, in very busy times, we get cars parking on our street. So, parking at peak times is already an issue and I, you know, ask everybody to take that into consideration as they have been doing, and especially consider opening up those first two floors, maybe the first floor only, to public parking that's accessible to everybody for no cost. I think I agree with some of the comments about the aesthetics of the giant glass block building. I think that there needs to be some improvement there but that's probably more Design Commission territory.

## APPROVED

CHAIRMAN ENNES: Yes.

MS. DIRKSEN: Thanks.

CHAIRMAN ENNES: Before you leave, are there any questions? Okay, I guess I'm firing these. I have a concern also with the neighbors about losing some of the quick short-term parking for stop-in, because on Campbell I use that cleaners. If we take away the parking on both sides of the street, I like a lot of other people are going to have to park a little farther away.

MS. DIRKSEN: Yes.

CHAIRMAN ENNES: But that's part of development. But I have a question for you.

MS. DIRKSEN: Well, I think it's part of development for you, but it's a loss of business for your cleaners.

CHAIRMAN ENNES: Exactly, I'm concerned about that.

MS. DIRKSEN: Yes, okay.

CHAIRMAN ENNES: But my other question is in regard to your comment that this private development should provide free parking to the public.

MS. DIRKSEN: Yes.

CHAIRMAN ENNES: Why should they do that?

MS. DIRKSEN: Because they're taking spots away from the public that are already accessible in order to develop this.

CHAIRMAN ENNES: They are providing spots and they've even indicated that some --

MS. DIRKSEN: But I think that the Staff report demonstrated there's a net loss of spots in addition --

CHAIRMAN ENNES: Depending on what study we're using. That's going to be something we deliberate.

MS. DIRKSEN: Yes.

COMMISSIONER LORENZINI: She's talking about the street parking loss.

CHAIRMAN ENNES: Right.

COMMISSIONER LORENZINI: You're talking about the 22 street parking loss?

MS. DIRKSEN: I'm talking about the street parking along, I appreciate the fact that Chestnut is going to be widened, like it's really difficult to get up and down that street when there is parking along the east side. Totally agree with that, really have been seeing it.

CHAIRMAN ENNES: So, they're giving part of their property up to do that, to get it widened.

MS. DIRKSEN: To widen it, but there's no more spaces for cars. They might be widening the street but there's --

CHAIRMAN ENNES: But my question relates back to this is a private development, and you indicate that they should provide free parking to the community. You don't even want people parking in front of your house on public streets.

MS. DIRKSEN: That's not true.

CHAIRMAN ENNES: Oh, I thought you said it gets parking there and you wished they weren't there.

MS. DIRKSEN: No, I don't wish they weren't there. I'm saying that if at the



## APPROVED

200 block of South Walnut I'm getting people parking on my block, then I think that speaks to the fact that there is a general shortage. Frankly, you know, when I meet my friends from Long Grove to have a business dinner, to talk about like potential things or even to go out socially to Tuscan Market, try finding a place to park at Tuscan Market at like 7:00 o'clock in a Thursday. It's really hard, right?

So, I think that those street parking options are a big deal, and I think that it's unrealistic to think that people are going to willingly go in and take a ticket and pay whatever they're going to pay in a private garage when they can walk 500 feet and take up a space in the public garage, even if they are a patron.

CHAIRMAN ENNES: The public garage.

MS. DIRKSEN: Right, that's my point. So, I think that it's, I don't think it's realistic --

CHAIRMAN ENNES: But why should they provide free parking? I just don't understand it.

MS. DIRKSEN: I don't, there is nothing in the law that says they have to do it. I'm saying that it is a good idea. It's part of being a community.

COMMISSIONER JENSEN: Ms. Dirksen, a question to clarify this. What I think I understand your point to be is the private development is taking 22 public free parking spots --

MS. DIRKSEN: Yes.

COMMISSIONER JENSEN: To handle all the egress and ingress, and they're then going to charge if you want to park there.

MS. DIRKSEN: That's it.

COMMISSIONER JENSEN: So, they're basically taking from the public free parking and they're adding --

MS. DIRKSEN: Replacing it with paid parking.

COMMISSIONER JENSEN: A feed parking would be the substitute. So, that's what I understand your concern to be.

MS. DIRKSEN: That is my concern, and I also just think it's like a neighborly thing to do. I mean, this is --

COMMISSIONER JENSEN: I just wanted to clarify that, thank you.

MS. DIRKSEN: Yes. It's also just a nice thing, you know. Not everything has to be a money-maker, you know.

CHAIRMAN ENNES: All right. Thank you.

MS. GUNDERSON: Hi, my name is Joanne Gunderson. It's G-u-n-d-e-r-s-o-n. I live in Metro Lofts at Campbell and Dunton.

I'm in support of this project and I echo the comments of Lauree Harp and Mr. King. I think that this is kind of a capstone of the master plan, and I think that this is what we've needed for a long time. I'm sorry about the dogs that won't be able to use the lot anymore.

I had concerns coming in about parking and traffic, but I think those have all been addressed. I really like the solutions that they came up with to keep a lot of the loading inside the building, or inside the courtyard.

My other concern is something, we haven't talked about it, maybe it doesn't need to be addressed here, is the ComEd and making sure that our power grid is

## APPROVED

updated and upgraded to make sure that we can accommodate that and what's already here, because I know we get brownouts and things like that that set off triggers in our building. So, hopefully, that's all part of the infrastructure that's being planned. But I'm fully in support and I hope that this project goes forward.

CHAIRMAN ENNES: Thank you.

MS. GUNDERSON: Thanks. Any questions?

CHAIRMAN ENNES: Can I ask Staff? As part of the project that's going on downtown this summer, does any of that have to do with adjusting, increasing the supply of electricity from ComEd?

MR. WITHERINGTON-PERKINS: No, the improvements are storm sewer primarily and Nicor running all new gas lines, main lines and connections to pretty much every building. So, those are the major projects.

We have met with ComEd about a year ago, and they have two main services that come into downtown. They did provide us a report and we had had some reports from businesses and residents living downtown talking about brownouts. ComEd said they're not brownouts. What happens is when they need to change the load from one line to another, there's a slight flickering and a slight switchover, but that's not what they call a brownout.

CHAIRMAN ENNES: So, it's not a loss of power, Charles?

MR. WITHERINGTON-PERKINS: It's just a momentary transfer. They have said to us verbally that, you know, depending on the developments, and we've given them plans with all the potential developments, they may need to bring another service into the downtown. But that would be dependent upon meeting individually with each developer, and I believe the developer has had meetings with ComEd as well.

CHAIRMAN ENNES: It sounded like you said that was one of your requirements, they have to have adequate electric?

MR. WITHERINGTON-PERKINS: Correct.

CHAIRMAN ENNES: Okay. Sir?

MR. RATAY: My name is Kevin Ratay, R-a-t-a-y. I live at 15 North Vail.

I have a slightly different perspective than a lot of the residents here today. I spent the first 21 years of my life growing up in Arlington Heights, and I spent the last 12 years in the city of Chicago, primarily in the West Loop neighborhood. The primary reason I moved back to Arlington Heights to largely get away from projects like this that have an altering effect on a neighborhood, especially a small one and a compact one like Arlington Heights.

My primary concern and one thing I didn't hear addressed was, we talked about hours of foot traffic, I didn't hear anything about hours of construction and the restrictions that would be put to that. So, that's my first question.

CHAIRMAN ENNES: But that can be answered. Right, that is spelled out. Mr. Firsel, would you like to comment on that? That was something that I don't think you mentioned, but it's regulated by the Village, right?

MR. FIRSEL: Yes. We intend to adhere to the Village code strictly as it relates to hours, days of construction. Power construction should they build this project is on several projects in the Village, some very large projects in the Village. More than familiar with the regulations and requirements here within the Village, and you have our and, I can hopefully speak for them, their assurance that we will comply with the construction time limitations set forth in your code.

## APPROVED

COMMISSIONER DROST: Yes, what's the timing on the construction? Give us sort of an overview, if this plan is approved, how long will it take to start and finish in your schedule?

MR. FIRSEL: I can't tell you when it will start. The duration?

COMMISSIONER DROST: Or I'm looking for the timeframe, when it starts, when will it end? Give us --

MR. FIRSEL: Thirty months.

COMMISSIONER DROST: Thirty months?

MR. FIRSEL: Sixteen to 18 months for the first phase once we put a shovel in the ground.

COMMISSIONER DROST: And how many phases?

MR. FIRSEL: Two. Everything is being built in phase one except the Chestnut building and that portion of the Chestnut building not underneath the fire lane between Chestnut and Highland, and hopefully the parking's lighting on Chestnut.

COMMISSIONER DROST: In the conversations you've had with this new potential developer for the south end, how does that fit in to the construction?

MR. FIRSEL: They're going to be ahead of us. They're going to, they want to be in the ground this September.

COMMISSIONER DROST: Can we take that to the bank?

MR. FIRSEL: You have to ask them when we get here.

COMMISSIONER DROST: All right, that was pretty certain.

MR. RATAY: The second part of that question I guess is hours of the day and actual days of the week as well, so that I think turns back to Arlington Heights then. What are the restrictions on that? Because I left the power construction site down the street, understanding it's Chicago, but they got going at 7:00 a.m. everyday and also did Saturdays full day, so that's a concern.

CHAIRMAN ENNES: I think they do start at 7:00 and go to what? 3:00-4:00?

MR. WITHERINGTON-PERKINS: The ordinance allows construction to start at 7:00 unless they have special approval from the Village Manager. I think Saturday is a slightly later start, I'm not sure, and I don't believe they're allowed on Sundays.

MR. RATAY: Okay, thank you.

MR. WITHERINGTON-PERKINS: Having said that, people are mobilizing before that but they're not supposed to have any equipment running before 7:00.

MR. RATAY: Okay, thank you.

CHAIRMAN ENNES: Charles, since you answered that, how long has this zoning been in our Village plan, the current --

MR. WITHERINGTON-PERKINS: The B-5 zoning?

CHAIRMAN ENNES: Yes.

MR. WITHERINGTON-PERKINS: '77, late, yes.

CHAIRMAN ENNES: '77. But for this property which has been vacant since the 90's?

MR. WITHERINGTON-PERKINS: This was formerly the Paddock Publications office and printing facilities. They vacated in early mid-90's and moved to a new building and the buildings were torn down. It's been vacant since then.

## APPROVED

CHAIRMAN ENNES: So, this has been a potential site for this for way too long.

MR. RATAY: Sure, sure. The other thing that I will mention, just having friends in the construction industry, is the way that it's often skirted those hours is there's nothing about when trucks can start arriving. It's about actually constructing starting and stopping. So, trucks will begin coming in a half hour to an hour before that 7:00 a.m. time every weekday, just a point to share.

My other concern was already touched upon, but I think you mentioned electrical issues. I just wanted to make a recommendation to, I think it's the 200 South Campbell, or 200 West Campbell. I live across the street from, or lived across the street from a project very similar to this. It was 214 Tower, buildings going up, and they had each of the buildings that neighbored it install essentially a seismograph but I believe it's called a building vibration monitor because the construction was causing each of the buildings to vibrate on the neighboring streets. So, this was put in I think partially to insure the construction and the developers, but it was definitely an alarm to us and the neighbors seeing, it's hard to see but it's just there. It's a monitoring system because it was causing all the buildings to vibrate on the neighboring streets.

CHAIRMAN ENNES: Sure.

COMMISSIONER DROST: Yes, there was a building in San Francisco that tilted.

MR. RATAY: Yes, Joe Montana is an investor, yes, yes. He's not happy. Those are my two points, thank you.

