

PLAN

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

COMMISSION

RE: ARLINGTON HEIGHTS POLICE STATION-200 E. SIGWALT STREET-PC#16-024
AMENDMENT TO PUD ORDINANCES 05-041 and 78-026

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 22nd day of February, 2017, at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN LORENZINI: All right, I'd like to call to order this meeting of the Plan Commission. Would you all please rise and recite the pledge of allegiance with us?

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Thank you. Sam, would you call roll please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Next item on the agenda, we have the approval of meeting minutes, two meeting minutes from our last meeting. Any comments or recommendations?

COMMISSIONER GREEN: I make a motion for approval.

CHAIRMAN LORENZINI: Second?

COMMISSIONER JENSEN: Second.

CHAIRMAN LORENZINI: All in favor?

(No response.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: All right.

COMMISSIONER WARSKOW: I was not at that meeting.

COMMISSIONER CHERWIN: I was not either.

COMMISSIONER SIGALOS: I was not at that meeting either.

CHAIRMAN LORENZINI: Warskow, Cherwin and Sigalos. Thank you.

All right, next item on the agenda is public hearing for the Arlington Heights new police station. Is the Petitioner here? If so, please come forward.

MR. PERKINS: Good evening, Chairman and members of the Plan Commission.

CHAIRMAN LORENZINI: Good evening, Mr. Perkins. How are you?

MR. PERKINS: Very good, thank you.

CHAIRMAN LORENZINI: Just for formalities, could you please raise your right hand? Anybody else who may be testifying or talking, and we'll swear you all in. Please stand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Again, for the record, could you please state your name and spell it for the court reporter?

MR. PERKINS: Yes, I'm Charles Perkins, P-e-r-k-i-n-s, Director of Planning and Community Development for the Village of Arlington Heights, the Petitioner for the new proposed Arlington Heights Police Station. With me this evening, I have a team from the architects as well Deputy Chief Nick Pecora from the Police Department and Steve Blye with Legat Architects, Kevin Matray with Mackie Consultants, they're our engineer on the project, and Chris Siefert with Riley Construction, our construction manager.

CHAIRMAN LORENZINI: Thank you. Have you read all of the conditions and do you agree to them?

MR. PERKINS: Yes, we do agree with them.

CHAIRMAN LORENZINI: Thank you. Would you please give us a presentation on the project?

MR. PERKINS: Yes. This evening, we are requesting an amendment to the existing planned unit development that was approved in 1978 and amended in 2005, and three variations. The first one is to reduce the required parking by code from 620 spaces to 434 spaces. The second is a variation to reduce the drive aisle width in the rear parking area for the Police Department vehicles only from 24 feet to 22 feet. The third one is to not provide one landscaped island in that same rear parking area.

One of the Plan Commission members had requested of Sam Hubbard, the Staff liaison, that we provide an overview on the background and the need for the police expansion. So, there's quite a few slides at the beginning of this that go through a little bit of history, so I apologize, I hopefully won't take too much of your time but it will set the stage of how we got to where we are today.

So, we began looking at the Village facilities back in 1996 with an initial space needs study, and then that was conducted again in 2003. Then in 2006, there was actually an expansion that was designed to expand the rear of the existing police station, and a decision was made by the Village Board at that time to defer that and to do a more comprehensive feasibility study on the police station needs.

That facility study took place in 2010. It's a fairly large document that identified the space needs of 76,000 square feet for a new police station. It identified numerous building deficiencies in the existing building, and throughout the years after that, the Village Board has deferred approximately \$8 million of maintenance that's needed on roofs and windows and tuckpointing and things like that, waiting for the right time to consider building a new building.

Then in 2015, we commissioned another feasibility study to take another look at the police station needs and to really see if that 76,000 figure still held through based on the 2015 needs of the department, and also to determine whether a police station could be built on this campus or whether we had to look off site. That particular study established a construction-only estimate for the police station of \$27.9 million which is what we are working towards today. Then in February and May of last year, the Village retained Legat Architects and a series of consultants to move forward with construction documents, and also Riley Construction as the construction manager.

As far as recent meetings where this has been presented and available to be reviewed by the public, I'm not going to read all of these, but there has been numerous meetings prior to September 2015. But this slide just illustrates those since then. More recently, in December 5th, we provided an update to the Village Board that was televised, and

there is a link to that televised presentation on our website. We then met with the Plat & Subdivision Committee in December, and a preliminary review with the Design Commission.

In mid January, we held a neighborhood meeting. We mailed to over 200 residents around the municipal campus. We actually, for that neighborhood meeting and tonight's meeting, went well beyond the minimum 250 feet. 250 feet south of our campus would only pick up about five homes. We mailed all the way down to Grove on the south so we could invite as many names as possible.

Then last week, we had the Design Commission public hearing where they did recommend approval of the architectural design.

Just to set the stage for the site, as you can see from this aerial, the site is extremely constrained. On the north running northwest to southeast are the railroad tracks. On the west are Arlington Heights Road, the south of Sigwalt. The yellow image highlighted here is the existing police station sandwiched between the Fire Station and Village Hall and also the Municipal Parking Garage. So, we are focusing on how to fit a new police station of 70,500 square feet within the zone between those existing buildings.

As part of the 2015 study, we also looked at not only the space needs of our department but what other communities were doing. You can see other communities in and around near Arlington Heights, their police station facilities are significantly larger than the current Arlington Heights facility. Yet they have a much lower population, and in most cases they have smaller department sites. So, for example, Hoffman Estates, population of 53,000, they have a department of 138, they have a 79,000 square-foot police station built in 2010. Skokie, another example, 65,000 population, they have a department of 130 when this survey was done, and a building of 79,300. So, you can see Palatine and Hoffman Estates as well on this slide. What we are proposing is smaller than all of them with the exception of Hanover Park which obviously is a smaller community and not quite as comparable as the others.

At this point, I'll turn it over to Deputy Chief Nick Pecora. He's going to talk about some of the deficiencies in the building, issues with the building and operating the department and how technology and policing has changed since the building was originally built in 1978.

DEPUTY CHIEF PECORA: Thank you, Mr. Perkins. Good evening, members of the Plan Commission and Mr. Chair. My name is Nick Pecora, it's P-e-c-o-r-a. I'm the Deputy Chief of Police with the Police Department.

My perspective, I can go back to 1982 when I started my employment with the Police Department almost when this building opened in 1981. I won't read all the bullet points, you can read them at your leisure. I'll kind of highlight the pictures because they provide the perspective.

If you take a look at the hallway picture, we've started using the hallway as storage. We've run out of usable storage space. The photograph showing the clothes rack, that's the men's locker room. I'll show in a picture later how the equipment that we have issued to our officers has increased exponentially over the years as we have engaged in other specialties, like you can see some bicycle officer uniforms there and some raincoats. They just don't fit in the high school lockers that we offer currently.

The picture on the lower left is the detective office. Those 16 detectives in there are stacked on one top of each other and we really can't get anymore in that floor plate. If you look in the center in the back, there's a workstation with a hutch above it. We just fit that in the corner because we didn't have another place to put a detective.

In the lower right is a, when I started in 1982, that was the trash and shredder room. We've repurposed that and as we introduced technology into the police field in the mid to late 80's, we had to set up computer workstations. So, that's where we have four workstations for our patrol officers and some of our civilian employees to write and generate their reports.

As Mr. Perkins indicated, there have been several studies, the 2010 space needs analysis which was supplemented by the 2015 analysis agreed to by our Public Works Department that the building is in great need of repair. The roof and windows are beyond their useful life cycle. The facility is not handicap accessible.

A major issue is our range is not up to current capabilities. In 1982 when the revolver was the standard issue, the baffles in the back of the range could stop that projectile. Now, with the technology that we employ in the squad cars, it would penetrate the steel that's in the back of the range. So, we have to outsource our range time when we're training with rifles. We end up at the College of DuPage or the St. Charles Police Department outdoor range. So, in the new facility, we are programming in a range that can handle all the different firearms that we deploy or use in a police department.

The sally port safety is questionable. The sally port is in the center of the slide. That's where we pull up the squad cars in when there's a prisoner in the car. The door comes down and, in a safe and secure environment, we can extract somebody that's unruly and take them into the lockup. You can see that we have doubled the storage in there, the motorcycles are in there, there is an evidence drying cabinet that you can see in there, and all that stuff presents trip hazards when you have an uncooperative person that's fighting with the officers, and it happens from time to time.

The lower right picture is our approach at the front door. You can see that the railings are starting to get unstable, they're rusting in the cement.

Again, we're going on with the structural decomposition of the building. The picture at the top there shows the metal decking that's starting to deteriorate. A couple of years ago, our east door dropped about an inch because the decking fell apart and the floor dropped a little bit. We had to close off that portion of the building and a contractor had to come in and cut up the floor, redo the decking, pour a new floor and put in a new door on our east end.

The middle picture shows the inadequate ventilate in the building. That's the room that I previously indicated was the trash room, now our report room. We've got box fans throughout the building that help us improve the circulation.

