



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
August 27, 2014
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Orchard Evangelical Free Church - 7/23/14
- B. Parkview Apartments - 8/13/14

IV. PUBLIC HEARINGS

- A. Boy Scouts of America - PC#14-015
617 E. Golf Rd.
Land Use Variation

V. OTHER BUSINESS

VI. ADJOURNMENT

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Item: Orchard Evangelical Free Church - 7/23/14

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
PC Minutes 7/23/14 DRAFT	Minutes

DRAFT

PLAN

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

COMMISSION

RE: ORCHARD EVANGELICAL FREE CHURCH - PC #14-014

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
23rd day of July, 2014, at the hour of 7:30 o'clock p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
LYNN JENSEN
TERRY ENNES
BRUCE GREEN
GEORGE DROST
SUSAN DAWSON
JOHN SIGALOS

ALSO PRESENT:

LATIKA BHIDE, Development Planner
BILL ENRIGHT, Deputy Director

DRAFT

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

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Thank you. Roll call please.

MS. Bhide: Commissioner Cherwin.

(No response.)

MS. Bhide: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MS. Bhide: Commissioner Drost.

COMMISSIONER DROST: Here.

MS. Bhide: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MS. Bhide: Commissioner Green.

COMMISSIONER GREEN: Here.

MS. Bhide: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MS. Bhide: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MS. Bhide: Commissioner Warskow.

(No response.)

MS. Bhide: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Okay, thank you. First item on the agenda is approval of meeting minutes from the last meeting of June 25th, Holy Family Ministries Resale Store and Kondilis Subdivision.

COMMISSIONER GREEN: I'd like to make a motion to adopt those.

COMMISSIONER SIGALOS: I'll second that.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Okay, very good. Next item on the agenda is the public hearing. The first petition on the agenda is PC #14-014. Have all the proper notices been given?

MS. Bhide: Yes.

CHAIRMAN LORENZINI: And the Petitioner and anybody else who will testify, would you please come forward and I'll swear you in? Raise your right hand please.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Could you please state your name and spell it and give your address?

DRAFT

MR. STEIGER: Joe Steiger, S-t-e-i-g-e-r, 11 West Noyes, Arlington Heights.

MR. BEECHICK: Tim Beechick, B-e-e-c-h-i-c-k, 254 Woodland Drive, North Barrington, Illinois.

CHAIRMAN LORENZINI: Okay, thank you. If anybody else is going to testify later, you'll have to come up and do the same thing. Let me ask the Petitioner a question. Have you read the conditions in the report, the four conditions?

MR. BEECHICK: Yes, we have.

CHAIRMAN LORENZINI: Do you agree with them at this time?

MR. BEECHICK: We have an issue with one of the --

CHAIRMAN LORENZINI: Okay, well, that's, we'll cover that later then.

MR. BEECHICK: Okay. Thank you.

CHAIRMAN LORENZINI: Now, Petitioner, would you please give us a brief presentation of your, an overview of your project?

MR. BEECHICK: Okay. Do we have an easel?

MR. ENRIGHT: We have everything up in here, unless it's something that's different.

MR. BEECHICK: Okay. All right, that's great. Very good.

Well, members of the Plan Commission, we are pleased to be before you this evening and are grateful for this chance to be before you. Tonight, we're seeking a site plan approval for modifications to a portion of our church parking lot for the Orchard Evangelical Free Church on Douglas Avenue. The modifications will be to the Belmont portion of the lot.

We are also seeking approval of widening an existing single lane that connects the drive to a two-way lane at this location. And it connects the two parking lots, the Belmont parking lot to the Douglas parking lot. You can see that it's bulging by heavy out put right there. The drive that I'm speaking of right now, it goes around the south side at the south edge of the building. We're also providing a re-striping plan for the Douglas parking lot to allow for two-way drive aisles within the parking lot to give us more flexibility in moving traffic at peak times on the property.

I'll give you a very brief 30 seconds at the most, time me guys if I go over. Initially, as many of you know, we had an impressive plan to seek approval for additional properties and expanding the parking lot for the church that would encumber eight residential homes adjacent to the property, to our existing church property. Subsequently, through a lot of feedback and prayer and time to review everything, we've pulled back from that and have agreed to become more efficiently prompt in our use of our current property as

DRAFT

well as garnering the support of other parking lots within the area, primarily the school district with long-term parking agreements, and also entering into a plan for the use of parking attendants onsite at peak time of traffic demand to allow us to move traffic more efficiently and help indicate where stalls are becoming available as people are coming to and from the church property.

Most of our peak demand is on Sundays; obviously Sunday mornings it's very heavy. We are attempting to do this and also use supplemental parking at other lots. We've got a shuttle system that's been put in place during the peak seasons of our attendance and we'll be probably providing that again this fall I would assume, if, shuttling these people from the Thomas Junior High parking lot over to our church. And so, we're doing a lot of things we believe to try and do everything we can to be as efficient and as expeditious as we can in using parking and in using the existing improvements that are in place.

Our plan, really the major focus of the change to our parking lot is in the Belmont lot at the entrance. We need to widen the area off of Belmont near that entry to allow for more staging of people coming and going into our church building at this location. We are also, given the aging and demographics of our congregation, we need to provide more parking handicap stalls and assisted parking stalls. And I believe we are over-parked in that regard with this current plan as far as the amount that we're providing, but we feel it's necessary. So, we've reconfigured the stalls in the Belmont lot in order to be able to provide some additional assisted parking in this area.

The other major change would be the two-lane drive, as I mentioned earlier, that connects the two lots. This is critical for us if we're going to use the efficient parking team approach that we want to take and having access to both lots by connecting them and interconnecting them. Right now, we have a one-way drive with no sidewalk, which is dangerous for families and children to walk along this area, so part of our improvement plan would be to include a sidewalk, kind of a carriage walk and it would run adjacent to the curb, but it would allow for pedestrians to walk alongside of the drive rather than in the middle of the drive. And then of course we have the two lanes of traffic now rather than one to give us more efficiency in connecting the two lots.

Another key component of our site plan improvements would be the shifting of the detention. Right now we have, if you can see on the plan, lot 5, which is the home at 1318 Haddow, which is the property that is just south of our church building, currently houses the storm water detention for the church parking lot in its backyard. And that doesn't make a whole lot of practical sense for the new property owner there. So, we're going to

DRAFT

be relocating the detention from that property over to the vacant lot that we own, lot 7 in the subdivision, and we'll be creating a detention pond at that location to house our detention. Preliminary engineering plans have been run by Staff and Engineering, and we do believe we meet the necessary requirements for what is required of us for this storm water detention to handle storm water on our property.

One other key component of these changes would be the screening that is necessary between the home at 1318 Haddow just south of our church building and our building itself. Just south of the two-way drive, we are going to need to be make sure that there is adequate screening there. Currently there exists a fence and we're going to relocate the fence, it's a 6-foot tall fence, and we'll relocate it to the extent that if we can't relocate it for some reason, and it's better to demolish it. We'll have to install a new fence but we believe we'll be able to use most of the fence if not all the fence and just put in new footings and relocate that.

The reason for the relocation of the fence is due to the fact that in order to fit the two-lane drive in, we're going to have to adjust the property line, the north property line to the home at 1318 Haddow and narrow that lot width by 4.9 feet in order to make room for the two-way drive. And as a result the existing fence that's there and some of the landscaping that's in that area will have to come out. And so, our objective is to go ahead and relocate the fence with the new property line and then also attempt to transplant some of those mature trees that are there and bushes. If that fails, we'll come up with an allowance that will provide the homeowner that he can plant something on his property so there could be adequate screening. We don't want that to be an eyesore for them.

One other adjustment that was made, originally when we came to the workshop with the Plan Commission, we made the assumption based on the engineering that we had in place of the need for encroaching on the Haddow Avenue right of way cul-de-sac. In working with Staff and Engineering and looking at the details of this, if we could narrow down the actual two-way drive to a 22-foot width at its narrowest point, at its pinch point, we would not have to encroach at all on the cul-de-sac. So, that's good news. We would be able to keep all the improvements on our property.

This also, by doing this change to the plan, it also does not require us to change in any fashion the existing sidewalk that is there. And there is adequate room to do some planting between what would be the southeast edge of the curb of the two-way lane or the two-way drive and the existing sidewalk. There is enough room there, there's several feet there for us to be able to plant some bushes as a screening and a good transition from our drive to the cul-de-sac property. So, that will be part of the fine-tuning that we'll do, but

DRAFT

that's part of our proposal as well.

As it relates to the Douglas lot, the only real change we're doing to the Douglas lot would be the implementation of a re-stripping plan. The re-stripping plan would allow for us to convert a lot of the 60-degree angle parking to 90-degree angle parking. The reason for this is for us to have efficiency in being able to have traffic going two directions. Again, with the implementation of parking attendants, we think that we're going to be needing to direct people to and from to have better accessibility and flexibility and direction from each parking stall, we think is a benefit. So, we're going to reorientate the parking lot with this plan. Other than that, we're not making any other changes to the existing parking lot other than the re-stripping plan.

I think the plan that you see before you is a diagram that shows parking islands, our plan shows striped islands where we have them on the plan. This particular design shows an idea to maybe keep some of those into landscaped islands, and I think that was something that your Staff had come up with as an option to consider.

We feel the current plan is a good plan for the Douglas lot. And currently, we adhere very well to working around those painted islands right now. We're very watchful. We've got people watching traffic out there and we don't really have any violations of people taking advantage of parking in those painted islands.

We also feel that it's somewhat of a better arrangement for us to have the flexibility in not having those islands in. We do stage events from time-to-time on the church property, particularly in the parking lot during nice weather where we'll have extensions of tents, or Spring Hill Camp, which is a day camp for young kids and we set up a lot of equipment. And it's better to have a large area that does not have any encumbrance with curbing and like trip hazards and things like that when we're doing those sorts of things. So, this is something important for us.

In addition, I think, and again maybe I'm going too far with a lot of this but stop me if you wish to.

CHAIRMAN LORENZINI: I don't think we did what we said we would do.

MR. BEECHICK: Okay. The last thing as it relates to the parking lot islands would be the surrounding area that we face with Douglas and to the north from the Douglas lot into the east, it's open space. It's open park area and we really do not face any of the residences or any other commercial or institutional properties for that matter that have massive parking lots. Therefore, we don't feel that, the purpose of the parking islands is to kind of break up the monotony

DRAFT

of all that and I think we have more than enough green space surrounding our property for that. So, that's part of our rationale behind it as well.

That's our presentation. We'd like to hear any comments that you might have or questions, if there is anything that we can add or make more clear for you.

CHAIRMAN LORENZINI: All right, well, thank you. Before we do that, we'll have the Staff report.

MR. BEECHICK: Okay.

CHAIRMAN LORENZINI: Staff report please?

