

PLAN

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

COMMISSION

RE: RIDGELINE/ROHRMAN DEVELOPMENT - PC #21-009

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 25th day of August, 2021 at the hour of 7:41 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
 LYNN JENSEN
 MARY JO WARSKOW
 TERRY ENNES
 JOHN SIGALOS
 JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
 BILL ENRIGHT, Deputy Director of Planning and Community Development

CHAIRPERSON DAWSON: Okay, before we go into the next item on the agenda, just a reminder, that as we said at the beginning of the meeting, that the Village is following CDC guidelines requiring masks to be worn during the meetings at all time regardless of vaccination requirements. So, if you could please make sure you have your masks on?

Okay, so then next order of business is the Ridgeline/Rohrman item. Have all the public notices been given on this?

MR. HUBBARD: Yes, they have.

CHAIRPERSON DAWSON: Okay, and who is the Petitioner? Would you come up to swear in please? Do you want to come up to the microphone, state your name, spell your last name, and then we will swear you in?

MR. HARRIS: My name is Ben Harris, last name is H-a-r-r-i-s.
(Witness sworn.)

CHAIRPERSON DAWSON: Okay, great. If you want to go ahead and begin?

MR. HARRIS: Am I allowed to take the mask off?

MR. HUBBARD: Yes, if you're on the podium with the Plexiglas, they can take off their mask, as a point of order. There you go.

MR. HARRIS: Great. Thank you for allowing me to present here tonight. We are actually very excited to present this development. It's been eight hard months in the works here for Northwest KOA Center. As you can see, there's a lot to talk about tonight for the development.

I think the key features that we're going to hit on for the Northwest KOA Center really is about car and truck access, car parking, stormwater management, building and landscape design, forecast of property tax revenue for the Village of Arlington Heights, simple design features, pertinent tenants for the project and some of the modifications that the Lexus ownership is going to make on their property.

A little more about Ridgeline Property Group, it's a privately held national industrial development firm located in Atlanta, Georgia. I oversee the Chicago office. We have 125 years of combined real estate experience, developed over 130 million square feet of industrial product, active in 12 markets across the US, currently building seven million square feet in those markets. Regional offices include Washington, D.C., Dallas, Houston, and Northern California outside of Helena, and Chicago.

This slide gives you a general description, a pictorial description of the different states that we have operated and done developments in. Then looking at this slide right here, you can see our key partnerships that we have. We take big pride in that we are a predominantly build-to-suit developer. So, 60 percent of our business is build-to-suits, and 40 percent is spec projects. You can see that we work with Fortune 100, 500 and 1,000 companies such as Amazon, DHL, Lowe's, KIA, GE, et cetera, that are repeat customers of ours.

For this development, it's a very complex and challenging development. So, we took the approach of hiring of the best in class development partners for this project. We have Ware Malcomb as our architect, Pinnacle Engineering as our civil engineer, SCL Builders as our general contractor, KLOA as our traffic study consultant, and Liston & Tsantilis as our land use and property tax attorney

. There are two other key development partners that are not on the slide that I will mention. It is the Village of Arlington Heights. It's been an absolute pleasure working with Sam and Charles on this project. I would not be here tonight if it wasn't for their help on this project, I can promise you that. The other big partner is the Rohrman family. They've been with us since day one. They've been a tremendous help for us. We are tied to the hip here and it's a very, like I said, a complex development that takes a big team to get this done and get it done right.

Our goals here tonight are: (1) get the preliminary plat of subdivision approval. So, we're taking two lots into three. So, just looking at the map here, we have Lot 1 is red, so that is our Ridgeline Property Group lot to build two buildings. Green is the Lexus dealership, and purple is the Nissan dealership.

The next thing is getting a planned unit development approval for the following development of the two industrial buildings totaling over 511,000 square feet, and modifications to the Lexus building and parking areas.

Rezoning of the portion of proposed Lot 1 from B-3 Commercial to M-1, Research and Development, Manufacturing, Warehousing. If you look at the plan, the far west and north pieces are zoned B-3, the south part of the red is zoned M-1, and what we're seeking is to get that full red M-1 so we're in compliance with the zoning.

Rezoning of the portion of proposed Lot 2 so that south green piece is in M-1, and we're going to get it into B-3.

Variations, approval of variations to the Municipal Code to allow certain parking spaces without direct access to a drive aisle.

So, in any industrial development, the key features you focus on are access, circulation, car parking, and amenities such as shared parking, functional design, and landscape design. This development, Northwest KOA Center, has it all. It has two buildings, Building 1 is 205,000 square feet, Building 2 is 306,000 square feet, totaling 511,000 square feet. We've incorporated a modern aesthetic design for this project. We have four access points to this project and one emergency access road to the north. We have, which I think is the most key piece of this project, a truck drive aisle/access road from Wilke Road that leads to Building 2 which I will highlight on the next slide. We have the above-standard car parking of 599 parking stalls.

Just to give you a little bit of reference, the typical parking ratio is one per thousand. We're at 1.17 per thousand. That equates to 85 additional parking stalls.

We provide heavy landscaping for this project and setbacks. So, it will hide the truck courts from view from Dundee and the back side of the project. Another key thing about this project is leasing flexibility, the ability to, as they're built on a spec basis, to go after a wider range of tenants which you'll see throughout the presentation.

All right, Building 1. So, size is 305,000 square feet. Clear height is 32 feet, that's the lowest point in a building for warehouse stacking. Car parks, 288 stalls, that equates to 1.4 per thousand car parking. What that means is the ability to have additional car parks for users who have high office space needs. What we're seeing in the market today is a fusion of office and industrial space. We're seeing higher office percentages for industrial buildings. You have 45 dock positions and five drive-in doors.

Going into the key highlights of the project, we'll start south in the access. In fact, the first access point where the stoplight is located, that is a byproduct of us

working with the Village Staff and helping us work an easement with the Rohrman family and Rohrman group, so we have better access using that stoplight and linking the south part of the parking for Building 1. Then you have car access farther north on Wilke, and then you have the truck access farther north of that. You will see that there will be exit signage for left turn only trucks that will be forced to go to Dundee.

The big thing about this development really is that truck court. So, a typical truck court size for an industrial development is 130 feet in depth, give or take five feet, 135 for heavy distribution, 125 for low distribution. What we did is we worked with the Rohrman group to acquire more land, pull the building south, and what we did now is create a 156-foot wide truck court and drive aisle, so creating a 31-foot drive aisle for trucks to use Wilke and access Building 2. The goal of doing that is to alleviate the truck congestion that would have been created on Kennicott.

We have three glass entrances on the property for the building. You'll see that's highlighted in blue on the design. Then what that does is it supports a wide range of users. The way we look at this building is you have two different depths, 260 on the west piece and 196 on the east piece, and we're looking at 100,000 square-foot users on the west and 250,000 square-foot users on the east. Again, that's for Flex Tile users who have high office space needs.

What we've done is we've also incorporated car parking to wrap around the entire building. I have heard and understood that there's been the challenge of car parking with some of my predecessors. We've really focused on having easy access to car parking and car parking to the office space.

When you look at the building design, we really tried to incorporate a modern tech design. Having a pronounced office entrance with that, you have the blue ribbon that goes across. You have windows on two stories. You have glazing on story one, story two. You also have a metal canopy that comes out of the property, just giving it a more pronounced effect.

Additionally, we have put four different color schemes to just give a little more life to an industrial building. Then we've also incorporated textures that are by the glazing to give is a core hip office feel/tech feel for it. We've also in the window lines pulled the windows back and created metal, you have those black metal frames, again to give it just a better tech industrial design.