The lower picture shows the upstairs laboratory. That's still original decor. That hasn't been updated, and quite often those things back up on us. That's an issue with the plumbing. We are forever getting that sulfuric smell in the building. We're finding out that our plumbing ventilation stacks are cracking and we're getting the backlash of the sewer system into the building.

The electrical system is an issue. When the building was built, the top picture shows that we've got the tongue and groove 12 by 12 ceiling tiles. There was no chase for the technology cabling, and as our contractors come in to put new cables in so we can put computers and different workstations, they can't replace the tiles. So, throughout the police station, you can see voids on the ceiling which creates an issue with the HVAC system.

The generator is in the building, in the basement of the building. It's a natural gas Caterpillar engine that shakes, rattles and rolls once a month when we test it. We

anticipate that it's going to go out any time now and there's nothing that the Public Works can do because, like I said, it's a large Caterpillar engine and it can't come out of the basement and they can't get a new one down there.

Storage is a significant factor. Again, as technology has increased, we didn't have the storage space for the technology. So, the picture on the bottom there, we took the last 10 feet of our roll call room and put up a partition and called it an equipment storage room. It's a lot of impromptu work that we've done over the years to make ends meet.

This just keeps going with the technology deficiencies and how we've made ends meet. The picture on the top right there, when I started in 1982, that was a dark room when we used to take the booking photos with the old four by five negatives. We used to develop them in a black and white dark room there. Since we went to a digital media, we don't need the dark room, and now that's our traffic office. So, we have a traffic sergeant, three traffic officers, and the five PSOs that patrol the downtown area all work out of that office, but it was never meant to be an office. We've had to improvise, and you can see the portable air conditioner there that's pushed up into the fan. The fan circulates the air and then it's vented up in between the ceiling to who knows where that goes.

The picture on the left is our second floor atrium, and what it doesn't capture is that four-foot new wall there goes throughout the stairwell down to the basement. Anybody that enters the building, uses the elevator to go to the basement, can hop over that four-foot new wall and get into the operations area of the Police Department, creating a severe security issue if somebody had ill intention.

The last picture there shows the front lobby. On either side of the revolving door are the window curtains, and they are degrading at the base. When it rains, they leak into the lobby, presenting a pretty good trip hazard.

Here is the last slide, and this is the perspective that I talked about. When I started in '82, we had the typical high school locker. It was good for your uniform, it was good for your gear bag. In the mid 90's, as we started to get more equipment, we put the top 12 by 16 addition on the top of the lockers. In 2014, we just saw that the equipment that we've issued has overwhelmed the locker space.

Here you have an officer on the 2014 slide that's also a bicycle officer, and the gear on the bottom, I'm sorry, on the carpeting is stuffed in at the base of the locker. You can see the blue box there is a firearm case, there's a pursuit case. Close to 9-11, we all have gas masks. That's equipment that's deployed each day as an officer goes out onto the street.

All that gear in there is required by our prevailing general orders. We mandate that an officer keeps a clean uniform in his or her locker in case a detective is called to duty, or in case an officer in the course of their job either comes into contact with a bio-hazard or somehow soils their uniform, they'll have a backup uniform that they can continue their tour of duty. So, we've noticed that there is a severe inadequacy in the allocation of space for people to store department-issued equipment.

That completes my presentation, thank you.

MR. PERKINS: So, I think that was really helpful to have Deputy Chief Pecora walk through the changes in policing and issues with the building first-hand. It's easy for anyone else to explain but they can't do it with the same passion and knowledge that the Deputy Chief has.

I wanted to take a little bit of time and walk through very briefly the goals of the 2015 study. These are the goals that the Board adopted at the very beginning of the

study.

The primary goal of that study was to determine whether a new police station could be built on this campus. The other goals deal with it being cost effective, it needs to be a utilitarian building, functioning 24-7 which our Police Department does. Spaces need to be shared with the Village Hall if they can be done cost effective.

So, we were charged in that study at looking on our existing facilities, is there a way to use some of our existing facilities. The safety of the officers was extremely paramount. The architecture needed to complement the existing two buildings that we have on our campus but be done in a cost effective way. The building needs to be functional, flexible, adequate workout facilities and firing range the Deputy Chief talked about, utilizing the entire site. The Board charged us with looking at the entire site and not just exactly where the police station was, and then looking at maximizing covered parking for the police personnel as well as maximizing parking spaces on the campus.

So, one of the other concepts from the 2015 study showed the building placed in this position between the two buildings. There's no circulation around the rear of the building which created some problems. But this exhibit does show on the top left of your screen one option that the Village could pursue down the road if it were ever needed to expand the parking garage to pick up additional parking spaces. A second option closer to what we're proposing today kind of shrinks the building a little bit, allows circulation around the back of the building, and shows an expanded surface parking area in that northwest corner. Again, we don't believe we need to do that but it is something that could be done if there were to be a parking demand.

We also looked at offsite solutions, so we are continuing to explore and design some long-term archival storage on the fourth floor of this building to reduce the square footage that we need to build in the new police station. We're also looking at re-purposing the former Fire Academy and calling this the police annex to allow for some offsite seasonal vehicle storage as well as archival storage in that facility as well. Again, by using existing buildings, we can keep cost down a little bit and not build a bigger building as perhaps some of the other communities that I referenced at the beginning of the presentation.

Now, to some of the meat of what the Plan Commission and this hearing is all about, it's about the planned unit development, getting approval for that, and the three zoning variations that we're requesting. So, these are the criteria, I won't read them, the Plan Commission is very familiar with the criteria for justification of those variations.

The little thumbnail sketches at the bottom focus on two of them. On your bottom left shows the rear parking area that is a police only parking location. That drive aisle between the spaces is 22 feet wide, it's currently 22 feet wide although no variation was ever granted in previous approvals. You can see the pinch points between the generator and the parking garage and the railroad tracks, and we're trying to maintain sufficient although minimal area to replant landscaping along the railroad tracks. So, we're requesting that variation just in this area. It's not used by the public, it actually would never be seen by the public. It's only used by the Police Department for police vehicles.

The second is also in that area, a request to not install one landscaped island that would be in that run right along the railroad tracks of 31 spaces. We require one landscaped island every 20 spaces. Right under that parking lot is onsite detention. Currently, there is zero onsite detention on this campus and our engineer will talk about that in a moment, but the only place to put it is in underground structures. Those structures don't allow

sufficient space to install a landscaped island in that location.

So, those in a summary the justification for those particular variations. There's more detail in your packet addressing each of these criteria specifically.

The other variation we're seeking is from the parking requirement. We did provide a traffic and parking analysis. The Engineering Department conducted a week-long peak hour and ADT, average daily trip traffic, at our main entrance between the proposed police station and the existing Village Hall. The highlighted areas that you can see, the peak a.m. and p.m. inbound and outbound trips combined was on a Friday in November, we have 93 trips. But more importantly, looking at the outbound trips, the peak p.m. outbound trips were 51 on a Monday in November at 5:00 p.m. We also had a total of over 1,000 trips in and out of the campus on that particular day as well.

This is the proposed site plan. You can see the police station is fitting nicely although tight in between the existing fire station and the police building. The main difference that anyone from the public would see with this campus is not only a great looking building and a good functional building but the driveway between the police station and Village Hall is changing. Currently, it's a three-lane cross section, and this exhibit on the left illustrates that. We're changing it to a two-lane cross section.

Currently, there is one lane inbound and two outbound. The one outbound at this location that I'm identifying is a south and east movement, but in reality you can only get two vehicles there before you start backing up into the garage because the length of that turn lane is so short so we're really not losing that much. But what we're gaining on the right is a streamlined entrance into the parking garage. Anyone who has come into the parking garage when other people have been coming into the facility, they are immediately challenged with various driveways. At this point, people don't know which way to turn. There's another driveway here as well as to the west, and then the ramp that goes north.

Under this scenario, those driveways are eliminated. The one that remains here is exit only, for police only, so it really cleans up that entrance. It also allows us to provide a significantly wide sidewalk so customers parking in the parking garage here can either walk across to this sidewalk or down to this striped crosswalk and a nice sidewalk that goes to the front of the police station. Right now, there's about a foot-and-a-half area between the stair tower and the drive aisle, so it's very pedestrian unfriendly for anybody going to the police station.

With respect to the parking code, the parking code requires 620 spaces. It calculates and assumes using all of the buildings, all of the meetings room all at the same time, and that never happens. For example, the roll call room is not used by anyone other than police, yet it's calculated as additional capacity from a parking point of view. Many of those points are outlined in our justification for the request.

Currently, we have 441 parking spaces on site. It's worked adequately with no issues since 2008 when this building was built. We are losing seven spaces with the renovation and rebuild of the police station, so we would have 434 spaces.