MS. BHIDE: Good evening. As you know, Orchard Evangelical Free Church is here tonight seeking variations related to their parking lot improvements, specifically, they are seeking two variations tonight. The first is from the requirement to provide landscaping islands every 20 parking spaces and at the end of every parking row. And the second one is from the required drive aisle width of 24 feet to allow 22 feet for a small portion of the two-way drive connecting the east and west parking lots closest to Haddow Avenue. When the Petitioner had previously appeared at the Plat and Sub Committee earlier this year in May, the request was for a plat of consolidation and a vacation of a portion of the Haddow right of way. So, this is a little bit different than that.

The Petitioner's intent is to relocate the existing detention basin that's from the rear of the residential lot at 1318 Haddow to the lot at 1321 Haddow, which is currently used as a playground. The addition of this lot to the development was what required the plat of consolidation. The Petitioner did provide Staff with information that the playground lot was under common ownership, the church's ownership, prior to November 1st, 2003 which was when the Subdivision Control Ordinance was amended to include the consolidation requirement. So, this code requirement exempts property owners that previously held land in common ownership, which is why the plat of consolidation requirement is no longer applicable to the church.

The other request was for the right of way vacation for a portion of Haddow Avenue. And Staff had indicated that they would not be supportive of this request. The Petitioner has since amended the plan so that the vacation is not needed. The drive is located entirely on the church's property. Staff had also asked that some landscaping be provided between that drive and Haddow Avenue as screening. And to accommodate that landscaping, the drive has been narrowed to 22 feet from the required 24 feet at the pinch point to allow for that landscaping. So, that's the first variation they're seeking.

The second variation they're seeking is the installation of the parking islands. And as I previously mentioned,

DRAFT

those are required every 20 spaces and at the end of the parking rows. Currently, there are some islands shown that are striped, not installed as landscaped islands. And there are others, when you look at the site here, the green islands are the ones that are currently shown as striped, and the blue color would be the ones that would be required per the zoning ordinance.

There are a couple of options before the Plan Commission tonight. They could require the installation of the islands as required by code. You could defer the installation of these landscaping islands, and at this point I'd like to say that Staff would recommend that the islands in green, which are already striped be recommended as installed within three years. And that's a time frame we've used for other uses.

The addition of the blue islands will cause the required parking to go below what's required for this use, which would then be a parking variation and it's not something that Staff would recommend. And just to point out, there is landscaping along Douglas Avenue, so some of those end islands, while there is not an island at the edge of the space, has screening from the right-of-way.

You could approve the request to not install any islands at all, so you could grant the variation. Or at this point you could just not act on those variations, consider it as non-conforming, and at such time as they reconstruct the parking lot, then the code requires it. So, those are some of the options that are before you.

You can see in the pictures, this is the landscaping that's existing at the edge of that parking lot along Douglas Avenue, and the next one will show the landscaping along Belmont Avenue. So, there's landscaping at the edge of those parking lots.

Conditions of recommendation, basically that landscape islands, I will amend that first condition to say as required by Exhibit A that was given to you tonight, be installed within three years, that the Petitioner would be responsible for installing and maintaining that landscape screening next to the two-way drive closest to Haddow, and that they provide a 6-foot tall screen for the lot whether they're relocating, by either relocating the fence and adding planting material. And you know, between a couple of the signs, I know there's a few of the landscaping materials, some shrubs along both Douglas and Belmont were either dead or dying, so we'd ask that the church replace those to make sure that is resolved, live vegetation. Thank you.

CHAIRMAN LORENZINI: Okay. Thank you for that. Do we have a recommendation to move the Staff report?

COMMISSIONER ENNES: So moved.

COMMISSIONER JENSEN: Second.

DRAFT

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Okay. Next thing we're going to do, so the audience knows, each Commissioner is going to ask questions, and then we'll open it up to the audience for any questions and then we'll come back to the Commissioners on any deliberation. So, John, would you like to start?

COMMISSIONER SIGALOS: The first question I have is the variation request to not put in the landscaped islands. Is that just for the Douglas Avenue parking lot or does it also apply to the Belmont Avenue parking lot?

MR. BEECHICK: It would be just for the Douglas lot.

COMMISSIONER SIGALOS: The Belmont Avenue complies with the landscape requirements?

MR. BEECHICK: Actually, the Belmont Avenue exceeds the requirement. There's more parking islands in the Belmont lot than are required by code.

COMMISSIONER SIGALOS: Will you be repaving the Douglas Avenue parking lot or just re-striping it?

MR. BEECHICK: No, we're going to resurface the lot. It's necessary for us to do that.

COMMISSIONER SIGALOS: I drove by there, I thought so, too.

MR. BEECHICK: Right.

COMMISSIONER SIGALOS: So, you are going to be repaving it.

MR. BEECHICK: Yes.

COMMISSIONER SIGALOS: The other variation for the required two-way drive from 24 feet to 22 feet, I don't see any problem with that. But I personally just have a problem with not complying with the landscaped islands. I'm a little confused by this Exhibit A. The drawing that we have here are the ones that are currently painted and you will comply with landscaped islands there? Or you don't want to put any landscaped islands in it?

MR. BEECHICK: Our preference is not to install any landscaped islands, no curbing. Because of the functionality of that lot for other uses, we don't really want to put any island there.

COMMISSIONER SIGALOS: So, if I'm clear, then the green are what is currently painted islands?

MR. BEECHICK: That is correct.

COMMISSIONER SIGALOS: And the blue will be what code requires?

MS. BHIDE: So, all of them together would be what the code requires. The greens are striped right now, so converting them to actual landscaped islands would not result in any loss of parking

DRAFT

spaces.

COMMISSIONER SIGALOS: And from what I understand, Staff is under the opinion that they could give you a three-year window to put the landscaped islands in but you don't want to put them in regardless?

MR. BEECHICK: That's correct.

COMMISSIONER SIGALOS: I don't have any further questions at this point.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: I'm a little confused by this exhibit. So, what's the purpose of this one? Let me see which one. Like it just seems random to me.

MS. BHIDE: It's at the end of the parking row, and it's striped right now so it could easily be converted.

COMMISSIONER DAWSON: So, there's space on the, here's what I'm saying, is it really just that or are we doing the whole corner?

MS. BHIDE: They would probably redo the whole corner.

COMMISSIONER DAWSON: Okay. So, it just seemed odd, like you were filling in a parking lot and then next to that there was going to be, okay. So, it would really be that whole corner. And then this one here, also just seems to be randomly floating. Is that really just not positioned correctly?

MS. BHIDE: No, it's just the end of their parking row. The striping that you see is what's currently there, so that would go away. They've kind of overlaid the new striping over the old striping plan. So, that is the end of that parking aisle. The 25-foot would just be a drive aisle at that point.

COMMISSIONER DAWSON: Okay. It just looked, it look like it wasn't quite at the end of an aisle you would go down. So, if you put the landscaping in, we're losing parking spots? I was getting, not clear. So, I understand that some of them for sure are losing, the ones that are tan, or blue on this screen, tan on our paper, those for sure you're losing parking spots. But the green you're not losing parking spots?

MS. BHIDE: No, because they're currently striped. Instead of installing islands with landscaping in it, they're just striped right now. So, by converting them to actual landscape islands, the church would not be losing any parking spots. So, Staff is recommending that at the very least they install those because that would not affect their parking.

COMMISSIONER DAWSON: Okay. And I'm sorry to keep asking this question, but this one doesn't look like it's over striping. This one looks like it's floating over parking spots. Do you see where my confusion is?

DRAFT

MR. BEECHICK: Yes, there's a change, the existing lot has 60-degree angle parking. So, when you come down, you've got a one-way lane, if you're going eastbound on that drive, second drive aisle from the top, you're going eastbound and you're going to make a turn, what's painted right now are those two little triangles that you see. And by changing all the parking to 90-degree parking and also having two-way traffic, we need to get rid of those two painted triangles but we need to establish some, this plan shows the establishment of a landscaped island or a painted island. We would suggest it be a painted island and it's painted on our plan. The Staff came up with this just to give you an idea and an understanding of what the difference is.

COMMISSIONER DAWSON: Okay.

MR. BEECHICK: And showing you that the painted island that we're proposing in the green space there, as painted now, could be landscaped based on Staff's recommendation without losing any parking.

COMMISSIONER DAWSON: And so, you're not losing any parking when we add the green ones in?

MS. BHIDE: That's correct.

MR. BEECHICK: That's correct.

COMMISSIONER DAWSON: So, if we don't add the green ones in, you wouldn't have more space available for parking.

MR. BEECHICK: No, we would not.

COMMISSIONER DAWSON: So, the objection is the cost? What's the objection then?

MR. STEIGER: It's the cost and functionality.

CHAIRMAN LORENZINI: Could you speak into the mic please, for the court reporter?

MR. STEIGER: Excuse me. It's cost and functionality. The parking lot is also used for summer camps, for youth things also. To have the curb there is a tripping hazard to kids running like that, to move things around. Also, we try to be as frugal as possible. Maintaining these curbs would be expensive. Maintaining landscaping there when we have plenty of landscaping all around is expensive, like that, extra cost.

Plus, there is precedence; many times we've looked at other churches in the area. Hardly any of them have islands. And in fact, in 2007, the Plan Commission granted St. James a variation to eliminate 4 islands in its parking lot when it was doing reconstruction. Here we're just really resurfacing and re-striping.

So, we think there is precedence for it and there is a call for it. The purpose of this, of the islands is to break it up. I think if you go there, and you see there's a lot of green there, we're trying to be green. Yes, we have to replace a few plants, which we will, like that. But it doesn't necessarily improve function, it is

DRAFT

an extra cost, and basically can plant this area with trees.

COMMISSIONER DAWSON: Okay. What kind of cost are we talking about here? I just, I'm not saying I'm for it or against it; I'm just trying to understand the bigger picture. What kind of, it doesn't seem, I'm not in construction, it doesn't seem like it's overly burdensome. What is the cost? What cost are we talking about?

MR. STEIGER: You'd have to do the concrete work, the excavation work to go down. You'd have to then do the planting, the flower and things. Pretty much any time you have islands, depending on the size, the plants don't do great. You have to replace them more. Curbs get crumbled, they break. Instead of just resurfacing the whole thing or doing that, you'd have to restructure them. But that's, over time it does cost. The exact cost of what it would cost to put them in as opposed to not putting them in, I don't know that today.

COMMISSIONER DAWSON: Okay, great, no, it's helpful. I just, I don't, I'm not in construction so it's helpful for me to get a bigger picture.

Moving on to the roadway, where, could you put up that screen? Yes. What is stopping, are we putting landscaping here? What is stopping people from driving up from Haddow onto your roadway? I see circles. Is that landscaping?

MR. BEECHICK: Yes, that's a hedgerow that will be there. There will be plantings or bushes there and that will shield the look of the two-way drive on our property from the Haddow cul-de-sac. So, there will be a separation, green separation.

COMMISSIONER DAWSON: And this kind of shaded-in area on the Haddow semi-circle there, is that grass? Is that some sort of, what is that?

MR. BEECHICK: Are you speaking --

COMMISSIONER DAWSON: Do you see, in the circle, there's a half circle that's, cobbles? Is that, that's all that is, is just --

MR. BEECHICK: Yes. Cobbles in that very narrow pinch point right there that you see, cobbles meaning cobble stones that are --

COMMISSIONER DAWSON: Okay, so it's just stone there.