What you're going to see on the elevation slide here is that I do have an extra blue outline, and what we're doing is saying hey, if there's four tenants for this property, we're putting in what's called precast panel knockout walls. So, if there's four tenants, easy to knock out, we put in the glazing, and then you keep the same symmetrical design within the project.

If you look at the far east elevation, so east elevation on the bottom, we do have the office looking in a different direction. It's not looking south, it's looking east. The reason being is because of the car parking. There's more car parking on the east and it's also looking at the green space that we're going to have set for the transitional grading.

All right, Building 2. A little bit different user, warehouse distribution, it's a bigger building. The building depth is 360 feet deep. It's 36 feet tall clear. Car park is 211, so you're right at one per thousand car parking, right where you want to be for this type of user. 65 trailer stalls, 47 docks, and four drive-in doors.

Again, I want to highlight that red piece is the 31-foot wide truck drive aisle that's going to have access to Wilke Road. When you look over the slide which I'll show in a second, it really is the better access point for trucks to utilize to access that truck court. You'll see that there will be commingled trucks and car access off Kennicott, they'll all use that main entrance to the building. There's a 30-foot wide circulation drive aisle for trucks to go either way, north or south, to the truck court or the building.

Another key thing that I want to point out is the car parking. The car parking is, if you look at it, it's called two trays of car parking. What that does is it provides a more institutional look and feel for this building and a more pronounced office atmosphere. We have two offices on the corners, on the north and south corners, with the ability to have knockout panels in the middle that I'll show in a second.

That last thing, too, is like I said before, we take parking seriously. So, we've land-banked 40 stalls to the north. So, if there was a user that needed additional parking, we can provide that.

Same design as Building 1, again just really, I want to go with that, it's that modern tech feel design for users that we're seeing in this type of market. If you look further down on the rendering, you'll see the two blue squares where there will be knockout panels if it goes from say, one or two-tenant building to four tenants. That's shown again here on the top elevation.

All right, stormwater management. When you look at industrial developments or any development, you're going to see surface detention ponds as part of the project. The Rohrman family a few years ago built this underground stormwater vault. It's massive. That can support the entire project, so not just ours but the Lexus and Nissan dealership.

So, what we're adding is what's called underground infiltration, so corrugated pipes with sand, gravel and rock. So, what we're doing is we're having the water from the buildings and the parking lot go into the infiltration points for volume control and cleaning the water, and then it will go up to the underground stormwater vault, and then it will be time released to the pond to the north. So, that's how we designed our stormwater management.

So, I'm going to do my best to hit this slide in detail here. We talked about it multiple times but I'm going to start off here in the northwest corner where it says truck access, exit signage for left turn only. Again, this is truck access for both Building 1 and Building 2. Then if you go to the far east on Kennicott, you will have commingled car and truck access there. We do believe that when you look at the site plan, there are more turns until you get to Building 2, to get trucks to the truck court, then turns required going off of Wilke Road.

We have two car access points for Building 1 as we highlighted before that has the stoplight, and we have the emergency vehicle access point to the north that's north of the Curtiss Wright building. Then, one thing, too, that we'd like to point out is that this project has full building circulation for both buildings which is critical for industrial developments and also for fire trucks to accessing the point of the development.

So, parking at 10 percent office space, this is essentially attested to prove that we can meet the needs of users that have higher office requirements at 10 percent. So, when we designed this, again we centered this around a bunch of car parking, and we're saying hey, we think the market is going to have users that need 10 percent office space.

Maybe not for Building 2, but for sure for Building 1. Market standard is five to seven percent office, that equates to one per one-thousand square feet. Again, the total project is 1.17 per thousand square feet. It equates to 87 additional car stalls.

When you look at the matrix, the three key numbers to look at, and by the way, this is us measuring our parking against the code requirements with Arlington Heights. So, the total parking spaces required is 444 stalls. We are providing 599 stalls, and we have an easement agreement with the Curtiss Wright building of 40 stalls. So, that equates to a surplus parking of 115 stalls, which means that we are 25 percent above the Village's required parking count at a high office use of 10 percent.

Here is the landscaping plan for this project. The two big components that we are stressing upon here is the trees in the back of Building 1 to hide the truck court from the industrial buildings to the north, but more importantly, having the trees on the south piece of the property hiding the truck court from Dundee. We are planting over 320 trees for this project and significant green space to incorporate with these two-building development.

Going in more detail or in depth, you can see the number of trees that we're planting on the southwest corner of Building 2. There's also an eight-foot berm wall to raise those trees up and hide that truck court. The types of trees that we're going to plant are deciduous trees, ornamental trees, and evergreen trees, along with parking island trees, the trees that will be on the parking island.

This is a visual from Dundee to show how we're hiding the Building 2 truck court from Dundee. Again, you have the raised eight-foot berm wall with the trees growing on top of that to really hide that from Dundee. It's something that I stressed when I first met with the select committee of the Planning and Zoning in January.

I'm working with Liston & Tsantilis who is our property tax consultant to apply for what's called a Classic 6B property tax savings as we're on Cook County. What we presented to Arlington Heights is essentially these numbers. You'll see that over the 12-year term or the life of the 6B, that with this development we're going to produce over \$21 million in property tax revenue. If you kept the building the same, so you kept that Honeywell building there, the property taxes would in general be a little over \$9 million. So, the increased taxes paid is almost \$12 million.

Additionally, we are working with the Village of Arlington Heights to do a tax savings sharing plan for the first five years of Arlington Heights of 10 percent for five years. So, if you look at the first bullet point, it says 6B property tax savings generally at a 100 percent, that's \$2.3 million. 6B tax savings generally at 90 percent, that's \$2.1 million. That equates to \$233,000 per year for the first five years. That's \$1.1 million that's going to go towards small businesses and economic development of Arlington Heights. We're happy to be a part of that. I've seen some of our friends who go in small businesses lose their business and we need to bring them back. So, total generation of 12 years is \$13.1 million projected of total real estate taxes for this project.

To talk about a couple of the sustainable design features for this project, we have energy efficient LED lighting, collection and return of rainwater throughout underground infiltration, day lighting via clear story windows, provided bicycle parking, recycle construction material and demolition of waste. So, as we demolish the Honeywell building, we'll use some of that concrete for foundation for the project. Insulated low E tinted glazing, low VOC

paints, and then this is an infill redevelopment site with close proximity to residences reducing travel distances.

Types of tenants for Northwest KOA Center include light manufacturing device assembly for life sciences related companies, so pharmaceutical, biotech, medical. 294 is definitely one of the biggest corridors in the US for life science companies. Retail distribution for consumer goods, beer supplies, pet supplies, clothing, home goods. A big user as Home Depot looking for 150,000 square feet can do B to C. International companies who want a combination of showroom, servicing, manufacturing and warehousing space with direct access to O'Hare. If you look along the 90 corridor, you'll see a lot of international companies that use the airport and use I-90 as their US corporate hub. Distribution for home and office material goods that is pandemic-driven, more people working from home and they're improving their homes to meet their needs for office space. Advanced manufacturing for various high tech industries in aeronautics and robotics, think of Northrop Grumman in Palatine. Then ecommerce/mail delivery for a wide array of goods and products for both B to C and B to B.

The next two slides, what we did was we generated requirements that are in the market today. You'll see that these are some name brand companies: Home Depot that we just discussed looking for retail distribution; Siemens, light manufacturing, distribution of technology and related services who are seeking a combination of office, showroom, manufacturing, distribution; Abbott, Sonoco, Stern Pinball, Flender, Rutoll, Ingram, GE Healthcare. These are all companies that are in the market today that are name brand companies that would be a great asset to this project and to the community.