We have a lot of historical data as well as recent data on detailed parking counts. Most traffic studies and parking studies that you will see have a one-day count. In 2014 and '16, we took week-long counts; the same in 2009 and 2005. Here you can see the total spaces, they've changed over the years. In 2005, that was prior to building this building and the fire station. The fire station used to be a parking lot there. It was also prior to building the Vail Garage expansion, and that's why there's a higher peak demand of 301 at that time. Since building the Vail Garage, commuters have migrated to the Vail Garage. There's a lot less

commuter traffic and parking in this building.

So, as you can see, in 2016, the peak capacity was 244 spaces, leaving 193 spaces vacant. In the proposed column, we assumed the new parking count of 434, so a loss of seven spaces, and then we projected an increase of 10 percent. Even if we took the 2014 number with 149 vacant spaces and projected a 10 percent increase, we'd still be 120 spaces vacant. In addition, the Police Department works in a shift environment. The peak shift is 60 employees during the day and they're not all on site. Many of them are on patrol.

Another analysis that we did, we took the peak time for each different parking zone. So, visitors have their own parking, employees have their own parking, police, the daily fee and Village vehicles and the Fire Department. We took a worst case scenario, we took the peak of every single one of those even though they're at different days and added that all up and assumed that was the worst case scenario. In 2014, we still had 124 vacant spaces, and in 2016, in the week-long study, we had 151 vacant spaces.

So, at this point, I would turn it over to Steve Blye who is going to present a lot more interesting information on the floor plans and the architecture.

MR. BLYE: Hello, Commission, and Chairman. Thank you for letting me present this. I am also a resident of the city, of the Village, excuse me, about five blocks north of here.

What we're trying to show in the site plan is the big driver of the shape of the building in the site was the enclosed parking structure on the north. This was done purely functionally so that police officers wouldn't be spending valuable time cleaning snow off their car. So, we've got the required number of cars in that lot, and creating a strong simple rectangle and fitting it on this diagonal lot was the big challenge while trying to make the Police Department building itself fit properly with all the right things on the ground floor. There are certain elements that need to be together on the ground floor, some that can go on the lower levels and some that can go on upper levels.

When the building was first laid out and even in earlier concepts, it was designed to look very much like an office building, a municipal office building with just a bunch of windows and a tiny little lobby in one corner. It's very hard to make a beautiful historic building that fits in when you've got just a series of offices that have their lights turned off at night. So, one of the strong elements we have tried to do to make this more public friendly and to be more attractive overall as well as function well is to take a meeting room which is for the public and for the staff at different times, rather than keeping it up on the second floor which would have involved the public going up into the police officers realm, keep it down on the ground floor and make a special statement out of it, put it right in front and center, run a lobby two-thirds the way along the front of the building, and now we will have a lighted up lobby that will enliven the facade, make the building look more alive, it will make the street scape more alive.

So, those three elements, the parking garage, the police facility in the center, and then to the south the lobby and the community room, are the elements that drive the shape of this building. So, the lobby and the community room are one-story with an expression of a little bit of a tower entry feel on the west-southwest corner, a peaked gable expression over the community room to give it a presence. In the center of the building are two floors stacked with a lower level basement and a strong peaked roof with gables that's stepped down. Then stretching out over the police garage to the north, we've carried a few gabled areas that involve locker rooms and workout areas. So, there's a little bit of flat roof area over the police squad parking area.

Now, with the driveways and the public and Village Hall people using

primarily the west driveway, we are letting the police officers enter from the east, sharing the driveway with the Fire Department. So, that driveway will go up there, there will be a sharp left turn right away into the sally port which will allow prisoners to be brought into the building, into the holding and booking area. The vehicle will be backed in, will be able to pull out so that there could be a safe transfer of the prisoner. Then going up to the northeast corner, a sharp turn 180 goes into where evidence garages will be located for if a vehicle is impounded, and cars will be brought in there. Then the majority of the squad cars will go into the east end of the police garage and will park in there on the north and south. Then when they leave, they depart, they'll depart in the northwest corner, shoot straight north, and come loop back around and go down onto Sigwalt. Now, if for some reason they're in an emergency or they decide really need to get north quickly, they can also drive carefully through the garage and exit out going northbound onto Arlington Heights Road, if they just have some reason they really need to bypass that light.

So, that's the general layout of the site. I guess the next slide should go into the building per se. I'm going to just take you to the ground floor so it's a little clearer. The public will enter from the southwest corner there where you see the arrow, main entry, go into the lobby, directly ahead in the gray area there will be a front desk with the officers, and then the patrol area is located directly behind that in the light blue. If the public needs to check their records, they will walk to the right into the green area and they will go up to a window about 42 inches high and check records in that area. If there are meetings held in the community room, they will walk to the right and be in the meeting room. That gray bar area is very much isolated from the rest of the building. Staff and invited guests can go into the rest of the building but the public will be constrained to that part of the building unless they have a reason to be brought upstairs or escorted upstairs.

As you can see, the sally port is the lower southeast corner. A prisoner has been brought in there, taken out of the vehicle, brought into booking, and the cells are on the far east side. The corridor that wraps around is a corridor that not only has the police officers present but when a prisoner is out on bond, he is able to come out from that sally port area right next to the community room. Solid wall, no connection whatsoever, just happens to be next to it.

Behind that is the evidence garage. Then the pink area running east-west where it says Police Entry in the far left, we know that this building is for the police so this is a special entry for the police. It will be sliding doors, very easy for them to go into. They won't have to bang their equipment against doors when they're trying to open it. They'll go right into the concourse. They'll be able to come in from the north from the squad area, they'll go into the patrol area. There is also a stairwell right about where the word Interview is that takes you up into the second floor, and the stairwell is open so that there is conversation and they are able to talk and discuss and catch each other when they want to discuss cases.

I'll go upstairs next. Upstairs, a lot of the administration in the southwest corner. Special investigation area, plenty large. Once again, a concourse, this is the special area that the police call home there, their central space. There's a break area to the east, and then directly north looking into is a fitness room and lockers for men on the west and lockers for women on the east. Community services is right at the edge of Investigations and is off at the end, and it also has plenty of facilities for what they need to do there.

There are stairs and one elevator on the southwest corner, the little square is an elevator. There's a second elevator near the Investigations, and then stairwells as required for exiting and to get up and down into the building.

Any questions on any of these so far?

I meant to go down the stairs into the basement. The basement is meant to be a training area that is very active. Forensics are there. There are some storage and collection there because it's a lower cost area for storage of lots and lots of equipment and things. We keep our mechanical there, but we've got a multipurpose training room, support for training, firearms training, range support, and a firearms range.

Now, this is located under the garage because the noise and the lead dust that occurs that typically migrates through any building is isolated far away under the garage and not put underneath the police station as is the current configuration. This should work better for many reasons. It should also keep it from getting in the air system, it has its own separate air system, so it doesn't migrate the lead dust and noise into the building.

Any other questions there?

CHAIRMAN LORENZINI: No, we'll take questions at the end.

MR. BLYE: Okay, thank you. Roof plan, we're trying to show that it's a bit of traditional roof, sloped gabled roof, so we've got shed roof areas. Lower southeast corner is a tower, and what we'll talk about and show you pictures of it later. The south end there, you'll see the community room roof. The major roof that's two stories high that reaches up to a peak is running east-west with gables on the ends. Then we've got two gabled areas for the workout areas and the locker rooms.

The context, the elevation, we've got a four-story building on the left with a tower that goes five-and-a-half stories, a one-story fire station on the right to the east with gabled areas and roof storage area. Our building is a two-story building with a basement below grade. The floor to floor, we're going up 14 feet to the second floor. We've got a ceiling at about 12 feet on actually above the second floor, a gabled roof, and we're trying to show that the context and the scale is trying to fall between the two buildings, not trying to look too large or too small. We're trying to show a bit of the tower entrance but we're not trying to play up the tower in a strong powerful way. We're trying to keep it low scale but still make it very clear where the entry is, and then let the community room look like a special space of its own that livens, you can see two-thirds of the facade which could be lit up at night.

Seeing it a little closer, on the south along Sigwalt is a drawing you see at the top. One can enter from the south into the tower, walk along the lobby, look at plantings and landscaping. Then the meeting room, we're holding some of the ceils up high just a little bit for security so people aren't walking by, seeing a whole lot of what's going on.

Then to the far right where you see these windows that are located really high right above the white car, that is the sally port garage. You're just bringing natural light in but you don't want anybody to have any way of looking into that area at all. There are lots of reasons we can go on as to why that sally port garage is there, but it just was the function of the plan, it was absolutely the best place to put it. One way or another we would have had a garage in that corner, it would have been either the sally port or another one.

The west elevation is trying to show, to the right half is the part that will be the most visible to the public as you're on the west drive. What's not shown in the drawing is a parking garage stair tower which falls just to the left, right about where that white car is. It's not shown because the entire garage is there and you'd have a stair tower right up against it, about 11 feet away from that brick wall where the white car is, and we're going to be tying into that stair tower. We reviewed whether we would remove it or not, but we're tying right in and letting that be a way to connect into the building. But the visible part that the public will see is everything

to the right of that center point, the part to the right is kind of a sliver of space about 11 feet wide between the garage and the new police station.