CHAIRMAN ENNES: Thank you, Kevin. Any questions? Okay.

MR. OLSTED: My name is John Olsted, I'm a resident of 200 West Campbell. So, I'm right across the street, a neighbor if you will, but across the street from the proposed development.

We've been in the area for three years, came from another suburb. We came here because we love the look of the downtown area, we love the position of the Campbell Street Condominium, access in and out of the building. Downtown development is beautiful, and the proposed development looks beautiful. I think they've done a lot of things to try to accommodate.

I'm not, I will tell you right off the bat, I'm not a big fan of putting apartment buildings in downtown development areas. I think it does increase transient traffic. It does, when people have an investment in the community, especially in a downtown area, they have more likelihood that they will maintain the building, they will maintain the residences, and therefore, you get a better long-lasting building.

But that issue aside, we've got a developer here who is proposing something, I understand that, and you're not likely to hold off until you get a developer that's going to put condos instead of apartment buildings. However, my biggest concern is the same concern that's been expressed already this evening is traffic. I will tell you today, a couple of things, one, when I leave my building every morning, and I work, I go to Aurora everyday, come back, I am very wary of leaving my garage because traffic at 6:30-7:00 o'clock in the morning, no, not 6:30 and 7:00, but certainly 7:00 to 8:00 o'clock in the morning is high enough where, and the parking spots that are out there right now are dense enough where I can't see traffic very well. If I have to leave though on a weekend or in the evening when, you know, on a Thursday,

## APPROVED

Friday, Saturday, when traffic is full downtown, it's a scary event.

So, traffic is a problem down there. The idea that 1.5 ratio of parking spots to residents is realistic I think is ridiculous. I'm even concerned about 1.5. Now, my wife and I are older, but I still work. We have two cars, we actually have more than two cars. But in order for me to accommodate those two cars that we use all the time, I get one car in my building which I suspect tenants will get in this apartment building, and then I have to rent another spot over in the Highland parking garage, right. I don't think that's all that unusual for a working couple to need two parking spots. I get there's math and formulas and averages.

I will tell you nobody ever asked me or my wife how many spots we have or require. I don't know where the data comes from in terms of averaging out how many parking spots people need and what studies are made. I'm sure it's scientifically appropriate, but I don't think it's adequate for the residents, A. B, the idea that you're going to add a lot of additional commercial properties which is great for the downtown area and the development, that's fantastic, but the idea that that parking garage will accommodate all that additional traffic with unknown types of commercial properties there to need to be accommodated is, I think isn't realistic. I think in this development, there needs to be a much higher level of parking to accommodate that. I think if you don't do that, five years from now or less, you'll be taking all of that money that you're collecting today, that \$1 million or \$2 million or \$5 million, and you'll be building a new parking garage because there won't be enough spots in the city to take care of that. All that money we're planning on spreading around to the library and to the school will have to be put into a new parking garage downtown because there isn't enough space.

So, you've got an opportunity right now to deal with that. I would add one more thing. I've built buildings myself in my career. Now I'm in manufacturing, I'm not in development for commercial or residential properties. But I will tell you I was always reminded that it was a privilege to build something within a community and that I had to honor the requests of the residences and the requests of the city. While the city certainly valued a great deal what I brought to the city, they also did it within certain constraints. We can't feel bad as a city to say we love this property, we want it, we want the revenue from it, but we have certain guidelines that we feel need to be satisfied to take care of the realistic issues associated with that construction, and we shouldn't feel bad about asking for this. So, any questions?

CHAIRMAN ENNES: Thank you.

MR. OLTED: Thank you.

MS. HEMPHILL: Hi, I'm Kerry Hemphill, H-e-m-p-h-i-l-l. I'm also at 44 North Vail, friends and neighbors of George and Lauree. I completely concur with Lauree.

My husband and I moved here nine years ago, almost 10. We saw a big billboard in 425, it said coming soon. We kept waiting and waiting and waiting, and nothing came. We have finally seen the plans and heard what you plan on doing, and we're really, really excited about it and we really, really support it.

A couple of things that I just want to say that hasn't been said. I like the fact that, because I'm board president at 44 North Vail, and I take great pride in things like what Debbie was saying where they're going to have staff and they're going to monitor the garage and they're going to make sure that things change. We have a shared surfaces parking that all we had commuters parking. We took ownership back and now we have residents and retail patrons parking there.

So, I do believe there's a scare tactic or fear because of the

## APPROVED

unknown, but I believe this is a very strong team and they're going to make sure that this is a premier building like all the other premier buildings that exist in downtown. I'm also looking forward to the steak restaurant. We need a high end steak restaurant please. So, that's all I have.

CHAIRMAN ENNES: Okay, any questions?

COMMISSIONER DROST: No, just a transparency moment here. I am a resident with Lauree Harp and also with Kerry. I've been a long-term resident and seen the development of the Central Business District and have been on the Plan Commission from that, well, too long maybe. But I'm also a business owner, so I'll have some comments related to that, so that others in the audience realize that, you know, there is an investment on this Commission in the community.

CHAIRMAN ENNES: We have a stake there.

MS. HEMPHILL: Wait. I'm sorry, I have one more thing.

CHAIRMAN ENNES: Sure.

MS. HEMPHILL: I also heard that renters could be an issue. I have to tell you that some of the best residents in our building are renters. They are renting because they are here and they don't need to buy, and they are upstanding citizens in our building. So, you know, we're in a spot now where renting is needed. So, I think that's going to be a good thing, too.

CHAIRMAN ENNES: Thank you. I think we saw you before.

MR. KING: You did.

COMMISSIONER DROST: He's good looking.

MR. KING: Jerry King, 205 South Chestnut. I have a couple of incremental things to say about parking. First of all, this is a block that the landowners of this property have been giving parking spaces away for free for years now, because if this property had normal ingress, I'm not a real estate guy, you know, if it was a normally functioning property, there'd be driveways cut into it. So, how much are you really, you know, you've been getting free parking for years, shouldn't they be able to use some of those parking spaces to get in and out of their property?

CHAIRMAN ENNES: No, those are street spots.

MR. KING: Pardon?

CHAIRMAN ENNES: Those are street spots.

MR. KING: Well, they're street spots but I know that there are no driveways cutting into that where normally you would have that.

CHAIRMAN ENNES: Right. So, the question is the number.

MR. KING: Yes, the number. The other thing I would say is I'm hearing that Arlington Heights has a problem with parking downtown. Okay, I get that. But I don't, what I'm struggling with is how all of that incremental problem is now this landowner's problem. Why is it all their problem?

CHAIRMAN ENNES: It's not all theirs.

MR. KING: You know, so, thanks.

CHAIRMAN ENNES: Thank you, Mr. King. Just to go back to Staff quickly, there's a parking study being done that's not done yet, right? It is done?

MR. ENRIGHT: This is why I'm here.

CHAIRMAN ENNES: You actually know the answer to this.

## APPROVED

MR. ENRIGHT: We did do a parking study in 2018, a very extensive parking study that had nine days of counts throughout the day into the late evening at 2:00 a.m., 6:00 a.m. starting. They did it Thursday, Friday, Saturday over three separate weekends, May, June and July of 2018. Now, those are snapshots in time. Some of that was during Sounds of Summer in which we saw spikes. There's no doubt that peak times on the weekends, Thursday, Friday night, Saturday night, Saturday afternoon, that the on-street parking downtown is, in the south side of town is 100 percent utilized.

CHAIRMAN ENNES: Right.

MR. ENRIGHT: The first level of Vail Garage is typically 100 percent utilized during peak. The fourth level, second and third are permit only for residents, the fourth level is about half to three-quarters filled at peak, sometimes higher. Fifth level is about half full at peak, sometimes it can get a little higher on that, but on average there is space on the fifth level. People don't like going up there though.

The Village Board has authorized us to greatly enhance the Vail Avenue Garage where we have a request for proposals out right now that are due in mid April to have a parking guidance system installed in the Vail Avenue Garage. It will be several hundred thousand dollars. So, we're in the process of obtaining bids from various companies throughout the country to greatly enhance the user-friendliness of that garage and give us data on a minute-by-minute basis, 24/7, 365 days a year, where people are parking in that garage so we'll have a much better understanding of how to manage it.

CHAIRMAN ENNES: So, better information, not a bigger garage?

MR. ENRIGHT: Yes, we can't go up. We already did that once. It can't support another level up, and we have no place to go.

CHAIRMAN ENNES: South?

MR. ENRIGHT: Unless we go south. But keep in mind, if this project is approved, you've got 465 spaces in their garage plus almost 1,100 in our garage. I'm not so sure we want any more parking in that area because you're really going to have, bringing more traffic to that part of the downtown.

Having said that, one of our concerns with parking in the development is not just the loss of on-street parking, that's kind of secondary. It's just the fact that people coming to this development, people going to the restaurants, whatever ends up there, retail, aren't necessarily going to park in the developer's garage. They very well may park on-street or in the Vail Garage which is pretty packed, at least the prime spots. So, that's why Staff is recommending that some of the spaces in the developer's garage are available to the public free of charge to kind of balance that out, because if they have to pay to go in their garage, we think that's going to be more people going into our garage and exacerbating the situation in that garage right now.

CHAIRMAN ENNES: Thank you.

COMMISSIONER DROST: Yes, on the congestion problem, did you guys get any anecdotal information when Arlington Heights Road was closed and how that traffic increased in the downtown area? I mean, it was really quite apparent, even people reading signs and just ignoring them, it was people just wanting to get to A to B as fast as they could. Charles?

MR. WITHERINGTON-PERKINS: Not any quantifiable data. I mean, a lot of the traffic was peeling off in different roads or being diverted, Golf Road to 83, and then

## APPROVED

people diverted at Sigwalt. So, it wasn't like the 24,000 vehicles on Arlington Heights Road are going through downtown.

COMMISSIONER DROST: No, they didn't, but you can see just from an anecdotal standpoint about how much congestion there was and sort of extrapolating that experience into a more dense development and how to manage it. When you talk about the security cameras, too, is that going to be linked up with public safety basically for an enforcement standpoint when problems are seen on the street? Will it expand to the light ceiling at Harmony Park, you know, we can watch the activities and, you know, get a certain sense of the rhythm of where that traffic goes and how to manage it?

MR. WITHERINGTON-PERKINS: There's already certain cameras at certain points from a police safety point of view. This is not a police surveillance system that Bill talked about. It may have that capability, depends on how the software works between the two systems.

CHAIRMAN ENNES: Okay, we can, yes, our next.

MRS. KING: I am not a public speaker, I'm a nervous wreck. I never stand up in front of people.

CHAIRMAN ENNES: Are you a neighbor? Are you a neighbor?

MRS. KING: Yes, I'm Marlene King, I'm Jerry's wife, 205 South Chestnut. I just have to say I'm thrilled about this project. I think it's exquisite, I think it is gorgeous. We met in Orland Park and we hated it there.

CHAIRMAN ENNES: Long way from here.

MRS. KING: Yes, and we couldn't wait to get out of Orland Park. You have to drive to everything. There is no community, there is no downtown. There is nothing vibrant, exciting about it. It was horrible. We moved here and I grew up here. But it was better than it was when I grew up here when we moved here nine years ago, and it's getting better and better and it's more exciting. This project is incredible.

I guess I just, I have a question about I don't understand when people move into a downtown area of a very, you know, high end suburb, they're three blocks away from the downtown, you could throw a rock and hit the Metra and they don't like the congestion. To me, there's Iowa, there's places farther away, you know. I mean, I just don't understand, you know.