MR. BEECHICK: Because it's so narrow that you're not going to be able to keep vegetation there.

COMMISSIONER DAWSON: No, no, I understand. I'm just trying to visualize how we're stopping people from thinking that they can just drive onto it.

MR. BEECHICK: Right.

COMMISSIONER DAWSON: But there will be bushes and that's how you're seeing, that's your vision?

MR. BEECHICK: Right. And there will be a change in

DRAFT

the elevation as well. I mean people will see that and then they'll see the planting and the bushes and they'll think you're not going to be able to do just drive in because it's not equal, the elevation is not the same there.

COMMISSIONER DAWSON: Okay. And the playground that was in the retention pond, is it being moved or just removed all together?

MR. BEECHICK: Actually, the playground has been not in use for some time now.

COMMISSIONER DAWSON: Okay.

MR. BEECHICK: And we are not going to have a playground on the property.

COMMISSIONER DAWSON: Okay. All right, no further questions.

CHAIRMAN LORENZINI: Commissioner Drost?

COMMISSIONER DROST: Didn't we make an accommodation for Our Lady of the Wayside, too, when they were putting in their fence?

MR. ENRIGHT: Yes, I mean we made, the Village Board has granted variations for parking lots for commercial shopping centers, for places of worship, for public and private schools. But they've also required some landscaping in a lot of those cases, too.

COMMISSIONER DROST: Yes. And I'm just going to, I'm using the example of Our Lady of the Wayside with just the metal fence and then concrete, or not concrete, but asphalt, and it looks pretty much like a desert but it was used a lot for the school.

MR. ENRIGHT: Well actually, it was required that they put landscaping in, but it kept dying.

COMMISSIONER DROST: Okay, because I'm just trying to do some analogies that look at the border of the subject property that does have a lot of landscaping all throughout and it has been used for many years in that manner. And the idea of the landscaped islands was to break up the monotony and also to create an aesthetic for the property and overall make it not look like just an asphalt jungle. And I'll wait to hear what comments there are from the audience later, but I'm just trying to get a couple of more details on this. I'm done.

CHAIRMAN LORENZINI: Thank you. Bruce?

COMMISSIONER GREEN: I don't have any problem with the pinching down to 22 feet in that variation. That doesn't bother me. I do have a concern on the parking islands and the landscaping there. I think that it does break up the monotony of what you have, a 250 foot square, if not larger, piece of asphalt, which is very monotonous to look at. I would like to even see if there is a chance the ones that are not in green in your Exhibit A, that maybe you could add some landscaping to the parkway side of that because I think this needs,

DRAFT

this is a quite the sea of asphalt. And so, I can see that from your standpoint you don't want to put the curbs in and the cost of the curbs. If I can ask, what's the cost of the project as a whole?

MR. BEECHICK: I don't have a current number on it.
Just the --

MR. STEIGER: The cost of the project includes the moving of the detention water from that which is a large part of it.

COMMISSIONER GREEN: Right.

MR. STEIGER: So, we're talking about, and the canopy, if we get that, too, about 700 for the whole thing which includes a lot for landscaping around the edges, too, to upgrade and things like that.

COMMISSIONER GREEN: Oh, no, I understand. I'm just trying to get a scope of what the whole project is.

MR. STEIGER: Right. But that's pretty much is the two, three things are the detention, moving that, the water to the playground, the two-way driveway, and then basically, as you know, resurfacing the parking lot which it needs to be done.

COMMISSIONER GREEN: Right. No, I understand all that, Joe. And what I'm trying to get at here is the cost of the curbing in these four or five green islands on the plan, maybe I can defer to Mr. Sigalos or Commissioner Sigalos if he has any idea what a raised curb --

COMMISSIONER SIGALOS: Well that's why I asked the question, if the parking lot was being resurfaced or just re-stripped. And if we're going through and resurfacing here, that's the biggest part of your cost. Just offhand, I'm guessing that each island to put curbing in and a tree and mulch or whatever in there, I'd be guessing it would be somewhere in the \$2,000 to \$3,000 range. I don't know.

COMMISSIONER GREEN: Commissioner Sigalos is in construction, that's why I was deferring to his --

MR. STEIGER: I think what we're doing is we're taking away a, an inch of asphalt, inch and-a-half?

MR. BEECHICK: Yes, inch to an inch and-a-half.

COMMISSIONER SIGALOS: So you're just milling it, correct?

MR. STEIGER: We're just milling it, yes, we are not taking it to the substrate, we don't even know if we're going to need it. So, that would again be not practical.

COMMISSIONER GREEN: And that is the typical way that we resurface, right? They grind off usually two inches, come back to it because you don't want to roll an inch and-a-half, you want to roll two, only because I deal with this.

MR. STEIGER: You've done this ample time.

COMMISSIONER GREEN: But anyway, okay, no, I have just a concern on those landscaped islands. My first thought here is that

DRAFT

I'd like to see them installed now. So, I just, we'll just wait to hear what the other comments are. So, that's all for me now.

CHAIRMAN LORENZINI: All right, Bruce, thanks. Terry?

COMMISSIONER ENNES: For Staff, we've had a couple of instances I take it where we have, with churches, granted variances on it. But there's also been a couple of other churches, I think one of the most recent ones was St. Edna, I don't think we granted them any variances for them for islands?

MR. ENRIGHT: They didn't ask for any as I recall. They had a code compliant lot.

COMMISSIONER ENNES: So, it's something that has been varied at least, some properties where we've done it and where we haven't. I'm kind of leaning towards Commissioner Green. I'd like to see them in where we can. If it's redundant like at the end along Douglas, I'd be a little more open to possibly eliminating those. But then, I would like to see, if there isn't any landscaping on these striped spots right around the entrance, I'd like to see some landscaping added there if we're taking away the islands in there. But that's what I feel on the parking lot and the islands.

On the, my only question regarding the drive around the end of Haddow and the narrowing to 22 feet, I'm sure that this is covered in the plans and I just don't see it, that's perfectly acceptable for fire vehicle traffic to get around there?

MS. BHIDE: Yes, it is.

COMMISSIONER ENNES: That's all I have at this point.

CHAIRMAN LORENZINI: Thanks, Terry. Lynn?

COMMISSIONER JENSEN: Yes, a couple of questions. Maybe you can give me the logic of going from the 60-degree parking to the perpendicular? What is it you're gaining? What are you giving up? And why do you want to do that?

MR. BEECHICK: It's movement at peak time. Movement of being able to get people going in different directions and perhaps connecting the lots in a better fashion. This has been a significant issue for our church for the past year; I think you may have picked up on that. And obviously what we're trying to do is we're trying to gain as much benefit of having options for people to be able to get in and get out as quickly as possible. With a one-way direction on angled parking narrowed down to a one-lane aisle for turning to the next aisle, you're going to get backup, you're going to have people that are trying to get out of one lot that potentially if we had 90-degree parking could get over to the other lot before they make a decision to go to park on the streets.

And by the way, you know, we're doing all we can to try and get as much parking and keep as much parking on our parking lots. Our neighbors have been very upset about the idea of us

DRAFT

expanding parking. Every parking stall is precious to us, to be honest with you. Even the 5 or 6 or 8 that you show there, those are all important stalls. And the flexibility of being able to do something with the property not just relative to parking is also critical for us. And that's primarily the reason why we're very strong on this.

COMMISSIONER JENSEN: You lose some distance, and I assume that's not a problem for Staff, you lose some distance when you move from the perpendicular, or excuse me, from the 60-degree to perpendicular in terms of the drive aisle. I assume that's, you're within code, that's not a problem?

MS. BHIDE: No.

MR. BEECHICK: Were within that code.

COMMISSIONER JENSEN: Okay. And another question is there was a mention by your colleague here that because of some functionality that you have, some things you do on this parking lot, you would prefer not to put those landscaped islands in. What is it you use this for that would make you want to not have anything but the striped islands? Is there some special use? Some events? What do you do with it that would make it desirable not to have concrete islands?

MR. STEIGER: One of the things we do is Spring Hill comes and runs a day camp at our church. They use the parking lot extensively, about 250 to 300 kids come to this. They use the lot for, they have climbing walls, they have other apparatus they set up there. So, they use it, kids are going all over. Having the parking islands may cause some, you know, tripping hazard for kids running. It limits the space we can use for that.

We also use it for middle school events, for high school events there. We do it before the curfew time of course. But it does get a lot of other use besides parking.

COMMISSIONER JENSEN: So, the frequency of these uses such as the day camp and so forth, what's the frequency?

MR. STEIGER: That's once a summer, you know, the youth group will use it I would say every other week when the weather is good. And that's from probably September through October. I'm not going to say in November, December, January, February we use that lot a lot for outdoor activities, we don't. But when the weather turns nice, yes, we do use it for other purposes.

COMMISSIONER JENSEN: So, you do have a safety concern here with the islands?

MR. STEIGER: Yes.

COMMISSIONER JENSEN: That might be a better point for you to make when you go before the Village Board if you take that position.

I guess I would ask who are we doing the landscaping for? And I guess I'm almost addressing this to my fellow

DRAFT

Commissioners. You do have landscaping around the land.

MR. STEIGER: Yes.

COMMISSIONER JENSEN: And so, the question is you seem to be happy to live with less landscaping on your parking lot and you'd be the ones primarily looking at the non-landscaped parking lot, if you've adequately landscaped the exterior.

MR. STEIGER: Correct, because there are, as my colleague said, there are no houses facing the lot. Do you have those photographs you took? Yes, if you look on the picture on, hopefully it's your left, that is the Douglas Street address. And you can see, we have bushes all along there, trees like that along both sides. So, we do have it landscaped fairly well to have a shield, and across the street from that is Hickory Park, again. And on the north side is another big retention pond and another park there. And on the south side, again we would have, we are planning to put in more parking, not parking, excuse me, more landscaping because we're taking out that curb to redo the water retention.

So, yes, we are going to be doing a lot of landscaping on both sides, sprucing it up there. So, to have more landscaping for more green, again for us it's just an extra cost, functionality type of thing that we would like to avoid.

COMMISSIONER JENSEN: And following up on that line of reasoning, where are they in terms of parking relative to code?

MS. BHIDE: They meet code right now.

COMMISSIONER JENSEN: They meet code. Do they have any excess or any, so they're right at code?

MR. STEIGER: 290 required, 290 provided.

COMMISSIONER JENSEN: And so, if they lose 10 or so spaces, was that taken into account when you said that they were at code? If they --

MS. BHIDE: If they put the landscaped islands in and they lose spaces, then they would have to seek a variation for not meeting the required number of parking spaces.

COMMISSIONER JENSEN: In the blue spaces, but not the green. The green is essentially striped, so right now you're leaving them basically at code if they do what you ask them to do.

MS. BHIDE: That's correct.

COMMISSIONER JENSEN: I guess I would have, the other question I'd ask of Staff, why give, if you really want to press for having that landscaping done, why bother with a three-year variance, or with a three-year delay on it? Why not push for having it done all at once?