On the east side, you see generally the same kind of conceptual facade, we're trying to match the look of it, two stories and a peaked roof, gabled roof. Then as you get beyond a certain point, we're using brick to save some of the costs, it becomes less visible, it's about halfway back along the driveway to the fire station. Then from the north, noticing it as I live on the north side of the tracks and take the train in everyday, I really see about the top halves of these buildings. We're going to have trees at the lower levels, we're going to have gabled roofs to give the building some presence along the skyline. But the lower part is simply the face of the garage with windows that are high to let light in to the garage.

On the second floor, you've got an open roof deck. We're only showing people up there for scale. We're not supposed to put people there but we're showing it just for scale in the drawings. Then windows with the locker rooms, and then the center higher windows are bringing light into the central stair tower.

I neglected to mention that we're bringing, there's half round windows you see on the south, and that's bringing light into the center part of the open office, the Investigations area, so that even though the officers are removed away from the windows, they'll still get nature lighting and be able to look in. You know, I can't read these dimensions here but I can tell you what some of them, I just can't read them but --

CHAIRMAN LORENZINI: I don't think we need to know the dimensions.

MR. BLYE: Okay. 51 feet I think is the tower, 47 feet at the peak. But the important thing is as you're at the ground floor, you only have about 11 feet from the stone along that lobby until you hit that first gutter line. Then there's a sloped roof, and then you go up 24 feet to the next eave line or gutter line for the second floor, 24 feet. So, the apparent height of the building as you're standing right at the sidewalk is about 11 or 12 feet, then it sets back about 15 feet, and then it goes up 24 feet. Then the roof slopes back and it goes all the way up to about 45 feet. So, it really becomes a much lower scale, it's not a building that goes straight up like the Village Hall, it steps back generously to try to make the building appear less massive than it is. I just can't read those numbers, but that's really the general story.

So, what we're trying to do is create a building that does not try to match the buildings next to it but tries to complement the historic character of the buildings next to it. We're using a little bit different balance of stone and brick. We're putting more stone and less brick on the front as opposed to the existing buildings around us with less stone and more brick. We're trying to get a little bit of a contrast, but yet we're trying to be very historic. Talking about this project and explaining it all to the team, we know that in historic villages like Arlington Heights and all over the suburbs as well as over Europe, you see historic buildings that try to be different but yet they're tied together by the commonality of the historic look.

That's really what we're trying to do. We're not trying to pick a style, we're trying to pick something that we feel is in character. I'm not sure if you want me to describe anything. The larger windows on the ground floor, the lobby of course, the meeting room, the second floor windows, the punched windows, I'd say the ones that run horizontally are for the offices looking out. At the point where the meeting room gloms into there are actually windows looking out from that area into the meeting room so we have light there. We basically bring windows where we need them inside but organized in a nice way.

Aerial view. These planter walls are in this configuration for several reasons. We wanted to break up the flow. There will be lots and lots of landscaping that's not

shown in this drawing, but they will be all over in front and behind the walls. The walls are there not only to create some gracefulness and to keep away from the strong horizontal lines, but as been proven in numerous places around the country, people attack police stations and our consultant actually did a building in Dallas that was attacked and the walls kept the car bomb from going into the building. So, these are trying to not only secure the building but to create graceful looking walls with landscape all around them. We're keeping the sidewalk in tact and we're setting the building back 10 feet as required from the sidewalk.

The back end of the building, you see flat roof areas. But we've tried to keep the gabled roofs so that for the most part from the distance this will not look like a flat-roofed building.

Landscape plan. We're halfway through the design process and we've already pretty much identified the species. We're trying to not do a mono-culture of trees or landscaping, mono-culture meaning one type that if it gets disease it gets taking away. But we're blending trees or blending plant scapes, or blending the times of year that they bloom. We're blending the scale/scope, and we even have some that will look beautiful in the winter when snow is covered.

We've carried the landscaping around to the backside to the extent that we can. To the left you see some area under the garage where we don't believe things will grow, so it will be a rock garden or gravel area that we'll make as nice as we can.

Street scape amenities. We're basically going to replicate or resemble the street scape that we have out in front of the buildings now, in front of the Village Hall and the fire station now. We're adding some seating areas, bench areas, and trees in a row centered on major elements of the building.

I'll let Kevin, our civil engineering, talk about the grading, the sloping and draining. Thank you.

MR. MATRAY: Good evening. Kevin Matray, M-a-t-r-a-y. I am the civil engineer on the project. I think a lot of the site aspects of the project have already been discussed, but maybe I'll touch on a few of the civil components.

Starting with the grading plan, the way the grading design was set was to determine a finished floor elevation of the building that works with the existing site constraints. It is a very tight, narrow site. You know, we have existing drives on both sides, we have the railroad in the back, along with Sigwalt along the face of the building. We had to determine an elevation that was going to work both from an accessibility standpoint but also to allow for drainage and stormwater management of the site.

So, what we first did is set that floor elevation, and then we made sure that the drainage was maintained. So, what we've done is provided either sheet flow, overland flow towards storm structures or directly to the vault itself. Like Charles had mentioned earlier, the stormwater detention is provided for this site in an underground detention vault which is located on the north side behind the police station under the narrow parking lot.

That was really the only usable space for a structure of this size. It's going to be below the asphalt of the parking, but also it will be relatively shallow. I mean it's going to have a pavement section that suitable for vehicular traffic on top of it, but we're also setting it in an elevation where we can get the water to it and it can drain to the existing storm sewers in the street along Sigwalt.

One of the things that Charles had mentioned was the planter island in the rear that we're asking for a variance on. That's for the same exact scenario that I just

described with the vault being where it's placed back there.

Jumping to the utility plan, this is an existing municipal campus. There are several utilities already on the site. We're going to be maintaining the existing infrastructure that's there for both the Village Hall and the fire station, but at the same time we're going to be providing new service connections to our building. At the southeast corner, we'll be making a connection for sanitary to the existing combined sewer along Sigwalt, and then in the northwest corner, we will be connecting a water service that just happens to be the best location to come in with the water. So, we'll be connecting to the water along Sigwalt as well, bringing it up the shared drive aisle between the Village Hall and the police station, and then connecting in the rear northwest corner.

The storm sewer connections to the building will be downspouts at different locations around the building, will be collecting those into an underground storm sewer that then ties into the detention vault in the rear. Along with that, there will be, you know, dry utilities, gas, electric, telecom, that will all be coordinated with the existing infrastructure on campus along with the maintenance and stuff in the rear, sorry, like the generator and the chiller in the rear of the building. That will also be tied into the infrastructure.

The paving plan I think we talked about a little bit, but there are two drive aisles on either side of the police station. The one between the police station and the fire station will be a concrete drive for the emergency vehicles and for the squad cars that are parking in the rear. On the west side of the building that serves the parking garage, there will be a heavy duty asphalt pavement for the traffic that it's loaded for there. There is also a delivery stall or delivery drop-off area along Sigwalt on that drive that we're maintaining that's currently there. The circulation around the site then as you go to the back for the squad cars is just a light duty asphalt section which is rated for the loading that we expect to see there.

There is a brick paver walk in the front of the building that's matching the existing street scape that we have there. Then like Charles had mentioned, we're providing new walkways and sidewalks of the concrete nature along the side of the police station in order to get pedestrian traffic, you know, from the parking garage to the police station. The existing handicap stalls in the parking garage will be maintained with an accessible path provided from the garage to the police station.

We also took a look at site circulation with some of the emergency vehicles that are going to be using the area in the site. Based on talking with the Police Department, these are some of the traffic patterns that we anticipate seeing. We did look at ambulance traffic that is both able to access the fire station and the sally port. We also looked at the fire truck access in order to make sure that they can get back into the rear of the station, that follows a similar pattern that they're currently using now.

This is the squad car, where you see it, we're showing that it can get into the sally port as well as get to the rear parking in the back and come through the proposed parking garage in the back of the police station. So, like we talked about before, they have a couple of options there as far as how they can exit the parking garage. The circulation works for both routes.

Then lastly, we looked at just a typical delivery truck just to make sure that you could still access the new drive aisle between the police station and the Village Hall, making sure that truck traffic can still get in and out, making the turns out onto Sigwalt.

I think that covers, you know, briefly the civil components. I will turn it over to Chris to talk about the construction staging. Thank you.

MR. SIEFERT: Good evening, everyone, Commissioners and Chairman. My name is Chris Siefert, S-i-e-f-e-r-t, with Riley Construction.

So, on the staging plan, one of the things that you're going to notice that I want to point out is on Sigwalt Street, we've sort of set up that parking area that are for parking for those quantities of vehicles that will be offsite for the temporary station for the Police Department. We're going to look to use that, and while it's difficult for the parking, we want to be there because we have to be conscious of the fact of the emergency access that might be taking place at the fire station. So, we need to be out front on Sigwalt Street so we can see what's taking place. You can see that with like the three dark square boxes on the south side of Sigwalt Street there. That way, the superintendents and the field crews can see what's taking place and they'll have a radio and be able to work very closely hand in hand with the Fire Department in an emergency situation and provide some traffic control as necessary if needed.