For the Lexus dealership, the two key things that are going on are, one, the demolition of the 25,000 square feet of the former, I believe it's called the former Motorola building. That's going to create 118 parking stalls. As the Ridgeline is taking parking from them, they need to find parking for their cars to sell. So, they are demolishing that building to have cars for show. Then also the easement access and having the curb cut for us to our project for Building 1.

I've covered a lot. This is a class A development, it's investment grade, has high-end modern aesthetic design for a long-term life span, massive amenities that's carefully planned to attract a strong credit tenant base for this project and for this community. Thanks for your time.

CHAIRPERSON DAWSON: Great, thank you very much. Have you looked through the conditions? Do you have any questions or concerns?

MR. HARRIS: Yes, we went through the conditions and we are in agreement with the conditions. It's something that Sam and I have worked on closely with and it's nothing surprising. We are in agreement with those conditions.

CHAIRPERSON DAWSON: Okay, great. All right, thank you.

All right, Sam, Staff presentation please.

MR. HUBBARD: Thank you, Chairwoman Dawson.

So, as you've heard, the property is at the northwest side of the Village along Dundee Road, in between the intersections of Dundee and Wilke, and Dundee and Kennicott. It's currently home to the Rohrman Lexus Dealership, the former Honeywell building. The overall subject property includes the Curtiss Wright building on the northeast and the Nissan dealership at the southeast. Its existing zoning is a combination of B-3, which is our General Service, Wholesale, Motor Vehicle District, and the M-1 District, which is our Research

Development and Light Manufacturing District.

On the Comprehensive Plan, the majority of the site is designated as suitable for commercial uses, and then a small portion at the northeast where the Curtiss Wright building is located is designated for R&D, manufacturing, and warehousing.

I want to outline some of the requested zoning actions the Petitioner has made an application for. Number one, the overall site is governed by a previously approved PUD, and I'll discuss a little bit more about that. But in order to accomplish the redevelopment, the Petitioner needs to amend the existing PUD ordinances to allow their proposed development. Additionally, they have requested preliminary plat of subdivision approval to resubdivide the lot into three separate lots, and they will need to rezone portions of the proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District and a portion of Lot 1 from the B-3 District to the M-1 District. I'll go into a little bit more detail about that later on.

Finally, they do need an amendment to the Comprehensive Plan. As I mentioned, the majority of the site is designated as commercial. As they're going to be introducing some potentially office, research development uses, light manufacturing, and warehousing on to the Ridgeline lot, they are going to reclassify the current designation from commercial to R&D, manufacturing, and warehousing.

Finally, there is one variation required. This is relative to the changes on the Rohrman Lexus site, and that is to allow certain tandem parking stalls which will help Rohrman maximize the on-site parking on their property.

The Petitioner has undergone two actions to date that has brought them to the point they are at this evening. Back in December and then again in January, December of last year, January of this year, they met with the Conceptual Plan Review Committee to discuss their proposed concept. The Conceptual Plan Review Committee was generally supportive of the redevelopment. They acknowledged that the site was underdeveloped currently and in need of redevelopment, and there was no outright concerns relative to the proposed uses provided that any adverse effects would be sufficiently mitigated and the surrounding infrastructure was able to accommodate for the proposed redevelopment.

On May 25th, the Petitioner met with the Design Commission to discuss the architecture and overall design of the two Ridgeline buildings. That resulted in a unanimous recommendation in favor of approval of the project. The Design Commission didn't recommend any architectural modifications to the design, although they did include in their recommendation a requirement that any future signage had to conform to code requirements. Otherwise, the Petitioner would be required to seek a variation for signage.

So, I want to outline some features of the existing site so the Plan Commission can understand the different components here at play. This parcel outlined in green, that's the north, I'm sorry, the southeast portion of the site, that's currently developed with the Nissan dealership. The property up here we refer to as the Curtiss Wright building, that was developed in 1999. There's no changes proposed to this site or to the Nissan site.

This is the existing Honeywell building, former home to the Honeywell corporate office and manufacturing. That's proposed for demolition as you've heard this evening. We did refer to the Motorola building that is this portion of the Lexus dealership. It was originally part of the Honeywell campus connected by a little sky bridge here. That is the building that the Rohrman family is proposing to demolish almost entirely; they're going to leave a small portion up but they will demolish almost the entire structure to make way for additional

surface parking. Then the remaining portion of the building is the Lexus dealership. There is no change proposed to that building.

The site is bounded by Dundee Road on the south, here is Kennicott Avenue on the east, and then Wilke Road on the west side.

I want to outline some of the zoning actions needed, specifically in relation to the plat of subdivision. So, here you can see the site, and I will show you, the first lot proposed goes here bounded by red. That's the proposed Ridgeline lot, it's about 33.5 acres. Then the second lot in the subdivision is to the south of that. That is the approximately four-acre parking lot that would be retained by the Rohrman auto group, it's referred to as Lot 3. Then the remaining balance, this would be Lot 2 and that would continue to be home to the Lexus dealership. Again, there is no change proposed to the Nissan lot or to the Curtiss Wright lot.

Because this property has only requested preliminary plat of subdivision approval if given a positive recommendation and ultimately approved by the Village Board, they will have to go before the Plan Commission again for final plat of subdivision approval once they have completed their final engineering and they have a draft of the declaration of covenants, conditions, and restrictions for the subdivision that's going to establish and define certain areas of cross access, common infrastructure, maintenance responsibility, and other governing regulations for the subdivision.

As I mentioned, the entire site is classified as commercial in the Comprehensive Plan and proposed to be reclassified. Just the Ridgeline portion is proposed to be reclassified as research development, manufacturing, and warehousing on the Comprehensive Plan. The portion at the south, Lot 3, the parking lot and the Lexus dealership, will retain their commercial designation on the Comprehensive Plan. The original commercial designation for the overall lot aligns with the previous redevelopment concept for the site, which was to include a third car dealership in this location, and then a fourth car dealership here. That redevelopment vision was never realized, and so that is the reason for the current request this evening.

I want to outline the existing zoning. So, this purple corresponds to the existing M-1 designation, and then the remainder of the site is zoned B-3 commercial. You can see that these current zoning districts do not align with the proposed lots, and so the rezoning would actually change the site as shown here. So, the Ridgeline lot would be M-1, and the Rohrman lots would be B-3. This rezoning does not introduce any new zoning districts into the PUD, but rather it just kind of shifts the existing zoning classifications on the property to align better with the redevelopment.

Again, the Bob Rohrman Auto group has worked to accomplish their vision of redevelopment for the site that would have included two additional car dealerships, as well as their intention was to always re-tenant the existing Honeywell building. But it has struggled with vacancies over the year and it's now completely vacant awaiting redevelopment. The two future auto dealerships that were sought by the Rohrman group, they were never able to secure the necessary franchises needed to establish those additional dealerships despite actually constructing the foundation for one of the future dealerships located here which was to be a Dodge, Chrysler, and Jeep sales facility.

Another item to note is I think many of us are aware of the emerging trend in light industrial development over the last decade which has seen a substantial increase in the growth of ecommerce and Internet sales which has generated a substantial demand for

distribution and logistics facilities. Interior ceiling clearance heights of 32 feet and above are exceeding sought after by this segment of the market. It allows for the space needed for warehousing and distribution. The existing Honeywell building does not have that ceiling height, and so it's not highly sought after for this type of uses. In consideration to these characteristics, the Staff Development Committee is supportive of the demolition of the Honeywell building, the rezoning, and the Comprehensive Plan reclassifications to support the proposed uses.