MS. BHIDE: And that's one of the options before the Plan Commission. My understanding is that we've given the three-year allowance to other petitioners, and so to be consistent with that we

DRAFT

have recommended three years.

COMMISSIONER JENSEN: Well I guess I'm having a little difficulty, you know, dealing with the two conflicting needs here. You clearly need all the parking you can get and that's obvious.

MR. STEIGER: Yes.

COMMISSIONER JENSEN: And you seem to not be too disturbed about the fact that you might lose some aesthetics and you don't think your parishioners or your congregants will have any problem with the lost aesthetics in your parking lot.

MR. BEECHICK: Right. Right now the existing condition shows the striped islands.

COMMISSIONER JENSEN: And you haven't had any complaints from your congregants?

MR. BEECHICK: None whatsoever. And really this, but for guests that come occasionally to the church for conferences and so forth, the people that come and use this parking lot is the constituency of our church, the people that attend the church. They're more concerned about, obviously a lot of things. One is efficiency; two is making sure that we're spending the dollars wisely; third, safety for our kids; and fourth, the ability to have as much parking on the property as possible. Those are the logical reasons for us asking for this variation.

COMMISSIONER JENSEN: And anyone else looking at this would see a very nicely landscaped area, it shouldn't bother them at all.

MR. BEECHICK: The perimeter is very maturely landscaped and we maintain it, I believe, very well. And by the way, there are, Latika mentioned there are a few trees that we're going to have to replace on the perimeter, so we will do that.

COMMISSIONER JENSEN: Well, I guess on this matter I would either take the position that they ought to do the landscaping now or that we ought to let them have the lack of aesthetics that they seem to be willing to live with and not putting the landscaping and save the cost and have the, you know, have as much parking as possible is the way I see the issue coming down. I haven't really decided when we get down to the vote how I'd vote on that.

Another question is, are you planning to put a bike rack in?

MR. STEIGER: There is a bike rack there now.

COMMISSIONER JENSEN: Okay.

MR. STEIGER: Right by the cul-de-sac. I believe we want to keep it, because I ride my bike there, so yes, I would like to keep that bike rack.

COMMISSIONER JENSEN: Great. And we have the right reason for having a bike rack there. I noticed there was a suggestion

DRAFT

by Staff that you consider doing one, you already have one, so that there shows you have commitment.

MR. STEIGER: Yes.

COMMISSIONER JENSEN: I have a problem with Staff recommending a bike rack when it doesn't fit into your plans of what you want to do. But I'm ecstatic that you have one and you're going to keep it.

MR. BEECHICK: Right, absolutely.

MR. STEIGER: And just, the church has been there and the lot has been in that configuration since, what, '72?

MR. BEECHICK: Something like that.

MR. STEIGER: Since 1972. So, when you talk about losing aesthetics, we aren't. It's been that way and we've tried to keep it up nice with the landscaping around.

COMMISSIONER JENSEN: Okay. Great. I don't have any other questions.

CHAIRMAN LORENZINI: Thank you. Where, these dead trees that need to be replaced, where is that mentioned, how are you going to make sure that's done?

MS. BHIDE: We can make that a condition of the permit. I mean normally, you know, it's a maintenance issue. They have to replace landscaping, that's it. But in this particular case, we can take care of it as part of the permit.

MR. ENRIGHT: It's mostly bushes. I mean there's a few bushes around the side on both streets that, you know, they've got a few dead ones that have to be replaced. Some of the trees might need a little pruning, but for the most part the trees are fine. It's just the bushes, and not many, just a handful.

CHAIRMAN LORENZINI: Next, I'd like to talk a little bit about the variances that were mentioned. St. James received a variance for some of the islands but not all of them, right?

MR. ENRIGHT: Yes. I believe they got some variations on the west campus, and then they had to install some landscaping, and then on the east campus they had to install some brand new landscaping.

CHAIRMAN LORENZINI: So, that's not a compromise like we're proposing that this is --

MR. ENRIGHT: That's right.

CHAIRMAN LORENZINI: And for the Wayside, and I'm familiar with Wayside, the parking lot immediately west, because there isn't an island, islands were put in there, but the bigger parking lot further northwest of that, it doesn't have any, correct? But that really never came before the Plan Commission, did they?

MR. ENRIGHT: We did, but I think the justification for them was similar to what we're hearing tonight with, you know, the use of it for kids. It was more kids, you know, using it for a play area

DRAFT

during the school day versus special events which is different from this church because that's obviously a school that's in operation, you know, nine months a year.

CHAIRMAN LORENZINI: Well, my thoughts right now, and I want to hear from anybody else who has to speak, is that the landscaping along Douglas is quite extensive, especially by the road, and put those landscaped islands right next to it almost seems like a little too much. But maybe the ones further to the 3 on the west side of that lot for some screening, would make sense to me, and I'd like to see that sort of now, kind of like what Terry went through -- that's kind of what my issue was.

So, that's all I have to say. Does anybody in the audience want to have anything to say? State your name and spell it and give your address please.

QUESTIONS FROM THE AUDIENCE

MR. MATE: Okay. I am Arthur Mate, M-a-t-e. I live at 808 East Marion Street; I am just down the block. In fact, when I moved there, the church was on Belmont Avenue, not Douglas. I've been here 40 years or thereabouts.

First of all, I am absolutely, ecstatically happy that you're going to repave the parking lot. Thank you. The Douglas Avenue northern side in the winter, snow, ice, melts, puddles, it's really dangerous. I walk my dog down this area twice a day, seven days a week.

The shrubbery along Douglas Avenue and the shrubbery along the Belmont Avenue parking lot, they're wonderful the way they are. Don't bother with parking islands. The vegetation there, I've seen it in shopping centers, after you salt one winter, it's all dead.

And they've got wonderful vegetation of shrubbery there. And I have seen the climbing rock that the children use, it's wonderful. It's only one week a year? Yes, but it's fabulous. And I can't see them getting the truck in there if there's these little islands. They don't need the islands because they've got shrubbery along the periphery.

My one and only objection as a taxpaying owner in the neighborhood is shaving off part of 1318 Haddow, making, what is it, almost 5 feet narrower property? Whether it's real or just perceived, a narrow lot in my neighborhood reduces the value to a real estate agent of all the properties. And that is my real concern. All of a sudden, 1318 Haddow, we have one house that's not a standard lot dimension but it's almost 5 feet narrower.

That lot already has enough front, is that one of

DRAFT

the houses that requires significant reconstruction or something? One or two houses along there. That one isn't one of the good ones.

MR. STEIGER: That's already sold. People are moved in and living there.

MR. MATE: Oh, wonderful, wonderful. As I say, I walk my dog along there 14 times a week, not always there. So, I would object. There's got to be another way to increase their driveway and not reduce a lot that had been established for, what, since the early 60's? Long before there was a church there. That's my only concern. Thank you.

CHAIRMAN LORENZINI: Thank you. Bill, is there any issue, or Latika, an issue there with narrowing that lot, any code issue or variances in there?

MS. BHIDE: No, that lot is zoned R-3. Even with the lot line shift which they don't need a plat for with the exemptions in the subdivision ordinance, that lot and the home meets all the requirements of the code.

CHAIRMAN LORENZINI: Okay, thank you. Anybody else? Yes, sir. Please come forward, state your name, spell it please, and give your address please.

MR. RUDY: My name is Mark Rudy, R-u-d-y. I live at 1318 North Haddow. So, I'm the owner of the property.

CHAIRMAN LORENZINI: Okay.

MR. MATE: Congratulations.

MR. RUDY: Well, thank you.

MR. MATE: Welcome to the neighborhood.

COMMISSIONER DROST: Does he pick up after his dog?

MR. RUDY: Yes.

COMMISSIONER DROST: Conversation breaker.

MR. MATE: I pick up.

MR. RUDY: But I just wanted to speak on balance for the committee with regard to the narrowing of the property and as part of our agreement of sale, this was something that was in full disclosure to us as the purchasers. And we had felt like the church has been more than accommodating with the needs of the property and the width of the property. And I think it's going to be more than reasonable to make this allowance, despite the gentleman's suggestion certainly.

And so, I can certainly recognize the potential impact to resale or whatever, but I just wanted to state my case on balance that my wife and I are in full support of this adjustment and feel like it's going to not make a significant impact on our ability to resell the property or anything like that if it comes to that.

COMMISSIONER DROST: Will the increased landscaping, would that sort of take away some of the negativity that was mentioned

DRAFT

or is that a factor for you?

MR. RUDY: Yes, yes. And actually, I believe it was Tim who walked the property with my wife Lisa around the time of the purchase. And so, we're confident that the church is going to do everything in their power to accommodate that screening and ensuring that the property and the church's property remain completely private from there.

CHAIRMAN LORENZINI: Thank you, sir. Anybody else from the audience? Okay. If not, we'll come back to the Commissioners for final questions and deliberation. John, anything else?

COMMISSIONER SIGALOS: No. I, and not to belabor it much further, but the islands, I'd like to see at least a compromise with the green islands being built and built now. You're not losing any parking spaces. I am not familiar with what your activities are there, this once-a-year event, but you still have the leisure of that large open area throughout the middle of the parking lot. And being that you're resurfacing the parking lot now, your construction cost to build those islands now would be a lot cheaper than if you were to do it three years from now and tear that up.

So, again, because you're not losing any spaces, we have this code, I think this is a compromise. Maybe the other landscaped islands that are shown in blue, maybe that's not necessary, but I'd be willing to compromise and just go with the 5 that are shown there in green.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: I really don't have any concerns with not having the islands at all. I think that the area is attractive. It has plenty of green space. I don't feel that the islands add really anything to the lot. And it seems to be an issue related to safety and related to the use of the parking lot, and I just don't think we're gaining much by putting it in there.

If anything, if the Commission really is for the installation, I think that these two along Douglas should be removed. They certainly don't seem to serve much of a purpose to me. And so, if we're looking for a compromise at all, at least removing those wouldn't be as impactful on their use. But I would be in favor of not requiring them at all.

CHAIRMAN LORENZINI: George?

COMMISSIONER DROST: I agree with Commissioner Dawson. And I think there is the safety issue, the trip and fall, the lack of any outcry from any of the neighbors, plus the fact that there is a familiarity that you all have with the use of it and, who knows, there might be some potential expansion of the lot once it gets re-paved and it might be attractive for other activities that can be used by the church.

DRAFT

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: I think that at least the four double green islands I'd like to see in there as raised curbed areas. On the computer screen, the blue, I have a question. The reason we don't, are those blue areas being used for parking currently? Tim, can you answer that one? Are the blue areas on this site plan being parked in?

MR. BEECHICK: Yes.

COMMISSIONER GREEN: Okay. Is there a requirement on this? The reason you have an island there is when you park a car there it's right next to the sidewalk. Is that a safety issue? When you have a car parked there, that's about 2 feet from the sidewalk. Is there an issue there with seeing traffic as you're entering and leaving the parking lot with a car parked right on the sidewalk?