On the rest of the plan, there's going to be access around and there's going to be some areas that are temporarily going to be closed, and then we sort of highlighted those through the drive aisles. As you heard Kevin talk about, we're going to be bringing utilities through both the drive aisle on the west and the drive aisle on the east between the fire station, having to pretty much, you know, demolish all the pavement that's there and having to reconstruct them. Those will be phased over time, there will be intermittently enclosures that will take place. There's just no other way around it at this point in time.

We've also at some crane locations. There will be one obviously on the south side of the building as they're trying to erect that way, as well as we're going to have to drive around the north side to reach some of the access for the steel structure and some of the precast that's going to be built as well as some of the roofing deliveries.

The temp construction fence is going to be in the far northwest corner along the tracks. We're going to use that parking lot in that area that's underneath, or that's on top of the detention as soon as that's built for our construction staging area and storage of materials.

Another big part that's hard to see on this, we've sort of set up the plan so that the parking garage will get built first. That would get enclosed and that will provide roughly, you know, 10,000 square feet of storage for materials really quickly that's covered throughout the duration of the project so that we can get some of those materials that normally you might see on a typical construction site out along the roadway or on other areas of the site. They'll be enclosed and off and away from any type of security issues or as well as just protection of them from the elements.

Contractor parking, we're anticipating during peak periods we'll have to continue down along the public parking on Davis Street for those that will not be able to fit, you know, in that immediate parking lot to the south of the police station as you go forward.

Traffic movements, we're really going to try and limit all traffic from Arlington Heights, either from the north or from the south and bring everybody in and out along Sigwalt Street. Again, back to my comment of wanting to have a setup for the office for the field superintendent and the field forces to be right there on Sigwalt, so if they're not in a building, if they're going to be working somewhere, they could see what's taking place from a delivery standpoint and be out there with flagger men or other types of traffic control measures that's necessary to help alleviate any congestion that might take place.

Then lastly, we're planning an entrance, you know, into the construction site that's separate from the drive between the fire station and the new police station there on the southeast corner. Any questions?

CHAIRMAN LORENZINI: Not at this point, thank you.

MR. MATRAY: Sorry, one last thing. I know it's civil engineering, it's super exciting, but I do think it's important to note that currently existing on site for the municipal campus, there is no stormwater detention provided. So, the stormwater detention that we're providing in the back will be per MWRD and Village ordinances and will be a regional benefit to the area. You know, by storing this water onsite, releasing it at a rate that's approved by the ordinances, you'll be taking undue water out of your storm sewer systems and your combined sewers that's currently taxing them.

MR. PERKINS: That concludes our presentation. We do have a lot of information on our website. That's a screenshot of our website, so it's got the 2015 feasibility study, presentations that have been done to the Board, and updates periodically of where we are on this project. So, we are happy to answer any questions that the Commission may have. Thank you.

CHAIRMAN LORENZINI: Thank you, Charles. Is there going to be a Staff report or the Staff report is done?

MR. HUBBARD: Yes, so if the Plan Commission would just bear with me, I've got a 20-minute Staff report. Just kidding. I am not going to evaluate the Staff collaborative effort here. I will summarize the Staff recommendation.

So, we did recommend approval of this application subject to conditions one through five. The first condition is relative to final engineering. Mostly, preliminary engineering is already done at this point. We're just trying to cross the t's and dot the i's, and that's what this condition is going to address.

Also, there was an existing dumpster behind the fire station that's going to be removed. We have not yet found a location for that, so condition number two is going to address that.

Number three, I think we're still analyzing designs for the mechanical equipment to the rear of the police station. Initially, it was at grade. I think we're looking into a sub-grade area for this mechanical equipment, so these details have not yet been completed and finalized. So, condition number three is meant to address that.

Again, condition four is pretty standard, just compliance with the Design Commission. Then five is the very standard condition that we always find.

So, we are recommending approval of our project, we're very supportive of it, and happy to answer any questions.

CHAIRMAN LORENZINI: Is there a motion to enter the Staff report into the public record?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER SIGALOS: I'll second it.

CHAIRMAN LORENZINI: All right. All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Very good. Okay, now we open it up to the questions from the Commissioners. Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: Yes, just a couple of very minor things just for information. You mentioned the \$27 million roughly is the cost of construction. Any idea what the

additional cost may be on construction? So, if we were looking at the total cost of the project, what are we looking at?

MR. PERKINS: Yes. So, \$27.985 million is the construction only. The total project cost including temporary relocation, rent, other fees and soft costs, \$32.9 million. The Village Board issued that bond in February last year. We had a window to refinance some existing bonds and the interest rate was very good. We got an interest rate of 2.93 percent. We did, this little fact sheet, we did mail this to every person that received the mailing and it does have that information on there.

COMMISSIONER JENSEN: Next is you mentioned you did have a neighborhood meeting and you expanded the range significantly. About how many people showed up and what was the sense of their comments?

MR. PERKINS: There were seven residents who showed up. They had a number of questions. One of their primary questions had to do with whether this project would impact them from a flooding point of view. So, I explained the situation as Kevin mentioned, that currently we have zero stormwater detention. We will be detaining water onsite that's going to have a regional benefit.

There were other questions, most of them had to do with construction. They were concerned about construction start times, not starting before 7:00 a.m., that no construction traffic travels south through the neighborhood. Those issues have been relayed to Riley Construction. They will be making the subcontractors aware of that and the superintendent on the site in that south parking lot will be monitoring that.

Overall, they were generally very complimentary. They liked the architecture and the design. They liked the fact that it was, you know, one-story initially before it stepped up to a two-story element to soften the impacts. They liked generally what we were presenting to them.

COMMISSIONER JENSEN: I think it's very, very good. Last question, will you have a bike rack?

MR. PERKINS: I'm a big cyclist. We currently have two bicycle racks, and if we need more, we will add additional ones. They're currently not used to their maximum, so we don't believe there's a need to add an extra one at this time. But we do have spaces where we could put additional bike racks.

COMMISSIONER JENSEN: Good, because I think this is the optimal place to put one if you need one.

MR. PERKINS: Correct.

COMMISSIONER JENSEN: This is on public property, the public would pay for it, so I think it would be a great idea. I think it's a wonderful project. I think it's been very well thought out over a long period and I'm very supportive.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes, I just want to voice my support. My father was a policeman for 30 years, so I think you guys deserve a better facility than what you have now. I can appreciate how long you've waited for it.

My only real question in terms of the design was the sally port is next to the community room. I would assume there's all safety precautions, that there's no bullets that can penetrate between the sally port and the community room. Correct?

MR. PERKINS: That is correct. You know, what you're seeing kind of is a blocking floor plan. Due to safety and security reasons, we obviously have detailed floor plans.

But due to issues that have been happening around the country, we're not making those available to the public. So, we appreciate your questions, and you can't see what we know, but yes, it is separated. The sally port does not butt right up to the community meeting room. There's actually a secure hallway. Both the sally port and the booking cells are reinforced walls and things of that nature. So, it's being designed to meet all of the latest requirements and standards.

COMMISSIONER WARSKOW: One last thing. My full-time job has to deal with energy efficiency, and I know there has been mention of efficient lighting, occupancy sensors and all. Unfortunately, the energy efficiency playing field is changing right now between the Department of Commerce and Utilities. But if there becomes an opportunity where you could take advantage of incentives for doing things beyond code, would that be something that the Village would look into?

MR. PERKINS: Yes, we would, and we have explored different energy efficient categories. So, there's the category that you have to do, you've got to meet the energy efficiency code and the international building code, you know, energy efficient lighting, the light sensors, things like that. All that makes sense.

We then looked at three different HVAC systems, you know, one of which was geothermal. The reason I put the site plan up here is because the site is so constrained, the only place to drill those wells would have been in the parking lots on the south side of Sigwalt. To get enough wells to provide, you know, to supply this building, was it like 40 or 50 wells?

MR. MATRAY: Yes.

MR. PERKINS: Yes, it's like 40 or 50 wells, 500 feet down, and they take, you know, like a week to drill each one. Those neighbors probably wouldn't appreciate that. Public Works Department did go out and visit three other facilities, a school and two park districts I believe that had geothermal, all of which had problems. They didn't keep humidity, they had various issues with leaks, and we have a 24-7 facility, you know, we can't have those kind of issues. So, we ruled out geothermal.

Personally, I'd like to see some rainwater garden system here, but as you can see there is virtually no space on the site. If there were some grants for solar or something like that, we'd absolutely explore that.

COMMISSIONER WARSKOW: Okay, well, there is community solars, a thing that is going to happen. So, I don't know if the police station or any of our municipal buildings would work for that. But that is something coming up.