Mr. Harris has given a pretty good overview of the proposed development, so I'm not going to reiterate everything that he's already stated. I'll just kind of hit on some of the important parts. Access to Wilke would come from these two access points over here. The northern point would be usable by trucks and cars. The southern would be designated for cars only. Access here would only allow egress south by trucks to Wilke Road, so you're not going to have trucks leaving the site and heading north on Wilke.

On the east side of the site, the primary access is going to be to Kennicott which already restricts access to right-out only southbound on Kennicott. The northern drive here is going to be restricted to emergency vehicles only, and there will be no truck traffic coming in here. I would mention, as Mr. Harris also mentioned, there is an interior site connection between the Ridgeline lot and the Rohrman lot. This gives passenger vehicle access to cars on the Ridgeline site, access to the signalized intersection located here where they can then travel either south or north on Wilke Road.

There is one variation requested, and that is in relation to tandem parking stalls. Specific locations are this parking row and this parking row. The Staff Development Committee is supportive of this variation for several reasons:

One, it would not alter the essential character of the locality. Tandem parking is already permitted in other locations on the Rohrman site as per previous variations granted in 2007. These parking stalls are not meant for customer parking. It's only for car display and car parking of cars for sale. The Rohrman Auto Group employs multiple porters whose, you know, one of their primary responsibilities is able to expeditiously move cars out of tandem parking spaces to where they need to go on the site. So, we don't take any issue with the tandem parking, it does help them maximize their car parking on site. The sale of cars is their primary use here, so it makes sense that they are able to maximize car parking on that site.

I should note that other than the tandem parking stall variation, all other areas of this project conform to code requirements. That's building setbacks, building heights, building lot coverage, and all of the other bulk and mass restrictions from the Zoning Code.

From an engineering standpoint, the final engineering details will be determined as part of the final plat approvals, but the preliminary engineering design shows compliance with code relative to stormwater capacity. Site generated runoff will go into the stormwater system on site, and then as you've heard, again be slowly released from the underground stormwater vault located here into this detention pond to the north. That would be compliant with both Village and MWRD requirements.

There are some previous conditions of approval from some of the prior PUDs on the site that are no longer applicable, and they should be repealed as part of this PUD amendment. I just wanted to mention that since it was outlined in the Staff report. That's mostly just a housekeeping item at this point. There's nothing significant that would be removed. I'm not going to reiterate them tonight, but it was a condition of approval recommended by Staff

to repeal some of these existing ordinances, I'm sorry, some of these existing conditions of approval in the existing ordinances.

There are five easements that are worth mentioning this evening, four of which need to be established by the Petitioner. They have worked diligently with Staff to provide preliminary documents outlining how these easements would be established. The first, again, is an easement in this location that would allow cross access for passenger vehicles between the Rohrman and the Ridgeline site, access to the signal on Wilke. The second easement is an easement for Ridgeline to pass through the Nissan site, access down to Dundee Road. That would be for passenger vehicles only and that would be only during times of operation when the Nissan dealership is in operation. At times when the Nissan dealership is closed, they would park a car here just for additional security to prevent any theft on their site.

A blanket easement would also be established between the Nissan site and the Rohrman site here to allow cross access between these two sites. Then the Village has requested that the Petitioner provide an easement that would be implemented in the future only if and when a curb cut potentially is put onto Dundee Road that would allow traffic of passenger vehicles only from the Ridgeline site down through the parking lot here on the Rohrman site and out to Dundee Road, and then reciprocal access would be granted back to Rohrman to allow them access through the site for passenger vehicles out to Kennicott. This is kind of a planning for the future easement. We don't know if the site is going to be redeveloped at any point in the future, and then, you know, the Ridgeline site, we wish them the best of success. But even the most well laid out plans sometimes are redeveloped in the future, so this is really, you know, accommodating a scenario for if this would be redeveloped or if the site would be redeveloped, they would need to establish that cross connection here only if a curb cut was warranted on to Dundee Road.

Lastly, I do want to mention the Curtiss Wright facility has an existing access and parking lot easement that covers a portion of the Ridgeline development. Specifically, that easement is located in this area here. So, the Curtiss Wright building has the right to, exclusive right to park on the existing parking stalls located in this area. In order to accomplish the redevelopment of this site, the Ridgeline group needs to work with the ownership of the Curtiss Wright building to either vacate that easement so they can redevelop the site as proposed, or to modify that easement to restructure the parking easement area to align with the parking areas and drive aisles in their development.

They have reached out to the owners of the Curtiss Wright building. They have provided a letter stating that they're in negotiation and working in good faith to accomplish that amendment. But if for some reason it's not able to be vacated and can only be amended, and Curtiss Wright is still given exclusive access to spaces on the Ridgeline property, then Ridgeline has accommodated for that scenario by land-banking about 40 stalls on the north side of their building to accommodate for a scenario for having to provide approximately 40 stalls to Curtiss Wright on their site. So, as a condition of approval, the Village is recommending that this easement either be vacated or amended, and at the request of the Village, the Petitioner would have to install the commensurate number of parking spaces that are currently land-banked.

To touch on landscaping a little bit, the Petitioner did work extensively with Staff to provide enhanced landscaping on site to buffer for their use. Some of the primary viewing corridors we felt were of the truck dock on the north portion of Building 1.

so, we worked extensively with Ridgeline to install a dense and layered screen here to maximize screening of the truck court in that area; additionally, as you heard Mr. Harris mention, to buffer the rear truck court and trailer parking spaces of Building 2 which are viewable from Wilke Road; and then on Dundee a little bit. They worked with Staff to provide an eight-foot berm, and then on top of that they're proposing a dense mix of both evergreens and deciduous trees, again to help buffer this area.

They've also exceeded code requirements relative to landscape islands. As you heard, again they're proposing over 320 trees on the site. So, we're satisfied with the landscape plan as proposed and we think it would be adequate in buffering these proposed uses.

So, traffic, and I'll touch on parking last, as required by code, the Petitioner submitted a traffic and parking analysis from a certified traffic engineer. They worked again extensively with Staff to analyze the expected traffic and truck generation using a number of different methods to provide a more comprehensive and realistic analysis of what we can expect for traffic volumes to be generated by this development so that we could analyze if the neighboring intersections had capacity to handle the expected volumes of truck and vehicle traffic. So, not only did they look at it from an ITE trip generation standard being used not only as entirely warehouse and distribution uses, but then being used as 10 percent office 90 percent warehouse distribution. Then they also looked at two similar facilities in the Chicago land area where the traffic consultant had surveyed truck traffic volumes already pre-COVID to understand if their projections matched what we could expect from a similar facility.

Based on these observations, they came up with an estimate for the truck traffic and car traffic that would be generated by this development, assigned it neighboring roadways, and analyzed the intersections for capacity. There were two intersections that we were concerned about, key intersections. One was the Dundee Road and Wilke Road intersection which is under a stop sign control. 70 percent of the trucks are estimated to come from Route 53, and a lot of them are going to be getting in this left-turn lane, dedicated left-turn lane, taking a left up here, and then coming in the rear truck court and either accessing the loading docks here or coming down along the side to access the loading docks on Building 2. So, we wanted to make sure that this intersection had capacity to handle those left turns.

According to the traffic study, there was capacity there. It will result in a level of service of B during the morning peak hour and a level of service D during the evening peak hour. Similarly, we wanted to look at the same movement here at Kennicott and Dundee to make sure that left turning trucks, if they were accessing here, had the necessary stacking capacity in the left turn lane there. Again, the level of service were A in the morning peak and E in the evening peak, so acceptable levels of service for this movement. However, I would note that on the 95 percentile calculation, stacking here would overlap out a little bit beyond the dedicated left turn lane. There is a striped median taper there, so there is additional space to accommodate for those trucks and cars making a left turn, but it may need to be re-striped pending an analysis by IDOT. So, as a condition of approval, we've required that if IDOT requires any re-striping, the Petitioner will implement that per IDOT standards.