I will say I love children, we don't have children. There are some of the cutest kids I've ever seen in my life right around six blocks of where we live. I love them all, they're precious. But a lot of the neighbors are saying they're upset about all this because if there are children. I'm like I love the children, but why did you move a block and a half away from the Metra and then you're going to veto every possible growth project because you're worried about the congestion? So, you know, you could move nine blocks south. You could have moved to Rolling Meadows, there's nothing going on there and you're not going to have any of these problems.

But to me, all I'm saying is I'm ecstatic. I think it's gorgeous. I think even though the largest building that has that glass, there was a couple of objections to that, I love it. It does not look like a hospital to me, I think it's beautiful. So, for whatever my opinion is worth, I just hope that you will approve all of this. If there's little issues with the parking, you know, maybe we can, I don't know, I'm not getting into the nitty-gritty, I'm speaking from my heart, you know.



## APPROVED

CHAIRMAN ENNES: We'll do that.

MRS. KING: But there's a great lifestyle here that I never had before, where I lived before.

CHAIRMAN ENNES: Thank you, Mrs. King. So, should we take that comment out of the minutes about throw the rocket to Metra? No, okay.

MS. CHURCHILL: Hi, my name is Cindy Churchill, I live at 1 South Highland. I am also not a public speaker, so bear with me.

I do like the project. I do not want the project to move forward as is. I just wanted to focus my comments on the word transition in the master plan I believe. This is, that lot is located between the end of Central Downtown Business District and a residential area which makes it a transition property. So, regardless of what it's zoned, whether B-5 or R-3, it should be, and again I don't know everything that makes it called a transition property but it is designated a transition property.

So, my thought was that a lot of the problems would go away if the density, so many problems seem to come out of the density of it. So many residential units, so many cars, so many. So, a lot of that would go away if it was built in that definition so that the buildings that border it, the 1 South Highland, the Campbell building are all eight stories, and then the residentials are obviously one or two stories, so if all of the buildings on that land were between eight and one, that would relieve a lot of the problems in terms of traffic following density. So, instead of 13 stories and nine stories and four stories, something like eight and six and four would seem to me fit the definition in the master plan of what a transition property is.

I did have two questions for the developer. I notice on one of the slides that the Highland on-street parking becomes private access for residents. So, I'm wondering which residents that includes. Is that just the residents of the 425 property or would that be residents, those of us in Metropolis use it as well?

MR. WITHERINGTON-PERKINS: I can answer that. The proposal is just for the development.

MS. CHURCHILL: Okay, so just, then I would concur with the discussion about losing 22 on-street parking units for those of us who live in the area and who come to just go in and out to the cleaners or things like that. It's a significant loss and a change to our quality of life. I'm sorry, I had one other question but I can't say it right now.

CHAIRMAN ENNES: Okay, thank you, Cindy.

MR. SCHWAB: My name is Joseph Schwab, I live at 12 South Chestnut, right across the street from this project.

CHAIRMAN ENNES: Joseph, could you spell your last name please?

MR. SCHWAB: S-c-h-w-a-b. I have many concerns as people voiced about construction, dirt, parking. I have possibly a suggestion, and I know the Village, with this plan, it's less than a year in conception and it's come a long way already, possibly doing a feasible study about putting diagonal parking instead of parallel parking throughout the Village. Because for every four spaces, typically parallel parking you have 27 feet, and for every four spaces you can get 10 cars in if you do diagonal parking. So, if you take a consideration or do a study as far as taking diagonal parking on just one side of each street in downtown, you may double the parking spaces throughout the Village.

CHAIRMAN ENNES: That's a consideration for the Village. How would that affect this property?

## APPROVED

MR. SCHWAB: Well, if you change it throughout the Village, and diagonal parking, especially on Chestnut take a little bit more space with diagonal parking instead of four spaces that you have there, five spaces on Chestnut, you'll create 10 or 11 spaces.

CHAIRMAN ENNES: But that makes the streets narrower, right?

MR. SCHWAB: That you have to take in consideration, taking a little bit away from the street, but you're widening Chestnut anyway. With the implementation as of March 2018, all new vehicles have to have rear cameras. So, I know this won't go through quickly, but taking that in consideration down the road, it might be a doable process.

CHAIRMAN ENNES: Thank you.

MS. CAYER: Hello, Melissa Cayer, C-a-y-e-r. What does affordable housing mean? Will current taxpayer property tax bills go down?

CHAIRMAN ENNES: I'm a property tax guy, and as far as will it go down, I don't think they'll ever go down. I don't mean to be light on that, it's just for as long, I've been doing this 35 years, they constantly keep going up.

COMMISSIONER DROST: Well, let me ask you this question, Mr. Expert.

CHAIRMAN ENNES: Yes.

COMMISSIONER DROST: Will property values go up in the surrounding area in your --

CHAIRMAN ENNES: From this development?

COMMISSIONER DROST: From this development.

CHAIRMAN ENNES: I would think so. I would think because of the income, the commercial property, other commercial properties in the area are going to benefit from all these residents. But to answer your question about the affordable housing, I'm not an expert on it. We're all aware of it, basically how it works. I don't know if any of Staff wants to comment on it. There's a commission that deals with that. Are you talking about what the rents would be or something?

MS. CAYER: What does it mean to be, you know --

CHAIRMAN ENNES: Well, it is, correct me if I'm wrong, but it is, the rent on a unit is set by regional Chicago Metropolitan income figures based on the theory that 30 percent of the median rent in like the Chicago Metropolitan Area should go towards your housing. Based on that number for the Chicago Metropolitan Area, they set what the rental rate would be.

I should ask the developer, since you've been working and talking about this, is that basically right as to what the rents would be, Mr. Firsel?

MS. CAYER: The Chicago Metropolitan --

CHAIRMAN ENNES: Median income. They use that level and they say 30 percent, or actually they say 60 percent of that median.

MR. WITHERINGTON-PERKINS: It's 60 percent of the median income, and then it's based on whether it's a one, two, three-person household so their annual salaries can vary as they have a larger family.

CHAIRMAN ENNES: Charles, I knew I should have asked you.

MR. WITHERINGTON-PERKINS: Then the premise is they don't pay more than 30 percent of their annual income on housing and associated housing costs. We do have on our website a lot of information, if you go to vah.com, it has a lot of information on, you know, definitions of affordable housing and things like that.

MS. CAYER: Yes, I was looking for it on there but I couldn't find it.

LeGRAND REPORTING & VIDEO SERVICES

Chicago & Roselle, Illinois - Miami & Orlando, Florida

(630) 894-9389 - (800) 219-1212

## APPROVED

COMMISSIONER DROST: Yes, we just recently had experience on the Campbell, on the Dunton and Eastman development.

MR. WITHERINGTON-PERKINS: Sorry, what was the question?

COMMISSIONER DROST: There was about 15 units in the Dunton and Eastman development, the recently completed one.

MR. WITHERINGTON-PERKINS: Yes, there's a number of affordable units in downtown. Dunton Towers has 20 percent affordable units because that was financed through an industrial revenue bond. Their percentage of average income is a little higher, that's a little higher than 60 percent because of the funding mechanism. Park View I think is what you're referring to.

CHAIRMAN ENNES: So, there's a number of developments as well that have it.

MR. WITHERINGTON-PERKINS: They have affordable units as well.

COMMISSIONER LORENZINI: I think to answer your question, basically the affordable housing, the affordable units in this complex will be cheaper than the other units to rent.

CHAIRMAN ENNES: Thank you. Yes? That was quick.

MS. IWANIK: Hi, my name is Sandra Iwanik, I-w-a-n-i-k. I live at 200 West Campbell Street.

I just want to reiterate what the people have said about the parking. I'm having a lot of problems with the parking in the area. I think there's just not enough space from what I understand. My friends, they won't even come to visit because they say I can never find a place to park.

CHAIRMAN ENNES: To visit you at your home?

MS. IWANIK: Yes, across the street on Campbell, and they're going to remove some of that parking spots?

CHAIRMAN ENNES: Well, east of you.

MS. IWANIK: So, to me it's a big concern, as well as that rooftop. Is that a for sure or that hasn't been decided yet?

CHAIRMAN ENNES: I think it's if they find a tenant.

MS. IWANIK: Pardon me?

CHAIRMAN ENNES: The rooftop restaurant?

MS. IWANIK: Correct.

CHAIRMAN ENNES: I think if they find a tenant. But they would have to have the parking for that.

MS. IWANIK: Yes, because on weekends, I hear from the restaurants the young people screaming and yelling, so I can imagine what the rooftop is going to be like.

CHAIRMAN ENNES: I think it would be enclosed, right? The rooftop?

MR. FIRSEL: Pardon me?

CHAIRMAN ENNES: I'm sorry, Mr. Firsell, the rooftop restaurant, will this be enclosed or an open air?

MR. FIRSEL: It will clearly have a patio outside, especially in winter. No, it will be enclosed but it will certainly, like many restaurants, have outdoor dining areas.

CHAIRMAN ENNES: Right, right.

MR. FIRSEL: The attraction of this restaurant will be, being 140 feet up, is

## APPROVED

seeing everything around the entire northwest suburbs all the way downtown. So, there will be outdoor dining, but a big wall. So, no divers.

MS. IWANIK: And a bar I'm assuming.

MR. FIRSEL: Yes. Yes, but one of the conditions is that if we open a restaurant, it would be a full service with a kitchen. So, it's not going to be just a bar.

CHAIRMAN ENNES: Plus, being on the roof, it will probably have to be closed earlier than --

MR. FIRSEL: Oh, yes, it will be enclosed and 100 percent, we will encourage 100 percent of the parking to be in the garage because there will be a direct elevator going up to that restaurant if we have one. If you frequent that restaurant, you don't have to look for parking space downtown because you're going to have one in the building.

CHAIRMAN ENNES: And you'll get a coupon and have free parking.

MR. FIRSEL: You get a coupon and you put that in the slot on your way out and away you go. Thank you.

CHAIRMAN ENNES: Thank you.

MS. IWANIK: I just wanted to mention about the parking. It's really a concern I think to a lot of the residents around here.

CHAIRMAN ENNES: I think if you stick around, you're going to see that's one of the main issues we talk about.

MS. IWANIK: Thank you.

CHAIRMAN ENNES: Nobody is in the seat, so we're going to close the public portion unless somebody has a comment. No? You sure? I mean, we haven't had you up here yet.

Okay, we're closing the public portion of the meeting. We will start down here on the north, Mr. Cherwin. How you doing?

COMMISSIONER CHERWIN: Oh, nice. Nice little surprise. Yes, so thanks. I was in the Committee; I have seen this project for a little while here. I think the developer has done a lot of great things with the site that has obviously a lot of impact here and a lot of challenges. I appreciate the residents for speaking up on both sides. I think they raised some great points.

I guess, you know, where I came down on this is, I think a couple of questions I'd ask, you know, I think my major concern is probably the net effect on parking. You know, I think just being involved in some of the industry events and everything I go to, I do know that the trend is probably to a lessening parking burden or requirement as, you know, new folks come in in rental properties. It seems like a lot of folks we talked to, there is a declining parking need in terms of rental residents. That doesn't change the fact that we've got businesses that are struggling. But I think as someone mentioned, it's hard to put all of those external issues on to this developer. You know, when I was in the lower parking garage today below the theater, there were a lot of open parking spots.

So, I think some of the efforts that our Staff is making in terms of evaluating, that should go a long way to optimizing. Even if certainly new spaces in the garage on Vail can't come on line, that will hopefully relieve some of the issues that the residents and business owners talked about, you know, and even creative thoughts such as Mr. Schwab's in terms of how some of that is aligned on the street makes a lot of sense in terms of looking at it going forward. There's only so much land in downtown.