I was speaking more towards the internal efficiency of the building. Right now, the Department of Commerce offers incentives for public sectors new construction, that if you did some modeling and you showed that modeling went above code, you could earn incentives for that. So, I'm just saying unfortunately bells might not be there, but if there was something similar, that I would like to see the Village explore those.

MR. BLYE: We do a great number of buildings that are very highly energy efficient.

CHAIRMAN LORENZINI: Excuse me, if you could?

MR. BLYE: Oh, I'm so sorry, yes. Our firm is known for doing energy efficient buildings. We are not being asked to do a LEED building in this case, but we are trying to introduce LEED features wherever we can. You know, we're not doing some of the modern things like putting screens on windows that will take away from the historic character, but things such as even the stone we're trying to get mined from Missouri, not too far away from St. Louis, so it's not

too far to drive and all the cutting and all that is being done. But our firm does do numerous LEED buildings and so we're taking the best of what we've learned and trying to incorporate it into this building.

COMMISSIONER WARSKOW: Okay. I would just encourage the Village, if there are incentives for all of this stuff that you're doing, to look into that when Commerce takes over the energy efficiency grant process.

MR. BLYE: Thank you.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: I really have no questions. I just want to say it was a great presentation. I think it's a good looking building and I'm behind it a hundred percent.

CHAIRMAN LORENZINI: Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes, I would echo what my fellow Commissioners have said. Great presentation. You know, I think a very well thought out plan in many ways and I appreciate both the Village and the Police Department, you know, especially the Police Department enduring it for a while under less than ideal circumstances but, you know, sort of taking one for the team knowing that we want to be fiscally responsible and make sure we've got the right plan in place before we start constructing. So, I commend all of you on that. Great presentation.

I guess the questions I had coming in were going to be around parking and stormwater. It looks like everybody addressed those very well. So, I have nothing but support for it.

I guess the two questions I did have that came up during the presentation, I was thinking, I'm just curious to see if there was any thought of, one was in the police garage, I presume that you looked at sort of the interceptor vehicles going to the garage and everything, I presume that that's adequate for virtually all of the police vehicles, even the larger ones, the SUVs or some of those vehicles as well. You're nodding, so I'd assume that that's accurate.

MR. BLYE: Correct.

COMMISSIONER CHERWIN: Okay. The other thing, I was just curious, you talked about the flat roof maybe in the back of the police squad parking area and that not being accessible. It looked like you had some figures up there but you're not going to allow that to be an open space for the officers, that's just going to be closed down with a flat roof?

CHAIRMAN LORENZINI: Could you please come to the microphone please?

MR. BLYE: Yes.

COMMISSIONER CHERWIN: It just seems like it might be an opportunity to have some sort of secure space where they could get some outside leisure space.

MR. BLYE: What we're believing is the image, the small square at the bottom of the drawing that has the garage doors on it, the windows that look out under there is the police lounge. Now, we're thinking there could maybe be a handrail set back a ways and have a small area that's paved possibly for them. But we're trying to also not give the impression that the police officers spend their time lounging around. We don't want the public perception, I mean that's not something we hear but the police officers would not like that perception. So, we're not trying to do that.

Now, when you see the people on the roof in my drawing, it's simply I'm trying to show everybody how big everything is.

COMMISSIONER CHERWIN: Right, okay. Well, I certainly as a villager wouldn't mind if they had some area of that space but, you know, that's fine. Thank you and I'm supportive of the project. Nice work, everybody.

CHAIRMAN LORENZINI: Commissioner Sigalos?

COMMISSIONER SIGALOS: First of all, I'd like to thank Charles. That was an excellent presentation, both by yourself, Charles, but also the architect and construction team. Left very little to the imagination, that's for sure.

One question I have, I see in the Staff report that even though you're expanding to 70,000 square feet, you're still going to be using some long-term offsite storage in a police annex, formerly unused Fire Department facility. Where is that?

MR. PERKINS: It's a building that's owned by the Park District but we paid for half of the building and we have an intergovernmental agreement with them. It's on the north side of Arlington Heights by Nickol Knoll Golf Course.

COMMISSIONER SIGALOS: Okay, and then also you'll be using some space on the fourth floor, the Village office, long-term evidence storage or what have you?

MR. PERKINS: That's correct.

COMMISSIONER SIGALOS: So, even though this building is 70,500 square feet, it's still not providing all the ultimate space that you really, really need?

MR. PERKINS: That's how we were able to reduce the size of the building from 75,000 that was part of the 2010 study to 70,500 in the 2015 study. Maybe Deputy Chief Pecora can talk about why we need more storage because they have to keep evidence almost forever.

DEPUTY CHIEF PECORA: Since I've started, the General Assembly has enacted certain pieces of legislation that require law enforcement agencies to keep certain pieces of evidence forever. Murder, criminal sexual assault, those evidence, pieces of evidence have to be kept forever. We have to go to court after the person who has been convicted of a crime has passed away, there are no other witnesses. So, murders that I investigated as a detective in 1990, we still have stored in the basement. We have a murder scene, we have pieces of wall board that were preserved with blood spatter, not to get into details, but they were boxed up in a shadowbox for court presentation, and we have those in the basement. There's almost 1,000 square feet of evidence that we need to maintain to adhere to statutory regulations, and we need to put that stuff someplace.

There's a big issue with chain of custody. When we demolish the building, we need to put our existing evidence someplace so it can't be challenged in court. What we're going to do to comply with that is build an evidence locker on the fourth floor, so when we deconstruct the building, we have our evidence in a secure format in this facility that can't be challenged by any attorney with respect to a chain of custody issue.

COMMISSIONER SIGALOS: So, the fourth floor storage, will this be temporary then while the existing police station is being demolished and the new building constructed?

DEPUTY CHIEF PECORA: Yes and no. It will be temporary storage for our active evidence. It will be permanent storage for our long-term evidence. So, that's stuff that we're required to keep by statute that no longer has a law enforcement application simply other than storage will stay on the fourth floor and be preserved under lock and key, alarm, and a 24-7 camera.

COMMISSIONER SIGALOS: So, today in 2017, you're all relatively fine with

the fact that the storage that you have, both within the new building and offsite, will last for many, many years and we're not looking at ten years from now building an addition or what have you?

DEPUTY CHIEF PECORA: Well, yes, again using the perspective since 1982, the evidence that we've collected has been manageable in the evidence vault that we have in the current building. Yes, we're expanding it to allow for future evidence collection. But I think the space that we've designed in conjunction with the long-term evidence on the fourth floor should be sufficient for the 40, 50-year life space of the projected building.

COMMISSIONER SIGALOS: Well, thank you. That was my main concern.

DEPUTY CHIEF PECORA: Thank you.

COMMISSIONER SIGALOS: Again, I think it's an excellent project. I think your presentation was excellent. I'm in full support of it.

DEPUTY CHIEF PECORA: Thank you very much.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: So, just to concur with everyone else, it's a great project and you did a great presentation. My son did the World of Work through Windsor last year and did a tour of the Police Department and it was just so, I understand that you had to wait for the money and all that, but it was just disheartening to see the conditions that officers are existing in while they're trying to keep us safe. So, you know, you guys deserve everything that we can throw into this building.

I did have just a couple of questions, Charles. On the goals, you said the 2015 goals, I don't really know how much this relates to this plan but I was just curious, who wrote the goal, where does the goal come from that says sustainable materials only if it doesn't cost more?

MR. PERKINS: That was specifically discussed at the Village Board level.

COMMISSIONER DAWSON: Okay. So, it seems like it's coming from a community concern. Is that, would that be --

MR. PERKINS: I think it's coming from a cost perspective concern that some energy efficient measures cost a little bit more than non-energy efficient measures. I know when we did this building, we looked at certification and we got cost estimates for modeling, and it was, you know, a six-figure number just to do modeling to try to get certified. So, I think there was some concern about that, not that I'm saying the Board members aren't for energy efficiency because I think they are if it makes cost effective sense. That was the gist of that goal.

COMMISSIONER DAWSON: Okay, I agree with you, I think that they are. Just it's a little disheartening to me to see that sentence because I do think it comes a lot from the community that they're concerned about taxpayer dollars and not in my own preference which is different to that. I was just curious where it came from.

Beyond energy efficiency though, it sounds like, I forget who was ever talking, that there's other things going on in place. Are we looking into water efficiency, recycled materials being added in, plus recycling materials being removed? So, we're doing all we can essentially?

MR. PERKINS: I'll ask Steve if he can talk a little bit about the types of materials that we've been looking at.

MR. BLYE: Well, one interesting thing that we're trying to incorporate is that there were hundreds of thousands of ash trees removed around the community. We were thinking why bring in new wood from somewhere else when we've already got these ash trees.

We think this will be a really great, not we're saying public relations but the public should appreciate the fact that trees that were removed all over the area were being sent out to Geneva, Illinois and milled and cut and timbered, cut and shaped so that we can actually put it on the walls and maybe in timbers in the lobby. We're investigating it very, very seriously right now. We can't think of a reason why that wouldn't work, but that's one thing that we think right there is being a very strong, sustainable, as well as symbolic gesture for the community.