Another condition of approval, we were somewhat concerned that trucks may be coming up Arlington Heights Road, which is over to the east here, and then potentially either taking a left or right onto Hatfield Drive, coming down Hatfield Drive to access the site, and then turning in along the entrance along Kennicott. But as a condition of approval,

we have required that all truck traffic accessing the site be originating from Dundee Road. So, that would prohibit any trucks from coming in Arlington Heights Road to Hatfield down to Kennicott and then to the site. Again, trucks leaving the site here are restricted to right turn only, so they can't head north on Kennicott Avenue anyways, but the condition has been designed so that all trucks coming and leaving the site have to originate from Dundee Road.

This is kind of a breakdown of the peak estimated trip generation during peak a.m. hours and the p.m. hour. You're seeing the number of trucks about 27 in for out during the weekday morning peak, five trucks in/27 out during the evening peak. Again, I would note that, you know, much of the traffic is expected to come from Route 53 on the west side, so the logical point of access and egress is going to be on the Wilke Road side. Again, that's not to say that there will be no truck traffic or passenger vehicle traffic on Kennicott, but it is one less turn to enter the site from the Wilke side as opposed to the Kennicott side. So, we expect that, you know, a good portion of that traffic is going to take Dundee to Wilke as opposed to Dundee to Kennicott.

Relative to parking, the site definitely exceeds code requirements. They have designed the site to add appropriate build-outs to accommodate for their larger than standard office estimates for usage of the building, both the Ridgeline site and the Rohrman lot, given, you know, the reduction of their parking areas some of which they're selling to Ridgeline to accommodate for that development. But both the Rohrman and the Ridgeline lots conform to code requirements with pretty generous surpluses.

That's not to say in the future Ridgeline may not run into some issues. Our parking calculations are based on a lot of uncertainties at this point. We can only estimate the number of employees, number of vehicles used by the proposed businesses there and their office components. But we're satisfied that they have designed the site accordingly to accommodate for a lot percentage of office uses and a high employee count.

If they begin to land tenants that have a larger than expected office component, they could start eating into that surplus, and in that case they'd have to, you know, manage their tenants and future occupancies to ensure that, you know, there's more distribution related facilities, you know, with less office components. But again, this exceeds what we're seeing in the marketplace currently. If the Plan Commission recalls the Hamilton Partners development recently, that was built out at about a 0.95 parking space per thousand square feet. Again, this development is built out to a 1.17 parking spaces per one-thousand square-feet. So, it goes above and beyond what we've seen and we're satisfied that parking has been sufficiently designed.

In conclusion, we're recommending approval of this project subject to the conditions as outlined in the written Staff report, summarized here, and that concludes the Staff presentation.

CHAIRPERSON DAWSON: Thank you, Sam.

Do I have a motion to approve the Staff report?

COMMISSIONER CHERWIN: So moved.

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON DAWSON: Okay, we can do all in favor, right? All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed?

(No response.)

CHAIRPERSON DAWSON: Great, motion carries.

Okay, so, Commissioners, do we have any initial questions before I open for public commentary? I'll start down here.

Jay, anything you want to start with?

COMMISSIONER CHERWIN: No, I sat through on the Conceptual Review Committee, so I'm pretty familiar with it. My major concern was the truck movements and controlling traffic out of the residential neighborhood, identifying the best way to mitigate that.

You know, the one point, before I move on and I'll just kind of pass the baton since I'm familiar with it, I guess the one thing I'd say is a question for Sam. How do you intend to manage that potential issue with traffic coming into the residential subdivision like in terms of signage? That was kind of my major, you know, one of my major concerns. How are we going to manage it?

MR. HUBBARD: I mean, it's going to be, it's a tough condition to really manage. I mean, there could be, you know, enforcement periodically on a, you know, complaint basis if there are complaints generated. You know, we could look into putting a sign on that Hatfield entrance off Arlington Heights Road. But really the way that the site is designed, and given the transportation infrastructure, I mean, most of these trips are going to be coming and heading from the west, so we really don't anticipate this to be a significant issue.

COMMISSIONER CHERWIN: Yes, I think that's right. I mean, right here on 53, that's going to be the point of access. I like the project, I think it's a good project. I mean, it is very minimal actually on Dundee Road itself, right, because they're right next to the expressway, so the access is great. I think they did a pretty good of responding to some of my earlier questions with the southbound only access off the site and everything. So, I'll pass it on. If I have any follow-up, I'll --

COMMISSIONER SIGALOS: I would like to commend Mr. Harris. I think that was an excellent presentation that you provided and gave us. Certainly, Sam, your Staff report was excellent. I also was a participant in the Conceptual Plan Review Committee and quite familiar with it. I think it's an excellent project and I would certainly like to see it move forward. So, I don't have any other comments.

COMMISSIONER ENNES: I have a couple of questions. I wasn't at our subcommittee meeting, but I'll withhold those until after any public comment.

COMMISSIONER WARSKOW: I'd just like to hear what the public has to say about the project.

COMMISSIONER JENSEN: Yes, that's true for me as well. I would commend, as Commissioner Sigalos has done, the presentation by both the Petitioner and by the Staff, I think they were excellent reports. Very impressive, the Staff continues to give us this kind of detailed report.

CHAIRPERSON DAWSON: Okay. All right, so with that, we'll open it up for public commentary. There's quite a few people on the audience, so can I just get a show of hands of people who plan to speak so I know where to start? Just one? Oh, well, that's easy, or two. Okay, that's easy enough.

So, what we'll ask you to do is, before you ask your question, you'll need to state your first and last name, spell your last name. We also ask for your address but that's optional. It just helps to give us a little catch-up. Then when you're done asking your

question, you can go ahead and sit down, and we'll either do some follow-ups here or move on to the next question.

So, who would like to begin? Come on up. All right, so just again let us know your first and last name, spell your last name, and if you're willing to give us your address.

QUESTIONS FROM THE AUDIENCE

MR. TAMINDZIJA: Sure, my name is Gregor Tamindzija, T-a-m-i-n-d-z-i-j-a. I actually live on Hatfield Drive, the area where this project is slated.

Question for the Ridgeline reps and for the Board. Traffic on Hatfield is going to be an issue. Ingress truck traffic also is going to, in my view, is going to be an issue. Class service E is a fairly poor traffic service. Dundee Road gets backed up right now going on to the 53. I live there so I know these things quite well. Around the peak hours, usually the wait for a car to get from Arlington Heights Road to Route 53 is about 20 minutes. Now you're going to add trucks to the mix, we talk about a major traffic jam for people who live there or people who work there.

Another thing that I would like to point out is the traffic study did not address 600 parking spots and 600 potential cars that are going to be added to the mix of 40-50 trucks that were presented. So, traffic is a big issue, and I would like to see a little bit better study done on that to see how traffic is going to be managed.

The second thing is the noise of course. So, we expect these warehouses, it's 500,000 square feet of warehousing, I don't really expect it to be 9:00 to 5:00 type of operation. So, how is noise and disturbance going to be managed so close to the residential areas on Hatfield Drive, on Kennicott, and south on Kennicott along Dundee Road? So, that's kind of my question. I don't know who to address it to but those are my concerns that I have.

CHAIRPERSON DAWSON: Sure.

MR. TAMINDZIJA: So, that's all I have for now.

CHAIRPERSON DAWSON: That's great. We have a note of the questions. Plus, if there's anything, Sam, you want to address at this time, but I don't know if we have specific yet --

MR. TAMINDZIJA: Resolutions to it yet?