## APPROVED

So, my concern is really mostly going to be focused on the effects of this particular development and the concerns some of the Staff raised about the parking issues and really that sort of net loss. We kind of go back to those 22 spots that we're taking off of the street. I wouldn't normally say to a developer, even though I understand the Village's perspective on the, you know, parking, of course it's nice to have more parking, but I wouldn't necessarily put that burden on the developer except for the fact that we are dealing with a net loss of parking.

So, I guess I would ask maybe Mr. Firsell, you know, if we maintain that net loss of 22, what would be the basis for not sort of compensating the Village for those lost spots somewhere on the first level or whatever, even if you get to a net zero, and the rest of it, you know, put aside any deficiencies that the Village may see and what the development is creating and maybe additional parking beyond those 22 if you decide to charge, you know.

MR. FIRSEL: Okay, I will respond in this respect. First of all, we do not view this in any way, shape, or form as a loss of 22 parking spaces. The loss means you had something that belonged to you that someone is taking away. As this gentleman said, Mr. King said, there were eight driveways on this block. Eight. One or two spots for each driveway.

The net loss is stating that of what is there today we are taking 22 away. We are counting spots on the north side of Campbell, not on our side of the street, the other side of the street. We're being charged with replacing those. Most significantly is that when the Vail Street Garage was built, the part over Highland was not part of it. The part over Highland was an addition, as many of you are aware.

In that addition, the city has been able to park 27 cars on four stories and 24 cars on the ground. Normally, when you have a property that goes over a street, half to one side, half to the other side, okay, how much does this project get for its customers, its tenants on the side of Highland that abuts our property? Zero. The Village says these are our spots on your side of the street, and there aren't eight or 10 parallel spots along Highland as there would be were the garage not there. There's 24 because of the Village parking all the way up to our property line or within two feet of it because you have a wall, okay?

So, I take great exception to the fact that we are taking away 22 parking spots. I would argue that between what you would normally park on this street, on the four sides of the street, and account for reasonable access to and from this site at the locations we show, there's no loss and in fact a gain of parking that you would otherwise have. It is unfair, in our opinion, to burden this property with the Village's on-street parking issues. We did not create the 24 spots some of which are going away, and the hardship of that Vail Street Garage abutting our property is beyond, almost beyond comprehension as to what the added cost to this project is as a result of having to deal with it. But it is there, and what's there is there.

We have no choice but to build a 13-story building because we have to provide parking, because we can't do anything in that area. However, my direct response of replacing spots is we take great exception to the fact that we are taking away spots from the Village.

COMMISSIONER CHERWIN: Well, I mean, you can take exception, you're just asking for a bunch of variances and we're having to look at the whole project as a whole.

MR. FIRSEL: Couldn't agree with you more.

COMMISSIONER CHERWIN: So, as you come and ask for all of these changes, as you know, we're looking at a holistic view and, you know, whether they're caused by

## APPROVED

the garage or otherwise, I think the fact of the matter is it's 22 spaces that the way the development is, you know, basically current state and what the proposal is, is the Village saying that there would be, I mean, we've heard about some of the issues that are raised by the businesses, there would be a net loss of current state, you know, when I say taking, it's whoever's spaces they are, there will be 22 fewer spaces for on-street parking than there is now, right?

MR. FIRSEL: That's what it is, yes.

COMMISSIONER CHERWIN: Okay, that's my question.

MR. FIRSEL: Well, let me add --

MR. WITHERINGTON-PERKINS: So, the biggest issue is how is the peak commercial demand generated by this development of 157 spaces, how is that going to be accommodated in the garage? That's the biggest question. You know, the 22 spaces, the garage going over the street, there's numerous examples around the country of garages going over the community's own public right-of-way. There was no taking, it went over the Village's public right-of-way. It's a public garage for people in the public to park.

But, you know, there's 22 spaces. We've got some ideas to, you know, minimize that by relocating those loading zones so you pick up six spaces. Then you'd only lose 16. They need to have access into their site for driveways. Every other development had some access to, you know, off the street for their driveways. So, you know, we're not saying that this development is, we're just pointing out facts of what the current on-street parking is and what the loss would be.

But the bigger issue is, you know, we need a detailed parking allocation plan to show how that peak demand for commercial at 157 is going to be accommodated. There also are some deficits. If you look at the back of your report, there are some charts that show weekday and weekends where there are some peak deficits. It's only for a few hours. We still think this is a good project, but we need a plan to show how that's going to be accommodated. That's a bigger issue than, you know, the spaces on the street.

Then the last point I just want to make so that everybody who is in the audience understands, we have studied angled street parking in the downtown. You have to do it in one-way pass because the streets aren't wide enough. We just completed a study of Vail and Dunton as a one-way pair, and you only pick up a handful of spaces. There are more negatives and concerns with fire safety, you know, emergency access, and then limiting access and shifting more vehicles from one location to another. So, for example, if Vail is one-way northbound or southbound, everything gets shifted to Highland for all those other movements.

So, for those reasons, we don't really pick up a lot of parking and it didn't make sense. But I did want to just mention that.

CHAIRMAN ENNES: Thank you.

MR. FIRSEL: May I, I'm sorry, I didn't completely respond to that from another standpoint about the on-street parking spaces. We are strongly encouraging every retail and commercial customer to park in our garage. It is free. They don't have to look for a parking space. They drive right in, they take a ticket, they go to a restaurant, they go to a clothing store, they go to their office. They get a pass, they put it in the machine and they go out for free. Why would anybody who doesn't have to look for a parking spot, who doesn't have to pay for a parking spot, park anywhere but where it's most convenient to where they're going? It's readily available and it's free.

## APPROVED

Keep in mind that also what Charles just mentioned about what are we going to do for peak hours, maybe a few hours on the weekend. As I said to Charles with Staff, you don't build a church for Christmas. Because we're going to have an extra 22 cars over the 32, we have an excess of 22 spaces in the garage on Chestnut. Note that the study that the Village has done completely disregards the Chestnut garage. There is no rule that says that on those peak hours, if we find that there is an issue, we can't ask employees to park in the extra spaces within the Chestnut garage. We don't see that as to why, with everybody clamoring about all the traffic and all the cars, we're already building 89 cars over your code, and now they want more. It's a non-starter. Thank you.

CHAIRMAN ENNES: Mr. Sigalos?

COMMISSIONER SIGALOS: No, I certainly understand the parking and I certainly appreciate what you're saying as far as offering the Chestnut garage for people to be able to park and get a compliant amount. So, I think that's increasing the parking in the area, I mean, that they have there now, they don't have that ability there to do that now.

One of my questions really more had to do with the affordable housing. You said you're going to have some affordable housing. Are you, does that mean you're going to comply, I don't know what the requirement is, 15 percent? Is that what the requirement is? So, is that what you're saying, 15 percent of the 360-some units is going to be affordable housing? Or are you having some affordable housing?

MR. FIRSEL: We're going to have some affordable housing. We are currently negotiating, trying to negotiate with Staff and then appear at the Housing Commission and discuss the issue with them.

COMMISSIONER SIGALOS: So, it will be something, you're looking for something less than the 15 percent.

MR. FIRSEL: We don't know because we haven't finished our negotiations.

COMMISSIONER SIGALOS: Well, I mean, if you're negotiating, it means you're looking for something less. If you weren't looking for something less, you're not going to negotiate.

MR. FIRSEL: It's not going to be 15 percent if you want a direct answer to your question, Mr. Sigalos.

COMMISSIONER SIGALOS: Okay, all right. The other question, and reading through the Staff report, the Chestnut building which will be the last phase of construction, right now it's scheduled to be a rental unit. But at that time, it may be condominiums, did I read that correctly?

MR. FIRSEL: Very much so. That's a very, it depends on market conditions at the time. Condos, as you know, go up and down in popularity, as do apartments.

COMMISSIONER SIGALOS: Right now, are you seeing them going back up at all? I know they've been down.

MR. FIRSEL: They've been down. If they're going back, they're not going back enough to warrant them to build, especially on speculation, condominiums. But we're talking 2.5-three years out.

COMMISSIONER SIGALOS: No, I understand.

MR. FIRSEL: So, there is a very strong possibility. I think Staff recognized it, and that's why they said if we want to make the first two buildings condo, we'd have to come back and talk to them about it. But we may very well make that a condo building or we may

## APPROVED

make it rental.

COMMISSIONER SIGALOS: Okay, well, my last question goes to Staff. Is this project being proposed and approved as a rental development? In other words, if they want to convert to condos, do they have to come back for that approval or they can do that on their own accord?

MR. HUBBARD: The first two buildings, the Highland and the Campbell building will be built as rental. If they wanted to change it to condo, they'd have to come back. The Chestnut building could be built as condo or as rental without having to come back if it remains the same.

COMMISSIONER SIGALOS: All right. Well, that's all I have right now.  
Thank you.

MR. FIRSEL: Thank you.

CHAIRMAN ENNES: I should point out, Sam, did you notice that Sue did join us a long time ago.

MR. HUBBARD: I did notice.

COMMISSIONER DROST: At 10:37.

COMMISSIONER DAWSON: Right, right. Yes, and you also forgot that I'm the former chair of the Housing Commission. I was a member of the Housing Commission for like six years.

CHAIRMAN ENNES: I didn't know that. So, you could have given us the details.

COMMISSIONER DAWSON: I'm just saying, you know, I've been on Plan Commission so long that we all forget how long I was on Housing Commission before. Were you going to say something? It sounded, it seemed like you were going to say something.

MR. ADREANI: Hi. Good evening, everyone. My name is Bruce Adreani, and I just want to say thanks to our team. We've got a great team. You folks have a great team also, it's been a pleasure working with you. Hopefully we can continue discussions toward the starting and completion of this development.

I did want to point out a couple of things. This particular property has been in accumulation and acquisition for a long period of time, in which I take great pride in accumulating. We've had a lot of driveways on the property. There's been a lot of parking along the property. I do take great issue at the fact that people want to take away, that they feel I'm taking away spaces.

Number one, I worked recently to try to pick up a couple of extra spaces. Over by the loading zone over here, yes, so anyhow, the loading spaces over there, we've worked with Rob and Kelle to pick up two extra spaces along Highland over there, so that may help. If you recall, and maybe even some of the drawings and our reports show and have plans for the garage itself. On the lower level of the garage, there's blowout panels that they have, and it was anticipated we'd have ingress and egress to our property.

To say that we're taking away spaces in that area is completely false. That particular garage there, if you think about the area over Highland, it does come to our face, we were never compensated one penny for our development. Not one for our taking. Basically, what you do when you come up to the property, you take away one face by doing that. There's been 105 extra spaces afforded to the garage because of the Highland addition, is that correct?

MR. FIRSEL: More. That's without, it's 108 plus the 24.



## APPROVED

MR. ADREANI: No, I'm taking into consideration the spaces on Highland and all the levels above.

MR. FIRSEL: It's 108.

MR. ADREANI: Okay, so anyhow, and the thing that, you know, that we're taking away are the ingress panels and the egress panels from that garage that go up to our property. We were promised that a long time ago and that's what we have shown here. Like I said, today we picked up two extra spaces just reconfiguring the loading zone over there.

CHAIRMAN ENNES: You're referencing the loading zone on Highland?

MR. ADREANI: On Highland, yes.

CHAIRMAN ENNES: In the back of the Highland.

MR. ADREANI: And that's why it's very important to keep that there because of the fact that if you took two more spaces and put it into our circle around, I don't know where they're going.

CHAIRMAN ENNES: That looks, is that a dock?

MR. ADREANI: Yes.