MR. ENRIGHT: It's not right on the sidewalk. There's about maybe 3 feet, maybe 4, which have landscaping in it and in some places trees as well. So, there's not a safety issue with the sidewalk conflicting with the cars. Yes, this gives you a good idea, especially the one on the left.

COMMISSIONER GREEN: This is that, okay, there is the sidewalk on the side and this is the, to the parking lot, so that that's the space that we're looking at on the site plan. Okay. And then is the blue spot, I just want to make sure I'm looking at the scale on this little tiny, reduced site plan, which architects always do except me. But, okay, I get it, I'm going to get just the scale to it, all right.

I would like to see those, the 4 green parking islands with trees. I think that we have a code requirement and the reason we have a code requirement is because we want to see them. And Staff wants to see them, and I don't think it's really my position to say that we shouldn't follow the code if you're required. That's all for now.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: I'd hate to bring another, we seem like we have it fairly well focused, but on this area that we have, can somebody tell me, I believe this is a detention area near the tennis courts? Can somebody tell me?

MR. STEIGER: Yes, that is correct.

MR. BEECHICK: Yes.

COMMISSIONER ENNES: Is that property yours?

MR. BEECHICK: No, that's the Park.

COMMISSIONER ENNES: That's Park District here, this property up here?

MR. BEECHICK: Yes.

COMMISSIONER ENNES: That's Park District also?

DRAFT

MR. BEECHICK: Yes.

COMMISSIONER ENNES: Okay. For some reason, when I used to go to ball games in town, I always thought that was your property. So, that's why you can't use that for your weekly event, that's what, or you're climbing in --

MR. BEECHICK: Right, exactly.

COMMISSIONER ENNES: I agree, I think, with a number of my Commissioners, that we should have those 3 or 4. I'd be agreeable to the 3 islands to the west as an accommodation. I think there should be there, they should break up the parking area with traffic for safety issues. Is there lighting in this parking lot?

MR. BEECHICK: Yes.

COMMISSIONER ENNES: What is the --

MR. BEECHICK: Yes, there is lighting in the parking lot.

COMMISSIONER ENNES: Okay. So, some of these lights are in, oh, okay. Okay, thank you.

CHAIRMAN LORENZINI: Lynn?

COMMISSIONER JENSEN: Yes, I think I would like to echo and give some force to what Mr. Mate said and what Commissioner Dawson and Drost said. I guess from my point of view, form should follow the function, not the other way around, and aesthetics should follow the function. I think you've made a very good case what the function of this parking lot is. And to sacrifice safety and some other things, utility, to make it aesthetic for a group of people who have lived with it without being aesthetic for a long time, and you have beautiful landscaping and intend to have even better landscaping all the way around so there is no externalities with your neighbors, there's no problem with your neighbors thinking that's a problem, to wit, what Mr. Mate said.

I have trouble using the code to force the function to follow behind the aesthetics. So, I would strongly argue in favor of not having those islands there. As a third best option, I would only put 3 of them in if you were going to put any of them in. I wouldn't put that fourth one that is to the east, and that one makes absolutely no sense to me. So, I would do 3 if you had to, but this would be a very distant third best to me.

And so, you know, I would hope we could convince some of our other Commissioners to take a similar position because you seem to have, in my opinion, laid out a very good case here. You didn't make a very good case in documents and so forth that I've seen. You go before the Board, I'd try to make a better case on the issues that you made here. So, I think that's where I would come down on this, and I guess that's all I have to say.

CHAIRMAN LORENZINI: Thank you. And my opinion is,

DRAFT

since there is extensive landscaping, we have a code to break up large so it doesn't look like a asphalt desert, but there is, in this case, there is a lot of landscaping around the perimeter unlike Wayside. And so, I can see getting rid of most of the islands through this compromise, but I would like to see the 3 at the west end done now because I think I kind of agree with the asphalt, the sea of asphalt there. So, any recommendations at this point?

COMMISSIONER GREEN: I want to make a comment to just to add to that. I, too, could go for the 3 on the west side. But I have a question for Mr. Beechick, could you come up again please?

MR. BEECHICK: Sure.

COMMISSIONER GREEN: Up to the microphone so the court reporter can hear you. When you have this function there, you have, what, 200 and, 160 spaces in this lot, whatever this function is you're talking about here and the safety of it, do you block it off and you have no parking in this parking lot? Because whatever you set up takes the whole parking lot?

MR. BEECHICK: You would still have access to the main canopy entry, you have to have that because people have to come and go, drop people off and so forth. So, the main thrust of the parking area is we try and utilize as much of it as we can. So, life safety vehicles can still get by and whatnot.

But the one thing we don't want to see is when you've got 250 to 300 kids running around, you've got tall inflated play things along with climbing walls and everything else going on, perception with an 8 to 10 year-old kid is lost sometimes in the excitement of the event. And he's running to see his buddy and he's going to go and he's going to hit one of those curbs and trip. And that's the one thing that we don't want to see take place.

COMMISSIONER GREEN: But that's why you have excellent supervision at these events, right?

MR. BEECHICK: We hope to. The other thing --

COMMISSIONER GREEN: Let me just, Tim, before you get off on that again, let me just tell you where I'm coming with the 3 islands. Those 3 raised islands on the west side are going to keep these same kids that are not paying attention and listening to what you're telling them from going into the main drive aisle up to the building there. So, that's going to be a barrier that's going to act I think in favor of safety if that's what your main concern is.

But I just want to understand how big this event is because you have at least 4 lights that I'm looking at on this site plan here, and I would assume if you set up tents or structures or something, that they have to happen within those 4 lights, just make a little square in the middle of this.

MR. BEECHICK: Yes, right.

DRAFT

COMMISSIONER GREEN: Which is far distances away from these islands to begin with. I am not in favor of the blue islands at all. I think that's a redundancy and I agree with that. The landscaping we have along Douglas is extensive and it looks nice. So, but I do see the 3 to the west as being a stopping point for the kid who's running wild before he gets into the main connecting aisle between these parking lots. So, what you're saying safety on one end, I'm saying safety on the other end, so just to comment on that argument.

MR. BEECHICK: Let me just consult my associates for a minute.

MR. STEIGER: Just to answer your question, Bruce, about that, they do, when they have this event, they do rope off and caution off some of the parking. So, we have access to it but there is a large area encompassing that, that would be the west side of the parking lot so the kids don't have to run too far away from the building, we want to keep them close.

The other thing I think that is important to understand about safety is, the entrance to the church, there's two entrances, one right between the southernmost 2 green islands where you see the arrows. There's a door going right in there that goes right to the gym where most of the youth activities are occurring, where Sunday school classes are. And then up where you see the handicap where it says brick pillar, that's the main canopied entrance there.

COMMISSIONER GREEN: Right.

MR. STEIGER: Yes, most of the people with kids go through the one entrance, not the canopy, the one with the arrows there leading out there. My concern about safety is, Bruce knows as well as I know, I'm an attorney that does a lot of personal injury work. I defend a lot of clients that get sued; I see a lot of things. You know you can't supervise everyone, it just doesn't happen. You try to minimize it.

What we do with the islands though, if you have mature trees or not mature trees, you cut down the line of sight. You will have, we have three services. People go across there to go from the building into the parking lot. People will be driving around there. You will have kids, moms and dads with three, four kids, two kids, they will cross that area. You want as much line of sight for those drivers as possible. Anything you do to cut that down is a safety risk for the children. I think that's a very important point we have to take in.

Are we just talking aesthetics for aesthetics purposes? Or are we talking safety for children's purposes? I think we're talking safety for children.

COMMISSIONER SIGALOS: Can I ask though when you talk

DRAFT

about line of sight, I mean we're talking about a 6-inch high curb which is not going to block anybody's line of sight and we're talking about a 4-inch caliper tree, so again that's nothing more than the light post that you have out in the middle of your parking lot. And you have kids running around in this activity, around these light posts. And now you're telling me that you also have cars parked in the parking lot while you have this activity?

MR. STEIGER: No, we don't. The area where the kids are is roped off. There are no kids, no cars in the area where --

COMMISSIONER SIGALOS: But they are in the parking lot?

MR. STEIGER: It is again all cordoned off, so the kids don't go outside the roped area. Again, also the trees, they're not mature. I've seen it all. You know, it's a one in a million but that's where a lot of accidents happen, in a one in a million.

COMMISSIONER SIGALOS: I really subscribe to what Commissioner Green said, that this could help your safety with those islands and the drive aisle here, that 24-foot wide drive aisle. And I would at least at a minimum propose 3 west islands in it. I think it would also increase the aesthetics of the church and have some greenery there. That's what I think.

CHAIRMAN LORENZINI: Okay. Any further comments, deliberation, recommendations?

COMMISSIONER GREEN: I'd like to make a recommendation.

A motion to recommend to the Village Board of Trustees approval of PC #14-014, for parking lot improvements requiring variations; a variation from Chapter 28, Section 6.15-1.2 from the requirement to provide landscaped islands at the end of every 20 parking spaces or beneath every light pole, and islands at the end of all rows of car stalls; and a variation from Chapter 28, Section 11.2-8, Horizontal Width of Drive Aisles, to allow a reduction to the required two-way drive aisles from 24 feet to 22 feet.

This approval is contingent upon compliance with the recommendations of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated July 17, 2014:

- 1. Landscaping islands as required per Exhibit A (3 islands at the west end) will be installed for the Douglas Avenue parking lot.**
- 2. The Petitioner shall be responsible for installing and maintaining the landscape screening installed between the two-way drive aisle and the Haddow Avenue right of way, including any landscaping within the right of way. The following species of shrubs are recommended: winterberry,**

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- serviceberry, sumac, Miss Kim lilac, barberry.
3. The Petitioner shall provide a 6-foot tall screen for Lot 5 (of Gia's Subdivision) as required by code, either by relocating the existing fence south to the residential property or installing a new fence. It is recommended that the church use their best efforts to relocate the trees that will be removed to the residential lot to the south.
 4. The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.
 5. All dead landscaping on the site shall be replaced.

COMMISSIONER GREEN: There are four items there and I would like to revise the first item to include the 3 islands to the west of the Douglas Avenue parking lot and I would like to see them done with the project.

CHAIRMAN LORENZINI: Do we have a second or any other comments on that?

COMMISSIONER SIGALOS: I would second that.

COMMISSIONER DAWSON: Clarification. The ones on the east, are you saying not at all or are you saying within three years?

COMMISSIONER GREEN: I think the ones, I agree with the, in blue on the screen --

COMMISSIONER DAWSON: Not the blue, the two green ones along Douglas, you said the 3 --

COMMISSIONER GREEN: I think that the other one, the fourth one, the double one could happen in three years if that's what it has to be. I can let all of those go because of all the landscaping that's already on Douglas. So, I'm interested in the 3 that are on the west side, and I think that would be the extent of it.

COMMISSIONER DAWSON: Okay. I'm just trying to clarify the motion. So, the motion is purely for the three on the west side and not requiring the two on the Douglas Avenue portion.

COMMISSIONER GREEN: Or any of the ones in blue.

COMMISSIONER DAWSON: Okay.