CHAIRPERSON DAWSON: Yes. So, we'll talk about it, absolutely, yes.

MR. TAMINDZIJA: If you prefer a discussion; I may come back for a rebuttal, too.

CHAIRPERSON DAWSON: Well, we don't, this is your chance. So, there's no rebuttal.

MR. TAMINDZIJA: Well, okay, if there's no rebuttal, then I would like answers to these questions.

CHAIRPERSON DAWSON: Right.

MR. TAMINDZIJA: A couple of points. Access from 53 on to Dundee gets really backed up. It's actually during the rush hour traffic. Northbound on 53 exit on to Dundee gets backed up on 53 about a mile back. Now you add trucks to the mix again, that mile becomes two, three miles down the road. You're talking about accidents, you're talking about

problems.

Left-turn lanes can accommodate one semi-truck roughly. Left-turn lane striping is roughly about 60 to 70 feet from what I measured. A truck with a trailer would be at 80 feet, so it can accommodate only one truck. If we say we have ingress during peak hours of about 20 trucks, and egress during peak hours of about 30 trucks, and only one can be accommodated in a turning lane, it's a problem because now you're going to have semis blocking the traffic and it's going to be a big problem.

So, how is the noise going to be addressed? How is the traffic going to be addressed? Those are my questions to the Board ultimately, right, and to the Ridgeline owners.

CHAIRPERSON DAWSON: Okay, thank you very much.

MR. TAMINDZIJA: Thank you.

CHAIRPERSON DAWSON: All right, we have another member of the audience?

MS. BORRELL: Yes, good afternoon. My name is Maria Borrell, B-o-r-r-e-l-l. I also live on Hatfield Drive. I actually have the same concerns that the previous speaker had regarding traffic. I've been on that intersection of 53 to Dundee many times. If there's two trucks, there's going to be a problem, I mean, because just changing lanes from the northbound lane of 53 into the left lane to turn into Wilke is going to be a challenge for the trucker. So, we're bound to have some lost truckers that are not going to make that intersection in heavy traffic, and I could see it happening. I mean, it happens to me, sometimes I have a hard time getting into the left lane so that I can make it into Hatfield and I have the whole mile or half a mile maybe. That's one concern.

The other concern is not so much the truck traffic, but the vehicular traffic that it's going to cause on Hatfield. I mean, it already happens. People take shortcuts from Arlington Heights Road to Hatfield Drive, and it becomes a racetrack during rush hours. We do have a lot of children that live on that, you know, that's a residential area. So, that is a concern and there is no way to control the traffic. I mean, I know we get officers that occasionally park on Hatfield Drive, but it's, you know, it's hit or miss. It's hard to control and I understand that.

With that said, I do want to say that it was a nice presentation. I do agree that that area does need to be developed. It's been, the parking lot pretty much there, it's an unused area. I think it's a good project. I think we just need to address some of these traffic issues that I think will arise because of the, you know, the development. Thank you.

CHAIRPERSON DAWSON: Great, thank you very much.

Anyone else from the public?

(No response.)

CHAIRPERSON DAWSON: No? Okay, so then at this time, I'm going to close public commentary. Now that we've heard concerns, any questions that you want to address based on that one?

COMMISSIONER JENSEN: There's nothing I have that are different from what our audience has raised. So, I think it would be good to hear from the Petitioner and from Staff. I think, you know, the thing that was quite interesting is the assertion that this left-turn lane could only accommodate one truck with a trailer. So, I'd like to hear the Petitioner address that.

CHAIRPERSON DAWSON: So, isn't there a KLOA representative? Great.

So, I'm going to need to go ahead and swear you in since you're speaking on behalf of the Petitioner. So, let me scroll up to that part. First of all, state your name and spell your last name for me.

MR. ABOONA: Sure. Luay Aboona, last name A-b-o-o-n-a.
(Witness sworn.)

CHAIRPERSON DAWSON: Terrific, all right.

MR. ABOONA: So, yes, I mean, as far as the traffic study, we looked comprehensively in terms of the operations of the intersections that will be primarily impacted by this development. We did look at the four signalized intersections along Dundee starting at Kennicott, Wilke, and then the two ramps.

In terms of backups along Dundee Road, I mean, Dundee Road is a, yes, it's a busy road, it's a major east-west arterial that runs through the northern suburbs. But you know, the signals along Dundee are a part of the system. There's 12 signals that are interconnected along the corridor. I travel through this area; I don't live too far from here so I'm very familiar with the travel patterns. While the traffic is heavy, but it does move. You know, you're not likely to wait more than one cycle through any intersection as you're traveling east and west along Dundee Road. Queueings are generally managed, so they don't spill from one intersection to the other.

Traffic exiting the ramp northbound, yes, there's heavy volume of traffic for sure. The counts verify that. But you know, the ramp is maximized with the capacity in terms of lane-age, the double right-turn lanes and double left-turn lanes coming off of the 53 northbound direction. Again, you know, the queues maybe get longer at some instances but they generally clear that intersection and clear the ramp.

You know, in terms of the amount of traffic we're adding, yes, we'll be adding truck traffic, but from the chart that Sam showed as part of his presentation, you can see that the frequency of the trucks during the rush hour is not that high. We're looking at perhaps one truck movement every two minutes. Then when you take these and split them into different directions and, you know, some are coming in, some are leaving, the impact on individual movements is not going to be significant.

As Sam also indicated, we were, you know, kind of conservative in our estimates in terms of the trip generation for this development. We looked at different scenarios, and rather than using the typical ITE standards, we went with the specific survey that we did a couple of years ago for a facility in Elk Grove Village and that yielded the highest amount of traffic. So, we believe our estimates are on the conservative side, but even with that, we didn't foresee any significant impacts.

The left-turn lane channelization on Dundee at both Wilke and Kennicott can accommodate more than one truck. The one at Wilke is over 175 feet. The other one at Kennicott is 150 feet.

The one that is reflected in our traffic study that again Sam brought up is the eastbound left turn from Dundee onto Kennicott. While we believe that that's still going to be adequate under future conditions, we did recommend that it should be monitored, and if it's necessary, you know, be re-striped to increase the stacking. There is, you know, there is a striped median so if a car needs to be out of the traffic flow, they can still wait on the striped median. But we can certainly adjust that easily with IDOT's obviously permission to do that.

I think that's the, those were the main issues that were raised, unless

you have any more questions?

COMMISSIONER ENNES: I have one question in regard to that traffic on Dundee. Obviously, there's been a lot of construction going on on Dundee west of 53 which is congested going east to Buffalo Grove Road or whatever. Do you have any idea how long that's been going on and how much longer it's going to last?

MR. ABOONA: You're talking about the reconstruction west of 53?

COMMISSIONER ENNES: Right. Obviously not your bailiwick, but --

MR. ABOONA: Yes. I mean, when we did our data collection, that has obviously not commenced, so the traffic patterns were not impacted by that.

COMMISSIONER ENNES: Okay.

MR. ABOONA: How long it takes, it's going to take, I mean, from driving the area and monitoring what's going on, I would imagine it to be another construction season.

COMMISSIONER ENNES: Oh, really, before that's --

MR. ABOONA: It's a significant undertaking by IDOT. There's a reconstruction of the barrier median and the like. It's a complete redo of the roadway.

CHAIRPERSON DAWSON: Any other questions?

I just had one clarifying. One of the comments I heard was that the traffic study did not address the additional cars and trucks from the development. Can you speak to that?

MR. ABOONA: No, I mean, that was the basic purpose of the study is to look at the impact of the development. So, yes, we did take into account the trip generation of both passenger vehicles as it relates to the employees and the truck traffic that will be generated by the facility.