CHAIRMAN ENNES: Like moving trucks can back in there, unload furniture and stuff for tenants.

MR. ADREANI: Moving trucks could back in, correct.

CHAIRMAN ENNES: And does it go straight into the building?

MR. ADREANI: It does. There will be access there into the corridor section of the building. Basically, that location would be the retail area. We have the generator just to the south of it, and we have the other areas that would lead into the common areas.

CHAIRMAN ENNES: So, delivery trucks could go in there, too, for your commercial tenants?

MR. ADREANI: Exactly, exactly.

CHAIRMAN ENNES: Why would we want to take that away? That seems like such an important part of this development. We're always talking about we don't want delivery trucks on the street. Did I hear somebody say that we could get more parking spots by taking away some of these loading locations within their courtyard? Or did I mishear that?

MR. ADREANI: No, no parking in the courtyard.

MR. WITHERINGTON-PERKINS: The Staff Development Committee had recommended, first of all, liked the project but had recommended a continuance for two primary reasons. One, we need a detailed parking plan, you know, there's things we're hearing tonight we hadn't heard before, you know, that spaces would be free or whatever. We just need all that detailed plan written together so we now have parking that's going to be accommodated.

CHAIRMAN ENNES: I understand.

MR. WITHERINGTON-PERKINS: The second part dealt with the loading zones, I think Sam is trying to pull up a first floor plan. We don't have it?

MR. HUBBARD: We have it at the end of the slideshow.

MR. WITHERINGTON-PERKINS: That's okay.

MR. FIRSEL: We would reduce that loss from six spaces to four by not making the bump-outs as wide and we could get two spaces back and keep the loading zone.

MR. WITHERINGTON-PERKINS: So, there's two issues with the loading zone on Highland. There's concerns from the Committee, Engineering Department and others about congestion in Highland. It's right across from one of the main entrances into and out of

## APPROVED

the ramp. It's darker there, you'll have trucks maneuvering and backing and blocking the traffic.

The second is, you know, trying to minimize the amount or maximize the amount of parking. I don't want to say lost parking spaces and offend anyone, but we're trying to maximize the amount of on-street parking. On their first floor plan, they've got a large bike rack area that is internalized and it's very large. Our thought was you could flip that and add one of the loading zones that would come off the internal courtyard. It would be somewhat similar to the Wing building right across from Jewel. They have their main entrance to the garage ramp and right next to it they have another door that's their loading zone. So, it would be comparable to that.

Again, trying to maximize the on-street parking would be for this development's benefit as well because of customers coming to this site. Again, everybody wants to park on the street first. So, those really are the two main issues that we felt needed a continuance to get resolved.

CHAIRMAN ENNES: And they basically come from the difference between using our parking data, the parking studies we normally do, and the new report that we're using or that was cited? Am I right or wrong on that?

MR. ENRIGHT: Could you repeat the question? I didn't get it.

CHAIRMAN ENNES: The reassessment of the parking from the numbers that the Petitioner gave us, you had them do a new study using some other parking statistics, and that's where the deficiency came from on that sheet, right? Wasn't that from a different report?

MR. HUBBARD: We had them do ITE iterations for commercial parking.

CHAIRMAN ENNES: Right.

MR. HUBBARD: We had them prepare that.

CHAIRMAN ENNES: That's a different statistical study, right?

MR. HUBBARD: From code analysis, it's different. Then we had them include residential parking at 1.3 spaces per unit and 1.5 spaces per unit.

CHAIRMAN ENNES: Okay, and that's where the deficiency is coming from?

MR. HUBBARD: Right.

CHAIRMAN ENNES: And I can understand you haven't seen this data and that's the big concern. You want more time.

MR. FIRSEL: They have the data.

MR. WITHERINGTON-PERKINS: We've seen the data, it's in the back of your report. It shows, you know, the two charts right at the very end, show the projected --

CHAIRMAN ENNES: But you haven't had time to analyze it?

MR. WITHERINGTON-PERKINS: They show the peak commercial demand and the projected deficits. What we are asking for is a plan on how the parking is going to work for this development. If it doesn't work, then there's going to be a peak of 150 people trying to park somewhere else downtown. We're not saying it's going to be all that way, but we just need to see and understand that detailed plan.

MR. FIRSEL: And what is wrong with a development who has retailers who provides sales tax, property tax, and everything else? The argument is basically that your users in your project who are going to be in business, who are retail shops just like any other shop should not be using public parking. I don't get it.

## APPROVED

MR. WITHERINGTON-PERKINS: Again, that's not what we're saying.

MR. FIRSEL: It's exactly what you're saying, Charles.

MR. WITHERINGTON-PERKINS: No, we're saying we need to see the plan so we know that the parking system is --

COMMISSIONER DAWSON: Eventually.

MR. WITHERINGTON-PERKINS: Yes, that's the first time we saw it tonight.

COMMISSIONER DROST: What do you mean use public parking?

MR. FIRSEL: Pardon me?

COMMISSIONER DROST: At our business, we're a law firm, we use public parking and we actually pay for it. We understand how to use public parking and we go through a process of educating our clients that come in where you park.

MR. FIRSEL: Sure, exactly what we're going to do.

COMMISSIONER DROST: Based on the information that we get from the Village that there should be adequate parking. Some periods of the day are better and we can schedule appointments to meet with our clients.

MR. FIRSEL: I guess our biggest issue and why I'm just a touch more animated about this issue is --

COMMISSIONER DROST: Yes, but I mean, we use public parking and we want to use it.

MR. FIRSEL: Oh, sure. The Village has a code, it has a parking code. We are required to comply with your parking code. The law doesn't say we have to park 1.5 to one. The law doesn't say we have to park peak hours. You have a parking code that requires 445 spaces, and we are providing 554 spaces. We don't understand how there could still be an argument that there is a deficiency in the parking we are providing when we are 20 percent in excess of what your code requires at no cost to the Village. That is our biggest problem, we don't get it.

COMMISSIONER DAWSON: Can I just interject? Because it just seems like we're going over and over and over.

MR. FIRSEL: Sure.

COMMISSIONER DAWSON: And you've heard from two Commissioners very worked up. Can we ask some more questions now?

MR. FIRSEL: Yes, I apologize.

COMMISSIONER DAWSON: Thank you. First thing that I'd like to go back to is there were quite a few questions, and I was taking notes, from members of the audience that have never been answered. They just asked them and then we said we'll deal with them later.

MR. FIRSEL: Yes.

COMMISSIONER DAWSON: I think we should answer some of them. I know a couple of people had to leave, it is getting late. We're used to that up here, but others have to go.

So, there was a question about during our festivals, Highland gets blocked off. How is that, this isn't my question, I'm just wanting to make sure the audience's questions are being addressed. Have we thought about that, how we'll adjust during festival time? Any discussions on that yet? I don't know which is, I mean, do you mean the north end?

## APPROVED

I don't know, she had to leave, but the north end of Highland I think is what she means, right? Parking-wise.

MR. WITHERINGTON-PERKINS: Well, there are different events that we have downtown. So, some of the events where Campbell Street is closed, it's closed kind of right at that intersection. I think some events that intersection is open so it wouldn't be impacted, because if Campbell and Vail is closed, we usually keep Highland open for ingress and egress of the garage.

There's at least one event where Highland is closed which is the Rotary Center Run. So, that could present a problem for this particular development because that would, you know, definitely limit their access onto Highland.

COMMISSIONER DAWSON: Unless the route was changed.

MR. WITHERINGTON-PERKINS: Unless the route was changed, correct.

COMMISSIONER DAWSON: Right. I mean, so my thought process along this was if the project goes up, we will adjust the festivals around it. I just want to make sure that the question was addressed.

MR. WITHERINGTON-PERKINS: Well, most events that are on Campbell and Vail, when Vail is closed, Highland is always open, because that's the only way then for people to get in and out, or the southern portion of Highland is open and they have an access on the southern portion so they could allow everybody to exit and enter the garage that way.

COMMISSIONER DAWSON: Okay.

MR. WITHERINGTON-PERKINS: The only one I'm aware of is the Rotary Center Run that would close the whole thing.

COMMISSIONER DAWSON: Right. I wonder why you're aware of that. Maybe because you run it every year.

There was another question, someone asked on the plans about clarifying the Highland building access. They said at some point you had said that it was, I think they said that it was one-way but on the plans they were showing that it both had ingress and egress. Could you maybe just clarify that for the individual that had that question?

MR. FIRSEL: I'd be more than happy to. Thank you, and we appreciate you pushing us back to the questions because we want to, Sam, could you put up the site plan for us please? The question was the southern entrance and exit from the garage, from our garage would be for our residents only. The entrance only on the north would be into the site, that would be a public entrance for customers, drop-offs, pickups, loading, unloading, as well as access into the garage for anybody who has proper access to the garage.

So, I'm not sure if that answers their question, but the north entrance seemed to be the issue of what is it for and it serves only our garage, only for residents.

COMMISSIONER DAWSON: There was a question about if the parking study included the rooftop restaurant use.

MR. FIRSEL: Yes, it does.

COMMISSIONER DAWSON: I'm assuming it does, right, okay.

MR. FIRSEL: Yes. All the parking counts include both the rooftop restaurant as well as the first floor as you see to the north of the parking, our favorite discussion topic, the docks. There is retail in that area as well, and both of the counts in the reports, in the Staff report and in ours, include parking for both of those.

COMMISSIONER DAWSON: The construction hours I think is answered.

## APPROVED

Then there was a question of why not diagonal parking. I would just address that, that's not your concern, that's a Village concern and it's part of an overall global, right, there's various reasons why diagonal parking may or may not work in our town and you guys are working on that, right?

MR. WITHERINGTON-PERKINS: Yes. As I mentioned, we did study that and you have to do it in one-way pass and you don't really pick up a lot of spaces, and there are other mitigating factors that doesn't work for our downtown.

COMMISSIONER DAWSON: Yes, I think the big thing is our streets would convert to one-way and that could become incredibly frustrating for many of our people traveling through the downtown. Okay, so that was all that I wrote down from questions. So, I missed one.

MR. FIRSEL: There's one more.

COMMISSIONER DAWSON: There was one more, what was it?

MR. FIRSEL: There was one, Commissioner, about the one that mentioned ComEd because they said --

COMMISSIONER DAWSON: Oh, the ComEd. I thought that was addressed.

MR. FIRSEL: Yes, they did ask a question on ComEd. Needless to say, the last thing in the world we want for a luxury apartment building that's charging luxury rents and is brand new, to have any problem with electricity. We can assure you that we are not building anything until we know that we have the maximum capability of providing continuous, uninterrupted electric service to our project. It is not a question whatsoever.

COMMISSIONER DAWSON: Okay.

COMMISSIONER WARSKOW: I think there was one more question, it was the Metra.

COMMISSIONER DAWSON: Oh, yes.

COMMISSIONER WARSKOW: I once again can't put this on you but it is something I wondered as well being a person who takes the Metra five days a week. Depending on the day, we can be completely full on the Metra train at the Arlington Heights stop.

MR. FIRSEL: Yes, I used to ride the Metra from Arlington Heights, I lived here 20-some years. I took it when there were smoking cars. I don't know if any of you took it that many years ago. That was awful, and sometimes that was the only place you could find a seat.

However, whoever said that Arlington Heights is one of the busiest stops, they are correct, as is Arlington Park. I think the two Naperville stops are ahead. Then we have maybe one more, and then Arlington Heights and Arlington Park. As we are aware, there are additional apartments going up at Arlington Park which is a stop before Arlington Heights and you're lucky you stop before going home.