COMMISSIONER GREEN: On the screen, in other words, the ones that are not in the three --

COMMISSIONER ENNES: And were we going to add the fifth point about replacing the bushes that need to be replaced?

COMMISSIONER GREEN: Yes, I would add that to the motion as per the minutes.

CHAIRMAN LORENZINI: Okay, John, your second is still good, correct?

COMMISSIONER SIGALOS: Yes.

CHAIRMAN LORENZINI: Will you roll call vote please.

MS. BHIDE: Commissioner Dawson.

DRAFT

COMMISSIONER DAWSON: Yes.

MS. Bhide: Commissioner Drost.

COMMISSIONER DROST: No, with comment.

MS. Bhide: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MS. Bhide: Commissioner Green.

COMMISSIONER GREEN: Yes.

MS. Bhide: Commissioner Jensen.

COMMISSIONER JENSEN: Yes, with comment.

MS. Bhide: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MS. Bhide: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Commissioner Drost?

COMMISSIONER DROST: Yes, the comment, again the point would be in substantiality of this, this is a great project and for all of the intents and purposes it should go forward. But as far as the need for the islands, codes are codes, and they provide fine outlines and guidance in making decisions. But that's why we have boards like us to draw exceptions when there are circumstances that could warrant or probably warrant deviations from the code. And I think this is a case where there is a deviation and there is a case made.

There has been no objection from any community members. The congregants are different than a commercial organization. There's probably, I don't know how many members you have in your church but there's probably one opinion for every member, and there is no objection from the membership that well, we'd like to see more trees in our parking lot. And then from the neighborhood, there is no objection because of the already existing landscaping that is there. So, that's a common sense approach.

COMMISSIONER JENSEN: I agree with Commissioner Drost. And could have voted no, but I didn't want this project to be held up in any way. But I could not agree more with him. I think that quite frankly what we're doing now is we are following the letter of the code but not the spirit of the code.

There has been no one who has expressed any problem with the aesthetics of this piece of land and the buildings on it. And for us to try to force an aesthetic on a group of people who are concerned about a different set of things, functionality, safety, and a variety of other things, to me does not seem right. The spirit of the code should be to have the flexibility to allow you to do aesthetically what you want to do in the interior of your property if you have adequately landscaped the periphery, which you have and you will continue to do, as I understand.

So, I would hope that the Village Board would take that into account and quite frankly not require you to do that interior

DRAFT

landscaping. And I think that would serve everyone best.

CHAIRMAN LORENZINI: Thank you. Well, you've got approval of your project and so it goes to the Board of Trustees when, do we have a date?

MR. ENRIGHT: August 4th, assuming we get the minutes from the court reporter, which I assume you will.

CHAIRMAN LORENZINI: Okay, thank you.

MR. BEECHICK: Thank you.

MR. STEIGER: Thank you very much.

COMMISSIONER ENNES: Good luck.

CHAIRMAN LORENZINI: All right. Any other business on the agenda? Okay. Do we have a motion to adjourn?

COMMISSIONER DAWSON: So moved.

COMMISSIONER DROST: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Thank you.

(Whereupon, the public hearing was adjourned at 8:44 p.m.)



Item: Parkview Apartments - 8/13/14
Department: Planning & Community Development

ATTACHMENTS:

Description	Type
PC Minutes 8/13/14 DRAFT	Minutes

DRAFT

PLAN

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

COMMISSION

RE: PARKVIEW APARTMENTS - PC #14-013 (Continued from 7/9/14)

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
13th day of August, 2014, at the hour of 7:30 o'clock p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

BILL ENRIGHT, Deputy Director
LATIKA BHIDE, Development Planner

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CHAIRMAN LORENZINI: I'd like to call the meeting of the Plan Commission. Would you all please stand and say the pledge of allegiance with us?

(Pledge of allegiance.)

CHAIRMAN LORENZINI: All right. Could we have roll call please?

MS. Bhide: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MS. Bhide: Commissioner Dawson.

(No response.)

MS. Bhide: Commissioner Drost.

(No response.)

MS. Bhide: Commissioner Ennes.

(No response.)

MS. Bhide: Commissioner Green.

COMMISSIONER GREEN: Here.

MS. Bhide: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MS. Bhide: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MS. Bhide: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MS. Bhide: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Okay. The first item on the agenda is approval of minutes from the last meeting, Parkview Apartments of July 9th. Do we have a motion to approve it?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER JENSEN: I'll second.

CHAIRMAN LORENZINI: Okay. All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Very good. Okay. Next item on the agenda is Public Hearing No. 14-013 and it's a continuation of the Parkview Apartments. And so, what we're going to do is we'll have the Petitioner come up and give us a brief summary of the changes that were made. Then we'll have the Staff give us a report, their report. The Commissioners will ask their questions and then we'll go to the audience for any questions. And then we'll come back to the Commissioners for final deliberation.

So, with that, would the Petitioner please come forward, state your name, spell it, and your address for the court

reporter please?

MR. ACOSTA: Sure. Rolando Acosta, R-o-l-a-n-d-o. Acosta is A-c-o-s-t-a. I'm the attorney for the Petitioner. Address, 2949 West Gregory Street, Chicago, Illinois 60625.

CHAIRMAN LORENZINI: Okay. If you could hold on one second? Have all the proper notices been given?

MS. BHITE: Yes.

CHAIRMAN LORENZINI: Okay, thank you. And will anybody else besides you be testifying?

MR. ACOSTA: Actually, I have, depending on your questions, we brought a whole team of witnesses.

CHAIRMAN LORENZINI: Why don't you all come forward then if you might be talking? Please all raise your right hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Okay, be seated. Has the Petitioner read the conditions in the Plan Commission report and do you agree with them?

MR. ACOSTA: We have. We agree with them, yes.

CHAIRMAN LORENZINI: Okay, very good. All right, so why don't you give us a presentation on the changes made since the last time?

MR. ACOSTA: Really tried to, we addressed four questions or concerns that were raised at the last Plan Commission meeting, and I'll take them in kind of reverse order.

The first question was about the viability of the retail at the ground floor at the very corner that's proposed, 1,254 square feet of retail space. Some Commissioners had a question as to whether or not that was viable. There was an investigation both by Village Staff of existing retail in the Village and the Downtown District, as well as Brian Hellgeth from Brian Properties who is a very active commercial broker in the area. And he reviewed it, and in both cases found that the space was adequate, it was leasable, it was viable, and basically recommended that we not increase it. Staff has recommended that we retain it because we have offered an alternative plan that would eliminate it, but Staff's recommendation is that we retain the 1,254 square feet at the corner. Petitioner is in agreement with that.

Second question that was raised was about environmental conditions on the site. And the site is, as we stated previously, subject to a 'no further remediation' letter issued by the State EPA as a result of prior cleanup activities. We have retained K-Plus as a consultant who will monitor the construction, review the proposed construction and make sure that there are no modifications needed to that 'no further remediation' letter, and if there are, that we pursue the proper channels with the Illinois EPA. You'll notice

that there is a Staff condition that we actually at least do a preliminary discussion with the EPA and get a draft agreement as to any prior, to any modifications of that, and indicate to the Village how we would comply with any EPA recommendations before the issuance of a building permit. So, we believe we have addressed that concern.

The next issue was the affordable units. And we went back to the Housing Commission with a proposal that we keep 7 units out of the 45 as affordable in perpetuity. And the commission, we explained to them the financing, the various different ways that we could finance that and would finance that. And the Housing Commission recommended approval of that and I believe has issued a staff report from its August 5th meeting so stating.

And the final one was parking, how we could add more parking spaces and whether the parking spaces that were being provided were adequate for the development. Staff undertook a study of the existing parking demand in the Village and the existing parking supply. We also retained, and we had retained previously, KLOA to undertake a demand study and review the proper ratios. They did so, produced a study that showed that under various different ways of looking at this we did comply with the ratios after we added 6 parking spaces to the development.

So, we went, we increased the parking count from 54 spaces to 60 spaces by actually doing what Staff had suggested which is taking some of the mechanical equipment here and putting it in the basement. That freed up some space on the ground floor; other modifications to the ground floor plan gave us 60 parking spaces on site. In addition, Staff identified that there is capacity in the Vail Garage for 15 residential overnight permits if needed. And the Petitioner has agreed that if those are needed, the Petitioner would bear the cost for providing them. So, that gives us sort of a safety valve on the parking issue.

We did explore going down an entire level to create parking. The cost of that was estimated to be \$1.8 million, which is a significant cost to this project and we indicated to Staff the project really can't afford that kind of a cost increase. But we can put the mechanicals below grade, provide the 60 parking spaces, and I think we've shown on different measures and Staff did a good job of summarizing it in its report. But whether you look at the Village's zoning ordinance, you look at the actual demand that's experienced in similar circumstances, you look at the Institute of Traffic Engineers data, or you look at census data, in all cases we're running about a 1.2 ratio of parking in terms of the resident parking, and that was found to be consistent, actually consistent with the highest ratio generated by any of the other measures, and the 6 parking spaces that were provided were adequate.

I think the last thing we explored was loading and how it would be handled since we have requested a variation of a loading berth. And given the smaller size of this development, the anticipated low volume of loading activity by residents' move-in and move-out, we could schedule that. As long as we schedule it, the Village could make accommodation on the curb. And the retail obviously is a small amount of retail and that also is viewed as being able to be accommodated on the curb without any real impairment to the area.

So, that I believe is the summary of everything. I have Brian Hellgeth from Brian Properties here to talk about retail. I obviously have the architects here if you have any questions about the design. I have Michael Worthman from KLOA if you have questions about the parking study, the parking demand study. And obviously I'm here to answer any other questions you may have.

CHAIRMAN LORENZINI: Okay, thank you. Could we have the Staff report please? You can sit down, Mr. Acosta.

MS. BHIDE: Good evening. Before the Plan Commission this evening are Parkview Apartments at 212 North Dunton Avenue. The request was continued from the July 9th, 2014 Plan Commission meeting. Based on the feedback that they received at that meeting, the Petitioner has amended their plan. The changes, a summary of the changes is listed on the slide.

Number one is that in regards to the number of parking spaces, they have modified their plans and created 6 additional parking spaces for guests, increasing the onsite parking to 60. As you can see in the plan, this was achieved primarily by placing the mechanicals that are in the south, that were originally in the southwest corner of the building sub-grade. Based on the bedroom mix, by code they are required to have 54 parking spaces. They are providing 60 parking spaces. They have also committed one parking space to a car share company that can be used by all the residents of the building.

Other than that, guest parking can be accommodated now within the building with the 6 additional spaces, and the Vail and the Evergreen Garages through the Village's overnight guest parking program. In addition, the Village will make available up to 15 additional parking spaces in the Vail Garage for residents as they are needed. The daytime guest and patron parking for the retail can be accommodated on street or on the first floor of the north garage.

At the hearing, the other issue that was brought up was the viability of the commercial space. The developer and Staff are in agreement for them to provide 1,254 square feet of commercial space. For the Commission's reference, there are several spaces in downtown that range from around 300 square feet to 1,300 square feet. As the Petitioner mentioned, they were also working with a retail

advisor who has confirmed that this retail space is viable.