CHAIRPERSON DAWSON: So, the report did take into account projected employees and truck traffic?

MR. ABOONA: Absolutely, yes.

CHAIRPERSON DAWSON: Okay, all right. Thank you.

MR. ABOONA: You're welcome.

CHAIRPERSON DAWSON: All right, was that it? Any further questions on that end?

Commissioner Warskow?

COMMISSIONER WARSKOW: No, no question.

CHAIRPERSON DAWSON: Okay, Commissioner Ennes? No questions?

COMMISSIONER ENNES: I have a couple of quick ones for Staff. I would just like confirmation of the fact that our Engineering people, in review of this, are perfectly satisfied with the proposed water detention part of this?

MR. HUBBARD: Yes, absolutely. They still have to go through final engineering once they submit their final plat. So, it's going to get another thorough look at that point with additional details, but the preliminary design met all of our standards and there is no deficiency relative to our codes. It's going to meet all Village and MWRD standards.

COMMISSIONER ENNES: Okay, and with a recent proposed development of an industrial building with, actually it's an industrial distribution building with a lot of truck traffic, one of the biggest concerns was the turning radiuses. Can you go to the slide that shows the two proposed buildings? Yes, here. The easternmost building, along the eastern side here, so along its northern side where the land-banked parking is.

So, if the Petitioner isn't able to negotiate something to get access to these parking spots that Rohrman had leased to the property to the north, I'm sorry, the property to the east, that lane off of Wilke, okay, with those parking spaces, that's going to be truck traffic coming through there, right?

MR. HUBBARD: Yes, it's usable by both trucks and automobiles, but it's 31 feet wide which exceeds our normal street standard.

COMMISSIONER ENNES: Okay.

MR. HUBBARD: So, I don't expect it to be a non-stop flow of cars and trucks.

COMMISSIONER ENNES: Sure.

MR. HUBBARD: I would expect there will be significant opportunities to turn and out of those parking stalls.

COMMISSIONER ENNES: Okay, it's just, from the drawing it looks intense without having an expansion of that and I was just concerned about that. That's all I have for Staff.

I do have one question of the Petitioner, Mr. Harris. If you could come back up? The building that you, I think it was Building No. 1 that you showed the graphic of all the office area where you've got windows on the first floor and then, I think you referred to them as windows on the second floor. Is that going to be a two-story office in there?

MR. HARRIS: No, no. No, it's, you know, it's more aesthetic design.

COMMISSIONER ENNES: Okay, well, then another question, is there entire building height going to be 32 feet?

MR. HARRIS: So, the building height, that's correct. So, the whole building, that's the lowest point in the interior.

COMMISSIONER ENNES: Right.

MR. HARRIS: Building height with the parapet walls --

COMMISSIONER ENNES: The 32-foot clear?

MR. HARRIS: 32-foot-clear, then you have the parapet walls because you have 41 feet.

COMMISSIONER ENNES: Right.

MR. HARRIS: Right, so we will see from here, the view is 41 feet. But then those parapet walls are also going to hide the units, right?

COMMISSIONER ENNES: Sure. Sure, all the rooftops.

MR. HARRIS: For the building, but when I say 32-foot clear or the 36-foot clear, that's the lowest point in the interior of the building where you're racking up.

COMMISSIONER ENNES: Okay, now, but you're going to have one-story office in there?

MR. HARRIS: Correct.

COMMISSIONER ENNES: In the future, could they even have higher office?

MR. HARRIS: Could there be two-story office? Absolutely. So, what you would do is then you would just reinforce the structure of the precast panels. There's ways to do that. It's just very expensive to do that, but it can be done.

COMMISSIONER ENNES: Sure, sure. But in the future, if you have a tenant in there that needs more office for their corporate staff there, there would be that potential

to have that 10 percent?

MR. HARRIS: Yes, that's correct.

COMMISSIONER ENNES: Okay, that's all I have. I think it's a great project. It ought to be taking an albatross off of the shoulders of the Rohrman group that's had that for, has it been 20 years vacant at least? Yes, okay.

MR. HARRIS: Thank you. Thank you so much for your comment. Thank you so much.

COMMISSIONER ENNES: Thank you.

CHAIRPERSON DAWSON: So, I just had a couple of questions. Sam, could you pull up whatever slide allows us to see the subdivision with the residents, the Hatfield Drive? Is that bit on the east there?

MR. HUBBARD: Oh, yes, this is Hatfield Drive right there, and there's townhomes on the south and the north side.

CHAIRPERSON DAWSON: Okay, so two questions that I haven't heard addressed yet, and these are probably just questions for Staff. One was a concern about noise. Can you address that? Because there's a building in between, so I'm not sure what, if this is the project that we're working on, right, so, obviously construction noise is going to be construction noise. But when it comes to its general operations, is there any concern about noise from this new subdivision? Or this new development, I'm sorry, to the subdivision?

MR. HUBBARD: So, in comparison to Hatfield Drive, I think that we're satisfied that the truck loading court areas for the Building No. 2 which is closest are all on the west side, so loading activities are going to be, you know, confined to this area buffered by the existing building, buffered by the space and the other existing building here. So, there is a substantial physical separation between those loading activities which have the highest potential to generate noise.

I mean, yes, there could be after-hours trucks making this movement here. But again, you know, to access these truck courts, it's going to be one turn, two turns, three turns, four turns here as opposed to going here, it's one turn, two turns, three turns. So, it's one turn west to access from Wilke Road, again that's not going to stop a truck from coming this way, and then I'm sure there will be trucks that will come this way after hours, but I mean, you're talking about the sound of a truck and it's not a truck going down a highway. It's a, you know, truck going down a short stretch of road.

CHAIRPERSON DAWSON: Okay, oh, sure, yes.

MR. HARRIS: Okay, so I have extensive experience with truck noise where we developed, you know, that car commercial we developed, Fountain Square in Bolingbrook, and it did generate a lot of truck traffic sound. But the truck court was aimed at the residents, and so the sound was bouncing off the walls and then going towards the residents. So, we built a pretty extensive wall; we did a traffic study.

What you'll see if you look at that design, the sound will come off, so Building 2 to the building off that wall, it's going to go back towards Building 1. So, the sound is not going to go up over Building 1, over that building and over to Hatfield. It's just not how that is going to work. It's going to go off that wall, head towards Building 1, and then Building 1 sound is going to come off those walls and head up north into that industrial park.

When that landscaping fills up, landscaping is actually the best way to shade or shield the truck court views. But it's going to absorb the sound in the truck courts as

well. So, really that truck volume is going to be going out this way, so from Building 2 on to Building 1 towards 53 and the industrial buildings in the back. You know, without having to do a complete study that you would have to do where you would get devices out and you have tenants in place, I'm very confident that those sounds are not going to go over two buildings off the direction towards the residents. That's how we designed this as well with having dealt with that in Bolingbrook.

CHAIRPERSON DAWSON: That's great to hear; that you took that into account in the design.

MR. HARRIS: Yes.

CHAIRPERSON DAWSON: Sam, just from a Village perspective, if there is increased noise, I understand that we can't necessarily police that, but residents can contact the Village and talk to you about increased noise. Do you want to walk through what that looks like?

MR. HUBBARD: Yes, I mean, we could certainly analyze or respond to complaints and work with, you know, the property owner to try and address them. You know, if it's a continual sustained noise, like let's say a generator or something that's just going on for over 30 minutes, there are certain regulations that, you know, limit the amount of decibels that those things can output.

Relative to industrial properties that directly abut a residential area, there are certain restrictions. This property does not directly abut a residential area. So, I'd have to, I don't believe there's any strict code limitation on hours of operation for these types of activities or sound restrictions. But we can certainly work with the landlord and any tenants there to help mitigate any complaints on noise if we do receive that.