However, I think the point is well taken and we will have a discussion and we should discuss in conjunction with the Village if they're so inclined to talk to Metra, let them know what's coming and how they intend to address the issue. So, I appreciate the, it's something I hadn't thought about and we will absolutely look into it.

COMMISSIONER LORENZINI: Mary Jo, when you said it's completely full, what's full, the car or the station?

COMMISSIONER WARSKOW: The car. From my experience, even in the coldest weather, not many people are actually in the station, but then again the train I take you

## APPROVED

board from the middle so you're not boarding from the station side. But, so it's the cars.

COMMISSIONER LORENZINI: Okay, so as a 29-year employee of Metra, I could probably speak to this.

MR. FIRSEL: Oh, good.

COMMISSIONER GREEN: I've seen him add cars to trains.

COMMISSIONER LORENZINI: So, you don't have to worry about the station, the station itself and the platforms are more than adequate.

COMMISSIONER WARSKOW: Right.

COMMISSIONER LORENZINI: What you have to worry about is the cars. They're short of cars now, so it's going to be tough getting more cars, but getting the seats is going to be a bigger problem on the train than space in the station.

COMMISSIONER DROST: Didn't they just order a whole bunch of new cars?

COMMISSIONER DAWSON: There's new trains?

COMMISSIONER DROST: They've ordered new cars.

COMMISSIONER LORENZINI: They ordered new locomotives. Cars are coming but it's going to take a couple of years.

CHAIRMAN ENNES: Well, this will be a couple of years to go.

COMMISSIONER LORENZINI: No, they'll look at the ridership. They'll look at the ridership for the cars. The train crews record the ridership. When the train gets overcrowded, they have an extra car and they put it on. But there's a whole host of other issues with adding cars to a train.

COMMISSIONER JENSEN: There was one other question which I was intrigued by. They said if someone has an apartment in the Campbell Street building and they have five or 10 grocery bags and they have to drive into the Highland garage to park, or is there some way they could actually unload the groceries and so forth before they park? Just a practical, logistical question.

MR. FIRSEL: Sure, that's a very legitimate question. The easiest answer is that we will have in the lower level, we'll have grocery carts. So, someone can take a grocery cart, fill it with their groceries, take it up to their apartment. Next time they go down, they can bring it back.

COMMISSIONER JENSEN: But can they park there, do they have to go park in the Highland garage before they transport their groceries upstairs?

MR. FIRSEL: As to the Campbell building, we will discuss and take into consideration those two covered loading zones, to be able to access a cart in the loading zone, just put your groceries right into a cart, park your car, come back and then take your cart up. As stated, these are going to be under 24/7 surveillance with personnel on site. So, we believe that it's a very legitimate question, but logistically we feel that we will be able to handle that question. We've asked it ourselves. It may not even be a package, it may be something larger. Arrangements can easily be made to bring in something as long as we know that you need to use the loading zone for a couple of minutes.

In addition, the Highland building, as you see on each side, each has a loading dock. So, if it's something a little larger, you want to pick up a television or some furniture or something, each of those, those two buildings as well as the Highland building all have loading docks as well.

## APPROVED

COMMISSIONER JENSEN: I think your neighbor just wanted to be reassured that you had this --

MR. FIRSEL: Yes. We absolutely will. You're correct, forgot to answer that.

CHAIRMAN ENNES: Commissioner Dawson, would you like to finish up?

COMMISSIONER DAWSON: All right. Well, I didn't even get started with my questions. Okay, so I think just general, before you get all angry at me --

MR. FIRSEL: No, I'm not going to get angry.

COMMISSIONER DAWSON: Before we start talking about things like taking parking, I'm just kidding. I'm very much in favor of the project overall. I'm also very much in favor of continuing it because there's way too much undecided right now. But I like the project. I, unlike the individual who said he moved here to get away from this kind of growth, my husband and I only left Chicago because of the growth that was happening here. I've lived in Arlington Heights, other than my short stint in Chicago, my entire life, so almost 47 years now. So, I think I out-resident most of you people around here.

So, I really like the project. I don't think the glass building looks like a hospital. I think it looks really cool, and I am excited about that kind of mix and how that's going to come into our town. I think it's a great add.

But here is the problem with the parking. You used to live here, but you don't live here now, right?

MR. FIRSEL: You're right.

COMMISSIONER DAWSON: I have a general frustration with people who say there's not enough parking in this town, because as pointed out the parking garages have spaces. People aren't actually saying there's not enough parking; they're saying there's not enough convenient parking.

MR. FIRSEL: Bingo.

COMMISSIONER DAWSON: They want to park right in front of where they want to go. You know, if you've lived anywhere else in any urban environment, you don't get to do that when you have this kind of urban feel and that's what we've created in Arlington Heights and that goes along with it. You want all the restaurants, bars, excitement, restaurants, so we're not going to build a park right in front of the shop. Just like the woman who suggested people move to Iowa, if you move to a more quiet town, you'll be able to get that kind of parking. That's not what we're going to have here.

But whether or not I agree with that or believe it, it is a common complaint from our residents, right? So, we have to consider it and address it.

MR. FIRSEL: No question.

COMMISSIONER DAWSON: I think that it's similar to the, you know, you take your victim as you find it concept in the law. You've got, there's a lot of lawyers in the room. I know you didn't create the problem but the problem is here and you're never going to be able to convince the residents that are upset about parking that you didn't take spots away, okay, regardless of the terminology.

MR. FIRSEL: Right.

COMMISSIONER DAWSON: So, it is something that has to be considered and addressed just because we have to think about our residents and the impact that this is having, even though the positives to what this will bring to our community are wonderful and we

## APPROVED

want you here, right? But we need to have more discussions.

So, I had a question on how you're going to work this validation, because as soon as you told me, oh, you go in and you get a ticket and then you go into a shop and they press it and I get it for free, the first thing I thought of is great, I'll walk into a shop, get it validated and then I'll go to Peggy's, you know, and I'll come back four hours later. So, I mean, there's always a workaround around the validation. So, I just, you know, hey, as a resident, I don't really care because I'd be able to get the parking. How do you plan to work that? Is there going to be some sort of time limit? I mean, how are we doing that? Yes?

MR. ENRIGHT: If I could interrupt, Chairman? We need a motion to extend.

COMMISSIONER DAWSON: Oh, to extend.

CHAIRMAN ENNES: 11:00 o'clock?

COMMISSIONER DROST: 11:00 o'clock, yes. I'll make that motion.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER DAWSON: Second.

COMMISSIONER DROST: Shall we go half an hour here?

CHAIRMAN ENNES: We're going to extend a half hour?

COMMISSIONER DAWSON: To 11:30?

COMMISSIONER DROST: Yes.

CHAIRMAN ENNES: Okay, all in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: Okay.

MR. FIRSEL: First of all, to the extent if this is continued past this evening, we will certainly provide as much of a detailed written parking allocation study plan as we can do at this time.

COMMISSIONER DAWSON: Oh, for sure, yes.

MR. FIRSEL: We have hired Walker Parking who I think they were a consultant, were they a consultant on the Vail Street Garage? I think they've worked within the Village, Charles? I'm not sure.

MR. WITHERINGTON-PERKINS: We've hired Walker for a couple of things, depends which Walker, there's two Walkers.

MR. FIRSEL: Yes, that's true. This is Walker Consultants who, they're extremely good. They've been on retainer with us for months. But we will, you want to know I think the logistics of how the parking will work, and we will do our very best to provide that, to provide how we're going to handle the peak hours, and to provide the information that is requested.

COMMISSIONER DAWSON: Sure, and I don't expect you to be able to have an answer for us. I just, you're saying that, you know, this is only for our customers and we're going to, you know, restrict it to that. In other words, you're going to pay. I'm just pointing out that residents and other people will always find a way around that.

MR. FIRSEL: Well, there's a chance that if they go into a shop and ask for validation, there's nothing that says the shop won't pay for the parking. They're not going to give you a validation unless you both something.



## APPROVED

COMMISSIONER DAWSON: Maybe, maybe not.

MR. FIRSEL: Who knows?

COMMISSIONER DAWSON: I mean, but if you put a coffee shop in that corner and I can very quickly pick up a cup of coffee and get by. Anyway, just pointing that out. Just something to think about because, you know, we're kind of fighting back and forth about whether or not the public should have access, and in my opinion the public is going to find out a way to have access to your parking spots.

MR. FIRSEL: We agree.

COMMISSIONER DAWSON: So, then the question becomes, you know, there is not enough to accommodate everybody in that space. So, it's something you might have to work out on your own about how you're going to monitor that.

I was a little confused about, I know we've had all these various ratios and different ways for measuring parking, and then we showed a deficit. I know that you disagree with those analyses and I'm not going to pick one or the other. I just want to understand one concept.

The deficit, was that overall including commercial? I mean, we're saying that as is, if we go with this 1.5, there won't even be enough parking for the commercial units? Or are you saying no, that's just for the residential?

MR. HUBBARD: Again, that depends on how the parking is allocated.

COMMISSIONER DAWSON: Sure.

MR. HUBBARD: But as a combined shared, you know, Highland building garage, there would be a deficit with commercial or in combination with residential as well.

COMMISSIONER DAWSON: Okay, so it's an overall deficit, okay.

MR. HUBBARD: Right, and you can specify it between commercial and residential, but it depends how it's ultimately allocated to, you know, where that deficit falls.

COMMISSIONER DAWSON: Sure, and we don't have a set recommendation or set requirement of a certain number being available for commercial versus residential, correct?

MR. FIRSEL: Sure you do.

COMMISSIONER DAWSON: We do?

MR. FIRSEL: Yes.

COMMISSIONER DAWSON: We do. There are so many conditions; I might have missed that.

MR. FIRSEL: It's 395, your code requires 395.

COMMISSIONER DAWSON: No, no, I understand what the code requires. I'm saying in the parking garage, are you mandating X number will always be available for commercial use?

MR. HUBBARD: There may be a condition, there's none yet.

COMMISSIONER DAWSON: Right, okay.

MR. HUBBARD: But again, we need to see the plan to make a condition.

COMMISSIONER DAWSON: Exactly, so that's what I'm getting at is there's nothing to stop you, and I'm not saying you're trying to pull a fast one, but there's nothing to stop you from saying that our tenants want more cars so we're going to take away from what was going to be available to the public and we're going to give those to our tenants now, if we don't have some restrictions built in to make sure of that. Because part of your argument is

## APPROVED

we're providing more parking for the public versus this, it would be another word than taking, but versus, you know, the removal of the 22 spots that you disagree with the assessments, but the residents are saying, you're saying, well, we're giving you more than 22, right? If you shop in our stores, you eat in our restaurants, there's more than 22 that we're providing to you.

MR. FIRSEL: That's correct.

COMMISSIONER DAWSON: Right. So, what I'm saying is, but there's no way to make sure that you don't take those away later.

MR. FIRSEL: The code requires us to have a certain number of allocated parking for our retail office on a full-time basis which we will absolutely comply with no matter what.

COMMISSIONER DAWSON: I'd still feel better if it was a condition. People violate codes in this Village all the time. They come before us quite frequently.

MR. FIRSEL: Well, I think the last condition was that we comply with all of your --

COMMISSIONER DAWSON: Right, right. It's on every single solitary one of them. I'm just saying that I would feel more comfortable if everyone had kind of an agreement on where we're at.

Then the last comment before I let George, because he's been chomping at the bit to take over here, you already tried to take away from me once, I'm just saying, George, back off.

COMMISSIONER DROST: I always like to take away from you.

COMMISSIONER DAWSON: Still my microphone. You made some comment about saving six spaces so that we could, in getting rid of the, you see it's 11:00 o'clock, it's been a long day.