They discussed, talked a little bit about the loading while move-ins and move-outs, and that is addressed in the memo, and also in the Staff conditions. They anticipate that after the initial move-ins, there may be 5 or 6 move-ins/move-outs every year. And one of the recommended conditions is that they coordinate, you know, after coordination with management to also get Staff approval to block off some spaces on street for the loading.

Other than that, Staff is in full support of the project and feels that the changes they've made are positive.

CHAIRMAN LORENZINI: Thank you. Could we have a motion to include the Staff report into the public record?

COMMISSIONER SIGALOS: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER JENSEN: I'll second.

COMMISSIONER WARSKOW: I'll second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Very good, thank you. Okay, we'll go to questions from the Plan Commissioners. Lynn, would you like to start?

COMMISSIONER JENSEN: Sure. Actually I don't have too many questions at this point. I think that the Petitioner and Staff and their consultants have done a wonderful job of listening to what the folks who were here at the public hearing had to say and what the Commission had to say. And I think you've done a very good job of balancing all the competing ends. So, I think it's a good project. I'll reserve any questions for later after I hear what the public has to say, but I'm pleased with what you have done.

CHAIRMAN LORENZINI: Thank you. Mary Jo?

COMMISSIONER WARSKOW: Yes. I will echo Lynn and say that I appreciate the Petitioner and the Staff coming together and finding solutions for those issues that were raised at the last public hearing. I think the solutions that have been found are very viable and I think you're meeting code with variations that are able to be handled with some small modifications. I'm very supportive of transit-oriented developments. I was very glad to see that you provided a parking space for car sharing. So, I think this development puts Arlington Heights going in the right direction for future developments that I'd like to see in our Village.

CHAIRMAN LORENZINI: Thank you, Mary Jo. Bruce?

COMMISSIONER GREEN: I agree. I think that the Petitioner has done a wonderful job incorporating 6 more spaces for

guest parking. I think that's a great thing. I just have a question of the commercial space. And we talked about this briefly, that there is always a competition it seems between parking and commercial. And so, I would like, Latika, maybe you could tell me, what exactly is the vision of the Village on the Downtown Master Plan as far as commercial on the first floor with residential above?

MS. BHIDE: Sure. I think in the Downtown District, the Downtown Master Plan as well as the commercial plan looks at providing that retail continuity. In this particular project's case, not only are they providing the retail but they are also able to accommodate all their parking. So, I think it's a win-win situation. But I think it's continuing the retail fabric around that first level.

COMMISSIONER GREEN: Okay. Around the first level, so does a building of this size, this 1,254 square feet of commercial really give you the feeling that they're providing commercial on the first floor? Or are we coming up a little short?

MS. BHIDE: The plan does not require a certain amount. And based on the survey of the downtown commercial spaces, I think 1,200 is not an inadequate amount of space. I mean there are spaces in the downtown that are as small as 300 square feet in area.

COMMISSIONER GREEN: Are you talking spaces that rent at 300 square feet?

MS. BHIDE: Yes, rental, leasable spaces.

COMMISSIONER GREEN: Okay. So, and I know 1,200 square foot is a very viable size. My question is if you took this building and had 5 spaces that were 1,254 square feet, would they just all 5 of them be just as viable because they're 1,200 square feet?

MS. BHIDE: I would think so, yes.

COMMISSIONER GREEN: So, the next question would be would we want to see 5 spaces on the first floor with --

MS. BHIDE: I think it's struggling with two competing interests. We want them to have parking available for the residents and parking available, but we also want to have that commercial space. I think this strikes a fine balance. Having that amount of retail space will have some retail space in that corridor, some retail space along that block, but at the same time it will provide parking for the residents. So, I think it's a good solution.

COMMISSIONER GREEN: There is no doubt that additional commercial space can be provided here. It's just a question of cost. Now, a previous project here that was, as I mentioned, was a much better looking project because you don't have two stories of blank wall to look at with parking behind it. So, there is a solution, it's just a question of dollars. And so, I struggle with that because, you know, part of doing business is coming up with the money to provide what the Village might be looking for in a better situation.

But I do appreciate the additional parking study and retiring the mechanical stuff to the basement I think is a great start. Thank you.

CHAIRMAN LORENZINI: Thank you, Bruce. John?

COMMISSIONER SIGALOS: Yes, I really have to echo what my fellow Commissioners stated, that you really addressed the issues that we had at the last Plan Commission hearing and I'm quite satisfied with how you have addressed those. You know, the question about parking versus commercial space, it's my opinion in this particular area that parking probably takes a higher priority because this is really on the edge of the sort of downtown area. You've got churches across the street which aren't going to become future commercial areas. And so, I think the way you've balanced this with adding the additional parking makes me feel much more comfortable with this project.

And so, again I commend you for listening to us and going back to the drawing boards and coming up with a very viable solution. So, that's all I have right now.

CHAIRMAN LORENZINI: Thank you, John. Jay?

COMMISSIONER CHERWIN: Thanks. You know, I echo what the fellow Commissioners say on most of these issues. I think you guys have made good strides in terms of the parking and some of the things that we asked. The one gap for me still is, you know, where I was most concerned in the first time around was that significant deviation on the affordable housing. And as we look at the, you know, sort of the recommendation, we're talking about 7 units, but then I think, Mr. Acosta, maybe you can answer this question, but your primary goal is to get the 40 percent, I mean that's what you, when you talk about going after the financing, that is what you're trying to achieve with the LIHTC funding, correct, for your development?

MR. ACOSTA: If we can get the LIHTC funding, that would be a goal to do so.

COMMISSIONER CHERWIN: Yes.

MR. ACOSTA: I mean, obviously the LIHTC funding is highly competitive.

COMMISSIONER CHERWIN: Yes.

MR. ACOSTA: So, all we can really do is commit that no matter how we fund this we can provide the 7.

COMMISSIONER CHERWIN: Yes. So, I guess then that would be my, it's just I'd kind of go back to that guideline, looking at the Arlington guideline of 15 percent and then rounding up to the nearest whole number for units. And here we are again, I'm just going to reiterate, I know we talked about it last time, but there's a big difference between 15 and 42 percent. And as folks who are looking at the affordable housing issue, I don't know that there is ever really, it doesn't seem to me that, you know, there was any analysis put in the

potential costs, you know, externalities whether, as we talked before about real estate taxes being lower potentially on that property and whatever could be deferred, maintenance costs or whatever that could go into, that would be affected by a building having 42 percent of affordable units as opposed to 15 percent of affordable units.

And so, that continues to be my concern. You know, like I said, I would like to have seen maybe more deliberation or more understanding of why we would deviate from the stated guideline of the Village from 15 to 42 other than obviously it's a larger development subsidy for the developer.

MR. ACOSTA: And I think, just to clarify a couple of points, I don't think we anticipate any deferred maintenance. Obviously the owner here, because the units, this is rental, so --

COMMISSIONER CHERWIN: Right.

MR. ACOSTA: The owner has an obligation to maintain their building and I'm sure that the lenders, whoever they may be, will also want that to occur.

COMMISSIONER CHERWIN: Oh, I get it, but my point is though, is if you have, if you're locking down the rental income on 42 percent of your units and for some reason there is maintenance cost associated with that building, the only way you can pay for that maintenance is raise the rent on the other units because you can't raise the rent on the 42 percent of the units, and then you either put those units at a much higher above-market rate, or you're taking, the developer then chooses to either lower the income stream of that property or just potentially defer the maintenance on that property because they have no income stream to pay for it. And that's a potential if you're locking down 42 percent of the rents that are below market rate.

MR. ACOSTA: I'm not sure that the Village ever really restricts, and I don't think you set minimum rents on other developments so to speak. So, anyone could end up in this fashion.

COMMISSIONER CHERWIN: But what I'm saying is, isn't the rental, the affordable units, the rent would be capped on that in accordance with that problem?

MR. ACOSTA: Absolutely, absolutely.

COMMISSIONER CHERWIN: So, they wouldn't be able to raise the rent if there were unforeseen costs or additional maintenance costs on those units. They'd have to either raise them on the 58 percent of the units that aren't affordable or take a hit to their income stream or just maybe defer that maintenance.

MR. ACOSTA: And I think a lot of that is preplanned so they anticipate it, so there would have to be some kind of unexpected event that causes this because the lenders anticipate -- go ahead, Johana.

CHAIRMAN LORENZINI: Please state and spell your name, and your address please.

MS. CASANOVA: Johana Casanova, I'm with Up Development, the owner and developer.

COMMISSIONER CHERWIN: Yes, nice to see you, Johana. How are you?

CHAIRMAN LORENZINI: Spell your name please.

MS. CASANOVA: Yes. To answer your question --

CHAIRMAN LORENZINI: Would you spell your name please?

MS. CASANOVA: Yes. It's Johana, J-o-h-a-n-a, Casanova, C-a-s-a-n-o-v-a. I understand your concern, but the way these projects work with the tax credit that he mentioned, the LIHTC, when that affordability is met and if it's financed, these projects have replacement reserves and also have funds that are very low interest. So, you are not, so you can still maintain those rents at a lower level without having to increase the others. So, this program as structured that way is a very successful program. Investors such as major banks are the ones that provide the funding, and obviously they will not invest in these projects if the buildings were not to be maintained. So, they usually are very healthy in replacement reserves. So, that's an area that you are anticipating will very unlikely happen.

COMMISSIONER CHERWIN: Okay.

CHAIRMAN LORENZINI: So, as long as you're here, so if we just had the 7 affordable units, you would have so much money in reserve; but if you have more affordable units, that reserve would be higher to help out with the yearly maintenance?

MS. CASANOVA: Correct. Yes.

CHAIRMAN LORENZINI: Okay.

COMMISSIONER CHERWIN: Thank you for answering that.

MS. CASANOVA: You're welcome.

CHAIRMAN LORENZINI: All right. Let's see, I've got one or two here. Latika, the proposal for moving people in and out along the curb, is that standard in the Village? Have we done that at other places?

MR. ENRIGHT: Most developments have off street, there are some that don't. But we do have a lot of developments, commercial in particular, that do a lot of loading on and off the public streets because, you know, it's a hundred-year-old downtown, at least the older buildings are. So, it's not uncommon at all for trucks to be blocking traffic. The good thing is that the developers agreed that during offbeat times, you know, on a Monday or Tuesday or Wednesday in the morning, you know, after the morning rush of people coming to the garages to go to the train station, you know, the easement is pretty quiet. And they would have to get pre-approval from the Village to just designate, put a couple of cones up on the easement in front of

their building, just so a vehicle, truck, whatever, however large it is, it depends on who is moving in I guess and how much stuff they have, would be able to park there and load and unload.

I mean this is, you know, five to six times a year where people are moving in and out of the units, so it's not, you know, a significant occurrence spread out over a 365-day year. Plus, rentals are usually on different time frames, too. I don't know if they're going to have this on a, you know, May 1st and October 1st rental schedule like a lot of buildings that rentals have. It kind of divides up the units a little bit on their, you know, 12-month rentals.