CHAIRPERSON DAWSON: Okay, great. Then the last comment that was made was about how people cut through. We hear that a lot, right? This neighborhood isn't unique in that people are constantly trying to cut through and get different ways. So, it sounds like that's already a problem without this development that would cause anything for that. So, just since the neighbors are here and raised that concern, is there anything that the neighbors can do, you know, if they feel that there's a safety concern right now existing in their neighborhood, can they contact the Village and work with the Village on that situation?

MR. HUBBARD: Yes, I mean, if there's speeding cars coming down Hatfield Road and, you know, they contact the Police Department, they can have enforcement come out, you know, it's something that needs to continually happen so that the message is reinforced. I mean, anyone who's gotten a speeding ticket, you know, goes that road a second time, they're going a lot slower. So, yes, it's something they can certainly contact the Police Department for assistance on enforcing, you know, speed violations.

Again, the way that the development is designed, traffic, you can't take a left out of the development and come up here. You can only take a right out, so you have to come down to Dundee Road. The only increase in traffic would be, you know, potentially you're coming down Arlington Heights Road, take a left in, and then come like that. You know, again we can look at, you know, especially if there's in relation to trucks driving down that road, we can look at potential restrictions and signage for truck traffic to, you know, see if a prohibition is warranted.

CHAIRPERSON DAWSON: All right, I just like to raise that so that the people in the audience know that there are things that can be done if there is a problem. I always bring this up because I lived in a neighborhood where people were doing cut through and

it was dangerous, and we worked with the Village and came up with a solution. So, if there's things going on, please work with the Village. They don't want to create an unsafe environment for you.

So, okay, so with that, if we've gone through all of our commentary, if there's any further questions? Yes, we have one more?

COMMISSIONER CHERWIN: One more question, Sam. Maybe I missed this in the earlier presentation, but if there is like, if it's warranted that the timing, you know, it expands on some of these traffic movements and everything, what would be the process, you know, if there is, you know, let's say the traffic is beyond what we were expecting or what the traffic study was expecting and, you know, there's just a lot more stacking on Dundee Road than we had anticipated, what's kind of the process for like light timing and everything like that with IDOT that we would, you know, how would that --

MR. HUBBARD: I mean, those intersections, as I understand it, are all linked as part of like 11 or 12 signal sequence of timing and it's governed by IDOT. So, the Village would have to, you know, be aware of a problem and work with IDOT to address, you know, adjust timing on those signals to accommodate for those peaks in different directions, see if there's adjustments that can be made to help, you know, increase the flow of traffic through those intersections appropriately as that traffic is being generated at each leg.

COMMISSIONER CHERWIN: That's something that the Village will monitor if it gets, you know, beyond our expectations and we'll work with IDOT to --

MR. HUBBARD: Sure. Yes, certainly. I mean, ultimately, it's controlled by IDOT, but we, you know, we're very familiar with working with IDOT and, you know, we can, you know, we'd have to address those concerns to IDOT.

COMMISSIONER CHERWIN: Thank you. That's all, thanks.

COMMISSIONER JENSEN: Yes, usually, Chair Dawson, you're the one who makes this point, that our purview is to take a look at what this particular project is producing in terms of areas of concern. It isn't really to take a look at the concerns that exist before this project. So, our purview is fairly narrow. The Board can take into account other considerations, but I think we're fairly proscribed in what we have to look at in terms of voting on this yea or nay.

CHAIRPERSON DAWSON: Do I have a motion from anybody?

COMMISSIONER ENNES: I would like to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC #21-009, an Amendment to PUD Ordinances #99-031, #07-072, and #09-041, to allow modifications to the approved development plan including construction of an approximately 511,000 square-foot warehouse distribution development and modifications to the Lexus building and parking areas; Preliminary Plat of Subdivision approval to re-subdivide the subject property into three lots; Rezoning of proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District, and of proposed Lot 1 from the B-3 Zoning District to the M-1 Zoning District; an Amendment to the Comprehensive Plan to reclassify proposed Lot 1 from "Commercial" to "R&D, MFG, Warehousing," and the following variation:

- 1. Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.**

This approval is subject to the following conditions:

- 1. Final Plat of Subdivision approval shall be required.**
- 2. As part of Final Plat of Subdivision, the Petitioner shall propose a revised declaration of covenants, conditions, and restrictions for the subject property, for review and approval by the Village.**
- 3. The Nissan lot shall be incorporated as part of the existing PUD.**
- 4. Conditions of approval #7, #8, and #9 in Ordinance #99-031 and conditions #3 and #5 in Ordinance #07-072 shall be repealed.**
- 5. Compliance with the May 25, 2021 Design Commission motion shall be required.**
- 6. Inbound and outbound truck traffic must use Dundee Road to access Wilke Road and to access Kennicott Avenue.**
- 7. As part of Final Plat approval, the following easement shall be established as outlined within this Staff report:**
 - Ridgeline/Lexus easement**
 - Lexus/Nissan easement**
 - Ridgeline/Nissan easement**
 - Future access easement**
- 8. As part of Final Plat of Subdivision approval, the Petitioner shall provide a code-compliant photometric plan for the Rohrman lots. Should any of the on-site lighting exceed code requirements, revisions to the on-site lighting shall be required, or the Petitioner must seek a variation.**
- 9. The existing easement established via Document #03364848 shall either be amended to reconfigure the parking and access to align with the proposed Lot 1 redevelopment, or shall be vacated. Should vacation not be possible, at the request of the Village, the Petitioner shall install the 40 land-banked parking stalls at the north of Building 2.**
- 10. If required by IDOT, the Petitioner shall re-stripe the eastbound left-turn lane on Dundee Road at its intersection with Kennicott Avenue per IDOT requirements.**
- 11. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

CHAIRPERSON DAWSON: All right, we have a motion.

Do we have a second?

COMMISSIONER CHERWIN: I'll second.

CHAIRPERSON DAWSON: I don't know who got that, but okay.

All right, any additional questions, comments, commentary? If not, then we're going to vote.

Sam?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: No, with comment.

MR. HUBBARD: Chairwoman Dawson.

CHAIRPERSON DAWSON: Yes. Comment?

COMMISSIONER WARSKOW: Yes.

I love everything about this development, except for the fact that I'm not comfortable with a level D and E service on those roads. I'm not comfortable with just police enforcement on Hatfield. I think there needs to be some significant, I don't know what we have against speed bumps in Arlington Heights, but I think there are some circumstances where they are called for. I just can't see a major arterial like Dundee Road having that much truck traffic in that small of a distance.

CHAIRPERSON DAWSON: All right, thank you. Appreciate the comment. The motion was approved and will proceed to the Village Trustees.

I don't know, Sam, if we have a date?

MR. HUBBARD: We'll work with Mr. Harris on a date with the Village Board, probably in September.

CHAIRPERSON DAWSON: To the members of the neighborhood, again, just like Commissioner Jensen said, our purview is very small. The Village Trustees' is much bigger. So, if you feel that your questions were not addressed here, your concerns were not addressed here, please feel free to go to the Village Trustees meeting and address them there again, okay?

All right, so with that, we do not have any additional items, correct, on the agenda?

MR. HUBBARD: That's it.

CHAIRPERSON DAWSON: Anybody want to make a motion to adjourn?

COMMISSIONER JENSEN: So moved.

COMMISSIONER WARSKOW: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Anybody opposed?

(No response.)

CHAIRPERSON DAWSON: No? All right, thanks, everyone. Thank you for mask wearing. It's very much appreciated.

(Whereupon, at 9:11 p.m., the public hearing on the above-mentioned petition was adjourned.)