MR. FIRSEL: The loading zone, yes.

COMMISSIONER DAWSON: The loading zone, right, whether or not I haven't fully fleshed out because we really don't have enough time to get into it and I know you guys are going to work on that if we continue, whether or not I think that's good or bad, but you did make a mention of we'll reduce the buffers and save two spots. I just wanted to point out I would much rather lose two spots if we're going to keep the loading zone instead of having to park my car somewhere that might get hit by like a truck. It's two spots. So, just my, I would rather lose those spots is all I'm saying, okay?

MR. FIRSEL: We can accommodate both. We can keep the loading zones as they are. The width of those walls on the side simply don't have to be nearly as wide as they are and we could add one parking spot on each side, and keep the loading zone as it is.

COMMISSIONER DAWSON: Okay, and the loading zone sounds like a good --

MR. FIRSEL: We will present that when we respond to our third round of comments. We will respond with that as well as a more in-depth parking analysis for our, and it will be both garages because there will be some, as I said to Commissioner Sigalos, there may be certain situations where we may have to put some of the parking in the excess spots in the Chestnut building. How that will be regulated, we will cover that.

COMMISSIONER DAWSON: Great, and again, I'm very much in favor and hope to see this project come about. There's just some tweaking that still needs to be done.

MR. FIRSEL: I think that's what it's down to.

## APPROVED

COMMISSIONER DAWSON: I'm really just commenting, I mean, really these comments to me are just kind of tweaking, right, not overall overhauls or anything in my opinion. I'm only one Commissioner. I think it's great. I think it's going to be a terrific benefit. But I do appreciate what Staff is saying is this is going to be a major change to our downtown the way it currently exists. There are some considerations and we need more time to make sure it's being planned out carefully. So, I am in favor of the continuance. That's it.

COMMISSIONER DROST: This is the Lincoln Yards of Arlington Heights.

COMMISSIONER DAWSON: The Lincoln Yards?

COMMISSIONER DROST: This is not --

MR. FIRSEL: Great analogy.

COMMISSIONER DROST: Yes. No, so, I'll just try to keep it in some broad strokes. One issue that I've got is sort of in the technology end of it. As we, and being an older guy maybe and remembering when there were smoking cars on the Metra, what about power? The charging station for electric cars, if there are smaller, urban, you know, cars? Is there going to be some adaptability built into it? Maybe it's more of a construction question. Then leading into the construction question, I'll just ask the questions and then you can answer if you feel comfortable with them.

MR. FIRSEL: Sure.

COMMISSIONER DROST: The type of construction, will it be the New Green Deal type construction, LEED certified, and all of those factors of sort of a modern building? You're going to be building luxury apartments or luxury units.

A third issue is with the rental mix, because there's a predominant studio/one-bedroom bias to the mix. If the parking didn't work out and you had a deficiency, a significant deficiency, can you repurpose some of the studio and one-bedroom making them larger? Or at some point even doing condominium conversions for certain parts of the development? That's sort of a general question.

I think, and the setback question, does that make any sense? The first speaker, Judy, I don't think that was addressed. Maybe we did argue about congestion and parking, I forgot about that. No, I'm teasing. That was I know the central one and you guys will figure that out.

Then I think the other thing that we need to know is something about the developer. Has the developer ever built anything in Arlington Heights or anywhere in the northwest communities?

MR. FIRSEL: I'm so glad you asked that question.

COMMISSIONER DROST: Has he had experience in building? Does he know what he's doing? You know, I think we need that for the record.

MR. ADREANI: You want me to answer that?

COMMISSIONER DROST: I've got a tongue-in-cheek on that one, but I think there's experience, and then what have you learned from those other experiences you've had in building canyons in Des Plaines and elsewhere? That you know about aesthetics and you've kind of --

MR. ADREANI: Good evening. Once again, Bruce Adreani here.

COMMISSIONER DROST: You can start with the last one, too.

MR. ADREANI: Actually, I'll go through the list that you talked about. Car charging, yes, we will. My wife and I, we also have an apartment in Florida and we just got

## APPROVED

through putting two chargers inside our building. They're in a couple of strategic locations and it works out well. We've just got to find people that will, you know, not over-time themselves for those stations, because some people do stay there and they forget that they're plugged in. So, they've got to go back on that and look at it.

LEED, yes, we have talked about, looked into, and we will be doing some LEED programs here on our buildings.

The rental mix, we will have people reviewing, all of our people, to find out what type of units are going to be selling well, I mean, I'm sorry, leasing well, and whether or not this particular apartment building can be converted to condominiums down the road, I think we have it in our ordinance or will be in our conditions that we'll have to come back and talk to you regarding that, and that particular approval will not be unreasonably worked out, is that correct?

MR. WITHERINGTON-PERKINS: The main issue is parking because condos have typically a higher parking. So, we're not worried about the Chestnut building, it's more the Highland and Campbell buildings.

MR. ADREANI: Right, and they may be re-mixed also. You know, you may take two studios and make one particular larger unit out of it. So, I think that would work well. We wouldn't want to do anything to jeopardize our sales should a condominium conversion falls through.

Regarding the setback, it is what it is. There's a lot of buildings here --

MR. FIRSEL: The lady brought up the issue about the setback on Campbell. There is no variation.

COMMISSIONER DROST: And that was a complaint, and that goes really to sort of the construction materials that you use. Do you have sound-absorbing materials so they don't ricochet off of windows? Ambient light and ambient noise issues, those kinds of --

MR. ADREANI: It's hard to do that. It's brick, glass, it's hard to do that.

COMMISSIONER DROST: Yes, but you've got a smart contractor.

MR. FIRSEL: The smartest.

MR. ADREANI: And that brings me to the fifth question that you had. Yes, I've been at this business since I was 15 working for my dad. We have built in the northwest suburbs. I did a lot of work in town here back in the early to mid 70's on different buildings that he was involved with. I've done a lot of buildings that have been in projects, I shouldn't say projects, but in areas like this particular setting where there have been TOD development types, where people can just walk to everything. To have a full train, that would be great. You know, to get some other cars as we can from Metra, that would be great.

So, I look forward to that happening, and that would also lessen the parking that we'll require of everybody, because I strongly feel that this particular development will not fill up the parking spaces. That's what, you know, I've been doing this all my life. I just didn't start yesterday, and I just have a lot of faith in that, knowing the marketplace, where the people would be coming from, where they're going to. I want to be a part of this just like you folks do, you folks up there and everybody else in the audience, too, and I take great pride in what I do. So, I will deliver.

MR. FIRSEL: One of the things that we did discuss early on, and we're not ruling it out, because of the transient nature of the, not the apartments but the use of

## APPROVED

automobiles and Metra, is possibly putting a small Zip car concession in the lower level of the garage so people don't need to have a car full time. They don't have to pay for it. There will be four or five down there. You take a car when you need it, you pay for it, and you return it. What could be an easier solution than that? So, we are considering that.

COMMISSIONER DROST: Those are sort of the ideas of staying ahead of it, and I'm not the guy that is the technology --

MR. FIRSEL: Yes, we are considering that.

COMMISSIONER DROST: But Zip cars, the Ubers, artificial intelligence where you can, you know, get the app to have the car deliver your --

MR. FIRSEL: Before you know it, you will be in your apartment and you will press a button and your Tesla will pull out of its own parking space and pick you up in the loading zone.

CHAIRMAN ENNES: I like that.

COMMISSIONER DROST: Yes, yes. I'm done, go ahead. Go ahead.

COMMISSIONER JENSEN: I think every question that could be asked has been asked and answered as far as I'm concerned. So, I'm very happy, I like this project, and I think you've, I think both you and the Staff are to be commended. The reports were great. You've gone through all the issues. It's too bad that some of the people who asked these questions left before you got a chance to answer them.

But I still, like Commissioner Dawson, am probably going to want to support a continuance so you can work all those things out, which means you're going to have to come back and talk to us again I guess.

MR. FIRSEL: It would be a pleasure.

COMMISSIONER WARSKOW: Okay, well, if you've done your homework, you know I'm the environmental person on this Commission, and I do want to thank you very much for the green roofs. I think they do add a significant benefit to the environment and to your residents.

The only question I had was there was some talk about permeable pavers but now there's talk about fire trucks, so I got lost as to what the current status of the permeable pavers are.

MR. FIRSEL: That's a very, very good question. It's not meant to be a sarcastic answer, it's so are we. We have, we believe, and we will clarify this because this was brought up in the recent round of comments. The comments, thank goodness, on both ends are shrinking, and these were a couple of the comments we just received. The departments may conflict in their responses between Engineering, Fire Safety, Fire Department. We will comply with whatever is required to comply.

We do know that there are, I believe your new police station or one of the other newer buildings?

COMMISSIONER WARSKOW: Yes, behind the police station.

MR. FIRSEL: Behind the police station is what we want to put in that area, okay. But we will examine that further and we will confirm it with Staff and the various departments, so when we come back, we will hopefully have a concrete resolution of that.

COMMISSIONER WARSKOW: No pun intended there?

MR. FIRSEL: That was said on purpose. Thank you.

COMMISSIONER WARSKOW: Thanks, that's it.

## APPROVED

COMMISSIONER LORENZINI: Okay, so I come from the south side of town, so every time I come downtown I actually like those spots that are going away. But I wanted to thank you, after your explanation, I want to thank you for all that free parking all these years.

So, a question for Staff. Mr. Firsel said they're providing more spots than needed. Do you not agree with his statement?

MR. HUBBARD: From a code standpoint, they are. From the data that they provided in their parking study, there is going to be a deficit at certain times.

COMMISSIONER LORENZINI: Okay, that's good enough. The five full-time employees that Ms. Smart talked about, that's not mandated anywhere, is it? I mean, they could go down to three or up to six?

MR. HUBBARD: It's not a code requirement.

COMMISSIONER LORENZINI: No guarantee, right, okay. The R-3 lot, where is the R-3 lot that's got to be rezoned?

MR. HUBBARD: The R-3 lots are this lot, this lot, this lot and that lot.

COMMISSIONER LORENZINI: Okay, thank you. Let's see. The southwest corner of Chestnut and Campbell is where they're going to be doing some staging for the contractor. Who owns that lot?

MR. FIRSEL: We do. Mr. Adreani does.

CHAIRMAN ENNES: Wait, what lot?

COMMISSIONER LORENZINI: There's an empty, there's a lot on the southwest corner.

CHAIRMAN ENNES: Oh, the parking lot?

COMMISSIONER LORENZINI: That their contractor is going to be parking.

CHAIRMAN ENNES: Those are parking spots, right? Okay.

COMMISSIONER LORENZINI: Another question, the dog walk area within the compound, where is that going to be at?

MR. FIRSEL: It's shown in one of the plans.

COMMISSIONER LORENZINI: Right there, okay.

COMMISSIONER DROST: Yes, that was actually another question I had. What happens to the loss of the current dog walkers? Where do they go?

COMMISSIONER WARSKOW: Wherever they want.

COMMISSIONER LORENZINI: Quick question for KLOA. The traffic study or the traffic counts you did, does that take into, do you do it different if you take into account a transit-oriented development?

MR. ABOONA: I'm sorry? I don't --

COMMISSIONER LORENZINI: The traffic counts that you did or projections, is it different if you're out in the middle of nowhere as opposed to maybe a TOD area?

MR. ABOONA: Yes, I mean, we took, in the trip generation we took that into account. We assumed a 15 percent reduction to account for some of the residents that may not drive and take the train, yes.

COMMISSIONER LORENZINI: Okay, thank you. Is there any component to a noise study on a development like this?

MR. WITHERINGTON-PERKINS: No, not typically.