We're basically looking at, our mechanical engineers are known very well, the company's name is 2010, and they're known for their energy cycles and the equipment that they use. They're state of the art. They're the ones that pushed very hard to try to do geothermal, and it's only when we realized that the site limitations are what stopped us.

We are also putting mechanical equipment inside the peaked roof, sloped roof. If we were to put rooftop units on a flat open roof, the life span of the mechanical equipment would be about one half, 20 years versus 40 years. So, we're looking at trying to keep the equipment maintained well.

Rainwater, we just don't have much site to handle that, but our detention system as we've already explained is going to handle regionally a lot of the water problems.

You know, we'll probably use LED lights throughout anywhere except exceptions where it doesn't make sense. That would be energy efficient.

I'm trying to think what else you might want to know.

COMMISSIONER DAWSON: Water efficiency? Water efficient toilets and all that.

MR. BLYE: Water, oh, yes. That's just so much of a given now that we almost forget to bring it up. Yes, we will. But we'll be careful not to use the toilets that literally don't work. I mean they have to work well.

COMMISSIONER DAWSON: Right.

MR. BLYE: Some of them have gotten ridiculous where you just can't keep them clean. So, yes, we're going to do all that.

COMMISSIONER DAWSON: Great. So, the only thing that I think was missing from the just natural flow of this terrific presentation was more emphasis on the wonderful things the Village is doing with the constraints that it has with this building to do as much environmentally, sustainable and friendly. I love that you're trying to use the ash trees, I think that's terrific. I think the community needs to know that. So, I think that's great.

Commissioner Warskow already mentioned this and it seems so silly to ask the Police Department, not necessarily just, I mean come on, you guys are responsible for our safety so it's so odd to ask a question about safety, but not just the sally port between the community room, but just nod your head or say there's going to be security measures in the public access to the community room as well. Right? Because I see that as potential someone coming in, wants to cause damage to the Police Department, if they can get access to the community room and get a civilian to use.

So, you nodded your head. That's all I needed to hear. I totally appreciate that you can't tell us all the details.

So, wait, I just lost this. I also agree, I'd love to see some aspect of the flat roof being able to be used, people that go outside. I think the days of people thinking that police officers lounge around, I hope the days of people thinking police officers lounge around are gone, maybe they're not, but everybody needs outside access. Everyone needs that if they can

get it. I think that our staff, our police officers work so hard, it would just be a nice thing for them to have an outside access area if we can do it. I'm not saying we have to.

MR. BLYE: Well, everyone on this team, it's been our original perception to do that. There may or may not be a change of perception that Charles could address but we are going to try to do that.

COMMISSIONER DAWSON: If it's bad PR, don't do it. But I'm just saying I am not only a member of the Plan Commission but a member of the community, and when I look at this building, I think of people who live and breathe and are here all the time. That would just be a nice, added benefit for them to have.

When we were doing the tour on the World of Work tour, I learned that exercise facilities are paid for by the police officers. Did I learn that correctly? Am I remembering that correctly? This really goes outside of building the building, but is that correct?

DEPUTY CHIEF PECORA: Some of the equipment that is in the existing facility was paid for by the FOP. There were some donations from clubhouses, from apartment complexes that replaced our equipment. So, we have a hodgepodge of equipment in the facility.

We have a team within the Police Department who have physical fitness background, and we put them in charge of constructing the new fitness equipment. One thing that we're going to do because it's not in the budget, the FF&E budget for the new equipment, we're going to take money from our drug forfeiture account and we're going to appropriate that for our fitness equipment. So, the money that we took away from the narcotics dealers is going to pay for our fitness equipment.

COMMISSIONER DAWSON: That's great. Because I did comment on that to the police officers, I couldn't believe that they were having to buy their own equipment. I mean a police officer should have the best physical fitness equipment we can give them. They're keeping us safe. So, I love that, that's terrific. I'm glad that we're doing that.

So, then the last thing that I just wanted to comment on is just a plug for the Village and the Village Hall. I love that we're using excess space here because many people complained about the size of the Village Hall. But the whole vision behind the building was for these specific types of needs that we couldn't necessarily anticipate. So, seeing it being used for that purpose, seeing it helping the Police Department and reducing cost over here is exactly what we were trying to do with the building. So, I think that's another great aspect that the community should know more about.

So, other than that, it's a great project.

CHAIRMAN LORENZINI: Thank you, Susan. I've got a few questions. It's such a good presentation I've got a lot of questions.

Deputy Police Chief Pecora, could you please answer a few questions?

DEPUTY CHIEF PECORA: Certainly.

CHAIRMAN LORENZINI: Again, a lot of these are just curiosity on my part, and I have been involved with several police facility designs over my career. I was curious about your comment about the gun range. You mentioned rifles being used also. Is the range long enough to give a good reading on what you would do with a rifle? Again, it's just a curiosity question.

DEPUTY CHIEF PECORA: Our particular range, is it adequate?

CHAIRMAN LORENZINI: Yes.

DEPUTY CHIEF PECORA: It's adequate in size and depth, but it's not

adequate to handle the 223 round that we deploy in our squad cars now. When I started, we had a shotgun in every squad car, and the range could handle the double-ought buck that we had in a shotgun. But as we progressed in lessons learned from other encounters throughout the United States, we've advanced the weaponry in the squad car to the point where now there's a 223, and the range that we have now cannot handle that range.

CHAIRMAN LORENZINI: When you say it cannot handle it, it cannot handle stopping the bullet?

DEPUTY CHIEF PECORA: It won't. The blinds, the baffles at the end of the range will get penetrated by the round if we shoot that, right.

CHAIRMAN LORENZINI: But is the range long enough to give you a true reading on the accuracy?

DEPUTY CHIEF PECORA: It's long enough. We don't expect our officers are going to be snipers. So, close quarters is what we train for.

CHAIRMAN LORENZINI: Okay, and when you bring people to the sally port, can you go to the floor plan, Sam, that shows the sally port? So, when you bring, I've heard concerns by policemen over the years that when you bring somebody in to like the sally port and you have to drag them back kicking and screaming possibly, where would they ultimately end up being locked up?

DEPUTY CHIEF PECORA: As the sally port is designed, in the northwest corner of the sally port will be a door that will access the booking area. If you split the booking area down the middle, to the right is the cells. On the north half of the booking area will be the female detention area separated by sight and sound; the lower half will be the male detention area. Everything on the left side or the left half of the booking area is for processing, and that's the booking counter, the live scan for fingerprints, the photograph area. Along the left wall or the west wall would be a suspect-attorney detention conversation area.

CHAIRMAN LORENZINI: Is there going to be a separate washroom for them?

DEPUTY CHIEF PECORA: There is. Right in the middle, there is a detention washroom. In each of the cells obviously there is a washroom facility.

CHAIRMAN LORENZINI: Is the capacity, is there going to be more capacity than there is now for locking people up?

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: All right. You talked a bit about records and you explained pretty well the need for record retention. But is there any type of electronic record backup? This is probably a question for the entire Village. Is there backup systems for electronic records?

DEPUTY CHIEF PECORA: Our IT department does backup our records management system.

CHAIRMAN LORENZINI: All right. Question, I think final question, well, actually a couple more. Certainly you made a good case for needing the size of this police station compared to other departments, other municipalities and the size of their population and whatnot. But are any of those other police departments that we're comparing to, do other things in those buildings besides what we do here? Like are there other major functions being held in those other buildings?

DEPUTY CHIEF PECORA: The Hanover Park Police Department, the Hoffman Estates Police Department, the Palatine Police Department are all standalone law

enforcement buildings. There are no other local government --

CHAIRMAN LORENZINI: Okay, so it's a good comparison.

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: Nobody can argue with that, okay.

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: Oh, this is always a contentious topic. When you design a locker room facility or a washroom facility, you've always had at the point in time so many male and so many female employees. But as time goes on, generally the female population grows. Have you allowed for that growth in any way in this design?

DEPUTY CHIEF PECORA: We have taken that into consideration, yes. In our current facility, we have a male locker room and we have a female locker room. We also have a male supervisors office/locker room. You can tell the people that designed the building had no forethought of female supervisors. In our current design, we have two. Because we are being cost conscious, plumbing is expensive, we have a male and a female locker room. Within the respective locker rooms, we have sub-rooms, if you will, for supervisors to allow the rank and file to have their conversations and their sanctuary and if a supervisor walks into the locker room, that there is a separate room within the respective locker room that they can change without interfering with some conversation.

CHAIRMAN LORENZINI: What about if the employee population, female population grows and you need more locker room space?

DEPUTY CHIEF PECORA: We currently have 13 female officers, and I believe the program space and the current locker room is upwards of 30 lockers for females. So, we've projected an increase and we are actively recruiting to try and match the demographics of the community within our Police Department.

CHAIRMAN LORENZINI: All right, and a couple of questions for Mr. Blye, the architect.