## APPROVED

COMMISSIONER LORENZINI: Okay, that's not required. Final question for the Staff, so there's talk about, some talk about density and the statements made that this is a lot less dense than what could be allowed. Just give me a quick example, what could go up instead of what's going up now as far as --

MR. HUBBARD: They're pretty much maxed out from a code standpoint when it comes to density.

COMMISSIONER LORENZINI: Pardon me?

MR. HUBBARD: They're pretty much at the max density allowed by the zoning district.

MR. FIRSEL: Could you put your matrix up? The matrix that has the density.

MR. HUBBARD: Yes, I don't have it, but they're pretty much maxed out.

MR. FIRSEL: Yes.

COMMISSIONER LORENZINI: Okay, that's all I have, thank you.

CHAIRMAN ENNES: Commissioner Green?

COMMISSIONER GREEN: I can't possibly think of anything else to ask you, but I do want --

CHAIRMAN ENNES: But you will.

COMMISSIONER GREEN: Just a couple of quick items. This is for Staff. When you figure out the parking and you get your final study, if those were to become condo buildings along Chestnut, would that change the requirement, the number of spots versus rental?

MR. HUBBARD: The code requirement is the same. The actual demand is sometimes greater for a condo development.

COMMISSIONER GREEN: Okay, just so you don't have to do this again, if that's a consideration, consider it.

MR. FIRSEL: I think that's a great point.

COMMISSIONER GREEN: Just so you don't have to come back and do it again. So, other than that, I just wanted to say I like the project. I think it's great. I've liked it from the old Conceptual Plan Review Committee. I think it's good. I was giving the Design Commission a hard time for the appearance of the Chestnut building. I think that going through the Design Commission three times, it is a huge improvement. I like it. I like the fact that I was questioning the commercial on the first floor, I don't question that any more, I think it's a good fit. Good project.

MR. FIRSEL: Thank you.

CHAIRMAN ENNES: That's from our architect.

COMMISSIONER GREEN: I'm done. My voice is done, too.

CHAIRMAN ENNES: There's a lot of voices going. Anyways, I have a couple of brief questions.

MR. FIRSEL: Sure.

CHAIRMAN ENNES: Mr. Adreani, rumor has it you grew up in Niles?

MR. ADREANI: No.

CHAIRMAN ENNES: No?

MR. ADREANI: I did live there for a while, my wife and I.

CHAIRMAN ENNES: Yes, me, too, around the same time. You know, we'll

## APPROVED

talk later.

MR. ADREANI: And my brother lived there, too.

CHAIRMAN ENNES: Yes, okay. To piggyback on Joe's comment about Deb Smart, she talked about how you're going to be setting this up to get going and acclimate. She had quite a list of things that you'll be doing there and I just want to confirm. It's not just the one issue about the number of employees, these are all conditional things. You're going to be running a business, you'll do what works for you, right? These are not things that are written in stone that are going to be part of this project going on. You'll have to see what works.

MR. FIRSEL: It could be more, it could be less as we, it depends on circumstances which as we all know vary day to day, week to week. The goal is to adapt and do what's best for the Village and best for our tenants.

CHAIRMAN ENNES: Right, okay. Let's see. For KLOA, I had a couple of quick questions here. These loading spots in your courtyard here, what's the biggest size truck that will fit in those, in the courtyard?

MR. ABOONA: They're mostly, they're all single unit panel truck.

CHAIRMAN ENNES: But what length of a truck? Are these for --

MR. ABOONA: Thirty feet. They're single unit, they're not tractor trailers.

CHAIRMAN ENNES: Okay, but, so for trucks that are going to be supplying your businesses that might be delivering household goods to your tenants and that type of stuff.

MR. ABOONA: That's correct, and we've already, we also tested it to accommodate emergency fire trucks being able to maneuver through the motor court.

CHAIRMAN ENNES: I think this is a wonderful feature to have these internal so they're off the street.

MR. ABOONA: Absolutely.

CHAIRMAN ENNES: Which is a constant complaint of the neighbors. So, you might be losing some parking spots, but they're not going to have trucks out there either.

MR. ABOONA: Absolutely.

CHAIRMAN ENNES: If we're removing some of the parking spots on Campbell, why on both sides of the street?

MR. HUBBARD: When you put a crosswalk on the other, the east leg of Campbell and Highland and the bump-out for that crosswalk, it eliminates two spaces. So, I can show you if you --

CHAIRMAN ENNES: So, there's still going to be like three?

MR. HUBBARD: Right, there's one space here, there's one space here, and there's one space here. Once you put a crosswalk here and a bump-out for that crosswalk, it's going to eliminate two out of these three spaces.

MR. FIRSEL: Neither of which is at or on our property.

CHAIRMAN ENNES: Yes, well, would you mind it being on your property? It would take less spaces off the street there if we --

COMMISSIONER GREEN: If we put the crosswalk just on the east side of Highland.

MR. FIRSEL: It is on the east side.

MR. ADREANI: But then it goes across to where the fire hydrant is. There's no parking there.

COMMISSIONER DAWSON: We've only got three minutes until we have



## APPROVED

to extend again.

MR. HUBBARD: Based on the design, it's going to eliminate two spaces.

CHAIRMAN ENNES: Okay, you know, just in summary, I think it's a fantastic project. Long, long overdue. It's a shame the Village has missed all the revenue from a development like this for so long. I realize it takes an awful long time to assemble a property like this, pick up all those residential lots and amass something like this and get the plans together. I love it, I think it's going to be a fantastic addition to downtown.

It's nice to know that there's a lot of the neighbors who strongly support it. I just can't say enough about it, although with 10 conditions, 10 of the Village Staff's conditions that you're either no or would need to look in more, I have to really agree with the continuance. I hate to put you guys off because I know time is money. You've got a lot of money invested in this already and I know you'd like to get going. But hopefully, you can put that together, what they need, and get back to us because --

MR. FIRSEL: As long as Staff isn't -- I'm sorry, I didn't mean to interrupt.

CHAIRMAN ENNES: No, go ahead.

MR. FIRSEL: As long as Staff isn't tired of seeing us and going through these. It is our intention, when I get back from my vacation I'm taking tomorrow which I need after this, to sit down with the Staff, go over the conditions, go over the remaining comments, and come as close to resolution on as many of them as we possibly can so that when we do come back, that 10 may be down to a much lower number by us changing or maybe the Staff changing a little bit. But that's how we've been able to work in the past and hopefully we'll be able to do so. So, next meeting, we will make much it shorter.

CHAIRMAN ENNES: Well, yes, I hope for that. But yes, good luck with that. I don't think they're tired of seeing you or they wouldn't have put so many conditions in there.

MR. FIRSEL: Oh, they're not done yet.

CHAIRMAN ENNES: Yes. But no, good luck with it. Do we have a motion?

COMMISSIONER DROST: I'll make a motion to continue the hearing based on what we discussed here as far as the open-ended items related generally to the parking issue. I did want to also make a comment to our audience, both pro and con in concerns. I think it was a very civil hearing and I appreciate the fact that people could hear and listen to each other. That's the motion with a comment.

COMMISSIONER DAWSON: I'll second it.

CHAIRMAN ENNES: And there's a second.

MR. HUBBARD: Is the motion to continue until the April 24th meeting?

COMMISSIONER DAWSON: Sure.

CHAIRMAN ENNES: Okay, continue.

COMMISSIONER GREEN: To the April 24th meeting.

CHAIRMAN ENNES: Do you want to take roll call?

MR. FIRSEL: Excuse me. When would it be continued to and come to the next meeting?

MR. HUBBARD: To the April 24th meeting is what we'd recommend.

CHAIRMAN ENNES: Is what?

MR. HUBBARD: Is what Staff would recommend.

## APPROVED

MR. FIRSEL: We would strongly request the April 10th meeting.

COMMISSIONER DROST: Well, you've got a study that comes in when?  
It's April 19th or something?

MR. ENRIGHT: No, that's not a study. That's just an RFP for how much it's going to cost.

CHAIRMAN ENNES: Okay, well, as soon as --

COMMISSIONER GREEN: Work it out with Staff.

COMMISSIONER DAWSON: We're just making a motion to continue to the next available date, how about that? And you guys can figure the date, does that work?

MR. WITHERINGTON-PERKINS: I think for our public notice, you have to have a specific date.

MR. FIRSEL: We have to re-notice?

MR. WITHERINGTON-PERKINS: Otherwise you have to do notice again.  
So, there needs to be a specific date in the motion.

COMMISSIONER DAWSON: So, what are your thoughts about the 10th?

MR. WITHERINGTON-PERKINS: Well, a report would have to go out next week. We haven't met and we haven't received anything. So, that's the issue with the 10th.

CHAIRMAN ENNES: As soon as you can meet with them.

MR. WITHERINGTON-PERKINS: Well, I mean, you can continue to the 10th, and if we have information, you know, by the end of the week and we can meet early next week, then we can make it, great. If not, there would be a simple motion to continue at the 10th to the 24th.

CHAIRMAN ENNES: As long as we can get --

COMMISSIONER DAWSON: Yes.

MR. FIRSEL: May we request that? We'll do our very best.

COMMISSIONER DROST: Add that.

COMMISSIONER DAWSON: Okay, yes.

COMMISSIONER DROST: 10th to the 24th. So, 10th.

MR. WITHERINGTON-PERKINS: So, make a motion tonight to continue to April 10th if that's the will of the Commission.

COMMISSIONER DAWSON: Yes.

MR. WITHERINGTON-PERKINS: And then on the 10th, we'll know the week before where we're at.

COMMISSIONER JENSEN: Charles, the 30-day public notice posting doesn't pertain because it's being continued?

MR. HUBBARD: To a date specific, it doesn't pertain here.

CHAIRMAN ENNES: Okay. Yes, we need a roll call, a vote.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

## APPROVED

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

COMMISSIONER DAWSON: And I'm right here. Come on, it was like two minutes late people.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. FIRSEL: So, I can tell my partners we had a unanimous vote tonight. Thank you all.

COMMISSIONER DAWSON: Yes.

CHAIRMAN ENNES: You did.

MR. FIRSEL: Thank you so much for your time and staying to this late hour. We truly appreciate it. Thank you very much.

CHAIRMAN ENNES: Thanks for all your hard work on this project.

COMMISSIONER DAWSON: Do I make a motion to adjourn?

COMMISSIONER WARSKOW: But we need to make a motion to adjourn.

COMMISSIONER DAWSON: No, we have to adjourn.

CHAIRMAN ENNES: I need a motion to adjourn.

COMMISSIONER GREEN: I make a motion to adjourn.

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: Okay, we're done.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 11:33 p.m.)

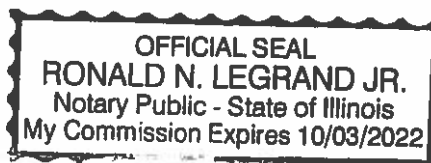
STATE OF ILLINOIS       )  
                                       ) SS.  
 COUNTY OF COOK        )

I, RONALD LeGRAND, SR., depose and  
 say that I am a digital court reporter doing business in the State of Illinois;  
 that I reported verbatim the foregoing proceedings and that the foregoing  
 is a true and correct transcript to the best of my knowledge and ability.

  
 RONALD LeGRAND, SR.

SUBSCRIBED AND SWORN TO  
 BEFORE ME THIS 5TH DAY OF  
April, A.D. 2019.

  
 NOTARY PUBLIC



LeGRAND REPORTING & VIDEO SERVICES  
 Chicago & Roselle, Illinois - Miami & Orlando, Florida  
 (630) 894-9389 - (800) 219-1212