MR. BLYE: I was going to finish that answer, too. If I go to the roof plan on the far right, the smaller shape, that is where the women's locker is. There is room to expand northward if we needed to. There is room right there on the roof.

CHAIRMAN LORENZINI: Sometimes it's as simple as removing a wall.

MR. BLYE: Yes, it could be that, but you know, you don't want to take it off the fitness room. The nice thing is the flat roof is intentionally designed so that you walk right out onto it, if you needed to, you can expand out and cover the entire flat roof and double the size of the fitness room and expand the women's.

CHAIRMAN LORENZINI: Now, this question maybe is as much for Sam as you, but the generator, that's got to go outside, you have to exercise it once a month I believe. Is there any noise issue where it's going to be?

MR. HUBBARD: It would be below grade, so that's one of the things that we're --

CHAIRMAN LORENZINI: It's going to be below grade? Is that going to fit?

MR. BLYE: Correct.

MR. HUBBARD: So, I think Public Works was going out and looking at some of the existing facilities that had those to analyze that and determine, you know, would that be an impact or not. If it was a problem, then we can go back to the standard enclosure in which it would be put in.

CHAIRMAN LORENZINI: One picture that Deputy Chief Pecora showed

was the rotting metal frame. I noticed you're putting a lot of the storefront frames up on stone --

MR. BLYE: Yes.

CHAIRMAN LORENZINI: So, that's obviously, it works well to keep the --

MR. BLYE: Yes, I have a personal concern about never bringing window mullions down to the ground except where you absolutely have to.

CHAIRMAN LORENZINI: Again, just to justify the size of the building, the standard space being allowed for employees, is that pretty standard throughout the industry?

MR. BLYE: Yes, as a matter of fact, we haven't been trying to get down to the minimum of corridors. We've kept the corridors with the idea that a standard individual civilian is walking around at a certain body width, and when you've got holsters and things all over the side that catch and bang, we've created it a little bit wider so where we might be able to handle a 40-inch wide stair typically, we're widening our stair to five feet. Instead of four feet, we go five feet. We're trying to avoid having police officers running into each other and their equipment hitting each other in the legs.

So, we are keeping everything at the comfortable minimum, but then the expansion is because we know these are a little wider than normal with all this stuff.

CHAIRMAN LORENZINI: A concern I always have here is, you know, the old Taj Mahal concept. Now, good architecture here, you can get a nice looking building for the same price as bad architecture.

MR. BLYE: Yes.

CHAIRMAN LORENZINI: So, the one question I do have, is there much atrium space in the building?

MR. BLYE: No, actually.

CHAIRMAN LORENZINI: That's a good thing.

MR. BLYE: Well, no, I should say that there is a stairwell that goes two stories. We're creating a little bit wider opening, I don't know, three feet maybe beyond the width of the opening, so that there is an intentional feeling of an openness. But it's only over the length of the stair that goes from the second floor to the first floor, and that's for police officers only. That's not only to bring light up and down the building through the skylight, but it's also to allow somebody to be walking by and catch the eye of somebody and ask a question.

The Police Department is doing a lot to try to keep from segregating the investigators at one level from the patrolmen at another level. They are segregated within the building due to the need to keep some people on one floor and others on the other floor because their departments don't fit, but they're trying to let them intermix. They are intermixing in this two-story concourse area which is two separate hallways lined up on top of one another with simply an opening right above the stairway that's a little wider than it has to be just to get a little bit more visibility in and conversation.

CHAIRMAN LORENZINI: I think my final question will be for Charles. The community room, who will be using it? Because we really have community rooms in this building, right?

MR. PERKINS: Yes, we do. But the Police Department, they do host community events. They have crime stoppers, other activities that occur currently in the second floor community room. This proposal would have it on the first floor, so, you know, it could be used more by community groups. The intent is to allow it to be used and to allow the public to feel that this is their police station when they come in that, you know, main lobby area. They can go, you know, talk to the front desk, they can go up and get any records that they need, they could be

going there for a meeting. But then it's secure as you can see on this exhibit here, everything else is certainly secure behind there.

So, you know, it will have a little bit more usage than perhaps it does today.

CHAIRMAN LORENZINI: Okay, thank you. That closes the Commissioners' questions portion of the public meeting. I'm going to open it up to the public. Anybody in the public have any questions? If not, we'll close that part of the meeting and go back to the Commissioners for final questions, deliberations or recommendation, motion. Commissioner Jensen?

COMMISSIONER JENSEN: Nothing further.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: No additional questions.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: No.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: No questions.

CHAIRMAN LORENZINI: Commissioner Sigalos?

COMMISSIONER SIGALOS: No further questions.

CHAIRMAN LORENZINI: Commissioner Cherwin?

COMMISSIONER CHERWIN: No.

CHAIRMAN LORENZINI: Recommendation?

COMMISSIONER DAWSON: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-024, an Amendment to PUD Ordinances 05-041 and 78-026; a Variation from Chapter 28, Section 11.4, to reduce the number of required parking spaces from 620 to 434 parking spaces for the municipal campus; a Variation from Chapter 28, Section 11-2-8, *Minimum Drive Aisle Width*, to reduce the drive aisle in the rear parking lot from 24 feet to 22 feet for police vehicle parking; and a Variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscaped island within a row of more than 20 parking spaces in the rear of the police parking lot.

This approval shall be subject to the following conditions:

- 1. Final engineering plans, details, and calculation shall be required prior to the issuance of a building permit.**
- 2. Location of fire station dumpster shall be determined prior to issuance of a building permit.**
- 3. All mechanical equipment shall be completely screened.**
- 4. The Petitioner shall comply with the Design Commission recommendation of February 14, 2017.**
- 5. The Petitioner shall comply with all applicable federal, state and Village codes, regulations and policies.**

CHAIRMAN LORENZINI: Second?

COMMISSIONER SIGALOS: I'll second it.

vote please.

CHAIRMAN LORENZINI: Commissioner Sigalos has seconded. Roll call

MR. HUBBARD: Commissioner Cherwin.
 COMMISSIONER CHERWIN: Yes.
 MR. HUBBARD: Commissioner Dawson.
 COMMISSIONER DAWSON: Yes.
 MR. HUBBARD: Commissioner Green.
 COMMISSIONER GREEN: Yes.
 MR. HUBBARD: Commissioner Jensen.
 COMMISSIONER JENSEN: Yes.
 MR. HUBBARD: Commissioner Sigalos.
 COMMISSIONER SIGALOS: Yes.
 MR. HUBBARD: Commissioner Warskow.
 COMMISSIONER WARSKOW: Yes.
 MR. HUBBARD: Chairman Lorenzini.
 CHAIRMAN LORENZINI: Yes. Congratulations! You received a unanimous approval. Is there a date on the Board of Trustees, Sam? Or Charles?
 MR. PERKINS: We're anticipating March 6th for the Village Board.
 CHAIRMAN LORENZINI: When is construction due to start?
 MR. PERKINS: We are looking at this summer all things going well, early summer.

CHAIRMAN LORENZINI: How long will it take?
 MR. PERKINS: Chris? Like 14-16 months? 16-18 months?
 MR. SIEFERT: Yes, we're targeting 14 to 16 months. Targeting trying to get the building closed by this winter if at all possible if we're dried in. So, all of you please say prayers so that I can repeat this venture --
 CHAIRMAN LORENZINI: Now, you're going to be the general contractor or the inspector?
 MR. SIEFERT: Construction manager, we'll be onsite.
 CHAIRMAN LORENZINI: So, you're going to bid the individual contracts?
 MR. SIEFERT: Yes.
 CHAIRMAN LORENZINI: Okay, and it's going to go to the low bidder on each one or how is the bid work going to work? Or is it going to be qualification based?
 MR. PERKINS: Be pre-qualified, public notice for pre-qualification of subcontractors, and our contract is with Riley Construction. Riley Construction will hold the contracts with all the subcontractors. We will negotiate a GMP, guaranteed maximum price, probably in the next couple of months with Riley for the project.
 CHAIRMAN LORENZINI: Their commission is based on a certain percentage of the total cost?
 MR. PERKINS: Their fees have already been negotiated. We issued an RFP about a year ago and had 10 construction managers/firms respond. We negotiated the fees, interviewed three or four firms twice, and then selected Riley Construction based on that. So, their fees are already negotiated as part of our contract with them.
 CHAIRMAN LORENZINI: Good. Well, good luck to all, thank you.
 MR. PERKINS: I would like to thank the Commission. I'd like to thank the team that's both here and not here that have worked really hard on this project. I'd like to thank

Sam and all the other departments that have been involved in this as well. So, thank you very much.

Sam?

CHAIRMAN LORENZINI: Thank you. Okay, anything else on the agenda,

MR. HUBBARD: No.

motion to adjourn?

CHAIRMAN LORENZINI: Do the Commissioners have anything? If not,

COMMISSIONER DAWSON: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: We're adjourned.

(Whereupon, the meeting was adjourned at 9:05 p.m.)

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, ROBERT LUTZOW, 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.

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2017.

NOTARY PUBLIC