But we don't see it as being a problem at all. This isn't, you know, Campbell and Vail in the middle of downtown on a Friday night at 7:00 o'clock. We would work with them on off-peak hours to be able to do that on the easement.

CHAIRMAN LORENZINI: Okay. And how is these 15 additional parking permit spaces going to work? And what's going to trigger it? Who is going to get the right to park there?

MS. BHIDE: Right. So, the Village is committing to having available 15 parking permits. These would be for residents if they need it. So, you know, we would keep track of that, and if there are residents within that development that choose to have a parking spot in the Vail Garage, then we would do that like we do with other developments. So, we would allocate 15 in the Vail Garage for this development.

CHAIRMAN LORENZINI: Okay.

COMMISSIONER GREEN: Excuse me, if I could just? And do those 15 spaces go on forever? I mean, obviously people come and go on rental things.

MS. BHIDE: I think there --

COMMISSIONER GREEN: In other words, you just reserve 15 for this building and that goes, that's part of the agreement?

MS. BHIDE: Right. And you know, the residents as they move in and out, I mean we'll monitor the 15.

COMMISSIONER GREEN: Right, okay.

CHAIRMAN LORENZINI: Okay. I think, any other questions at this point from the Commissioners? If not, we'll go to the public comment portion.

We've heard a lot of the comments from the residents and the developer has at the last meeting. And it appears that the developer has addressed most if not all of those concerns. So, if there's, I certainly don't want to discourage anybody, but if there's anything new anybody wants to say that hasn't been heard before, you're certainly welcome to come forward and speak.

So, let's start on my left, your right side of the room. Does anybody want to speak? Would you raise your hand please?

Yes, sir, would you come forward? State your name, spell it, and your address.

QUESTIONS FROM AUDIENCE

MR. DILLON: My name is Joe Dillon, J-o-e D-i-l-l-o-n. I am an owner of a condominium at 601 North Vail. During the last meeting that was open to the public, Commissioner Susan Dawson brought up something. It was the problem of possibly vapor intrusion. That created a concern for us and a fear that prior remediation was not going to protect families residing in the new building and adjacent properties. It appears that the IEPA new regulations on vapor intrusion do not have to be followed by the developer. In other words, any new developer for the site is grandfathered.

I have a letter to that effect by the Bureau of Land. You know, that's unacceptable and very scary. Vapor intrusion is real and can be very deadly, especially from a dry cleaning solvent that has saturated the soil and groundwater for years. I guess our question is this, can vapor penetrate asphalt and concrete over time due to cracking from the freeze and thaw cycles?

As property owners next door and for the families of any new building, we need protection. We need actually to feel safe. Ask yourselves, how would you like living over or adjacent to dangerous contaminated soil and groundwater? I'm asking the Plan Commission to take some kind of action to ensure that families are safe from vapor intrusion.

Our building is adjacent to this property and it has never been tested at all during the remediation of that property and after that remediation effort. Who knows? Maybe we are now still subject to vapor intrusion as we speak now at our building. Thank you very much.

CHAIRMAN LORENZINI: Thank you, Mr. Dillon. Mr. Acosta, anybody on your team or anybody on the Plan Commission Staff want to answer that?

MR. ACOSTA: Certainly. Our environmental consultant from K-2 is not here, unfortunately. And I am no expert on vapor intrusion, but I do know that, you know, we can ask K-2 to look at it. Obviously, we're putting more structure on top of that land than there is today. So, today there is an environmental barrier. I'm presuming it protects against this to the extent it needs to by law. And we will review this again as we go towards construction to meet the conditions that Staff has recommended in terms of satisfying EPA guidelines as we move forward with construction, making whatever adjustments are necessary as a result of those guidelines.

So, I think to the extent that the IEPA says you

have to deal with vapor, we will have to deal with vapor.

CHAIRMAN LORENZINI: Okay, thank you. Anybody else on this side? Yes, sir. Please come forward, state your name, spell it please, and give your address.

MR. WEINER: My name is David Weiner, W-e-i-n-e-r. And my address is 201 North Vail. I just have three questions I guess.

The move-in/move-out assumption of 5 or 6 moves in a year just doesn't seem realistic. In a rental building, that's, what, of this number? It's 12 percent or something? We have a building of owners and we have a lot more move-in and move-outs than that. So, I question where that number came from.

The other issue is the car share. As far as I know, I know they've said they committed to car share, but I don't know of any car share programs in Arlington Heights right now. So, I'm not sure what meaning or what bearing that has. I'm not sure who's going to come in and do car sharing.

The last thing is the Vail Street Garage. When we moved into the building a year and a half ago, we were told that parking, overnight parking permits, monthly parking permits in the Vail Street Garage are really dependent on additional development in the Village, and that development being west of the Vail Street Garage. So, I'm not sure how the Village has decided that now this development is going to have priority for those parking spots, because we were told once that fills, or if that development takes place to the west, those spots wouldn't be available for us.

So, those are my three issues.

CHAIRMAN LORENZINI: All right, thank you, Mr. Weiner. Maybe, Latika, can you take the last question first about the Vail Street Garage?

MS. BHIDE: Sure. The Village's Parking Committee did meet and there is space in the Vail Parking Garage right now. So, based on that, the Village feels comfortable allocating 15 permits to this development.

MR. ENRIGHT: Yes, I can add to that. You know, the Village expanded the south garage about six years ago, seven years ago, and we increased the Vail Avenue Garage from 800 spaces to 1,138 spaces by building a fifth level up and moving it westerly over Highland. That created a lot more permit spaces for that garage, particularly on the fourth level.

We have not committed to any resident parking for the block to the west because the developer has just been sitting on the land. And previous discussion was 15 years ago with that owner, we were only looking at maybe 50 spaces being committed to that development, maybe more. But the Staff has looked at this, as Latika alluded to, and we decided that we're going to commit 15 to this

project because this is a viable project that's, you know, ready to be built if they get their financing and get the zoning approvals.

So, we don't know what's going to happen with the block to the west, but it's about three and a half acres. It's quite a large development and they can supply most of their parking on site. There might be a little in the Vail Garage but we have a very good understanding of what our parking is in the Vail Garage, how much we have committed to other developers, holding back some for future development. And there is no problem at all with committing 15 to this development, which we think we probably won't need anyway but we are going to make it available in case there is a need for it.

CHAIRMAN LORENZINI: Okay, thank you, Bill.

COMMISSIONER JENSEN: A question to follow up on that. So, are you saying, Bill, would anybody who is in 201 North Vail can get a parking space if they want to today?

MR. ENRIGHT: We have, there's 3 or 4 people that have been parking in that garage. There is one gentleman who would like to park in the north garage, which we're going to honor because of the disability. So, there are people that have looked to the south garage, not just in the north half downtown, but all over.

So, there is the possibility of some additional parking but it's a case-by-case basis and that's what we'll have to treat it as. But we have honored requests from 201 North Vail to park in the south garage.

CHAIRMAN LORENZINI: Mr. Acosta, do you want to address the move-in/move-out number projection?

MR. ACOSTA: Yes. I mean the projection started with the developer and that's their estimate based on their experience in this type of building. I think they see less transient type of renters than I believe some people are anticipating. Just because you're a renter doesn't necessarily mean you move every year. And that's the estimate that we have come up with.

I don't think there's any good standard of trying to figure out how many people move in and out every year. We've asked KLOA to look at it also and I don't think there's like a national standard. But --

CHAIRMAN LORENZINI: Could you speak into, ma'am, speak into the microphone please?

MS. CASANOVA: We have a sister company, they manage 4,000 units of a similar project. So, that's actual data based on move-in/move-outs of our residents.

CHAIRMAN LORENZINI: Okay, thank you. And the car share program?

MR. ACOSTA: Car share, we're making it available. I mean, hopefully someone will take advantage, but we've got to start

somewhere and hopefully it will set a trend. I believe there is currently one available car share in the Village downtown. I believe there is one space already, but hopefully we will be the second.

CHAIRMAN LORENZINI: Okay, thank you. Anybody else want to speak? Yes, sir. Your name, please spell it, and your address.

MR. CARLSON: My name is Duane, D-u-a-n-e, Carlson, C-a-r-l-s-o-n. A couple of the issues, the last issue that was just brought up, the move-in and move-out, again with the affordable housing, I think you're going to have a lot more move-in/move-outs than what they're projecting. And what you have to keep in mind is we have numerous elderly in our building, not to mention in the surrounding areas, and the church, preschool, cars all the time going to the preschool. We're creating safety issues.

And that's one thing I haven't heard anybody address today, safety. Safety is a big part of this project. You put a building on this lot that's too big, we have numerous safety issues. The balconies hanging over the sidewalks, you know, that was brought up the last time and that wasn't addressed tonight. In Park Ridge, they have a very similar building with the balconies hanging over and you have ice stems on the balconies and icicles falling down. We have numerous commuters that are walking on these sidewalks, the children with their parents going to the preschool, the elderly in our building going to the library, that's a definite safety issue.

And although they're addressing 45 units with roughly 60 spaces, ask yourself, is that enough? You know, they're targeting this building for younger people with affordable housing, the firemen, the policemen, et cetera, et cetera. A realistic view of that would be two cars per person. You're looking at 90 vehicles or even 80 vehicles, not the 60 that are projected. And I just don't think that that's a realistic projection as to how many spaces are really going to be needed.

And that again, the traffic problems in our building on a daily basis, we have UPS, FedEx, we have the mail carrier constantly in our driveway dropping off packages. And these vehicles are going to be constantly blocking the street. I mean it's going to be a constant flow of vehicles blocking that street. People trying to walk across the street to the beautiful park there with their children, safety issue. People going to the library, safety issue. All the people going to the church, safety issue.

And you know, this is a beautiful rendering. I really think it's a beautiful picture, and it shows three cars. That's not realistic. It's not realistic. We're going to have traffic problems here, that's a given. And the residents, the taxpaying residents like myself and the people who showed up here tonight, we are

going to have to live with it.

I don't know whether any of you live in this immediate area, but this is something we are going to have to live with. And if some of these changes aren't addressed now, once the building is built, again we and the other taxpaying residents are going to have to live with these problems that it's going to create. And I'm not certain that their response is an adequate response for the problems that this has a potential to create.

The IEPA thing that Joe brought up, you know, we're going to move some of the stuff into a basement they're going to create. Well, now we're going below the 5-foot vapor barrier that they've talked about. We want to be certain that that's going to be addressed and taken care of. That's a big issue.

Ask yourselves, parents, people who are more my age, how many cars do you have in your family? You know, my wife, I and my daughter who lives in 201 North Vail, three cars. Everybody in our building, the majority of them have two cars. So, is 60 spaces for 45 people an adequate amount of parking? What about their guests? When you have young people coming to visit, young people, parties so to speak, which is wonderful, where are they going to park? Are they going to be parking across the street or are they going to be intruding on the church's lots?

You know, this is, you know, there is a reality of what's going to actually happen and a projection of what we're going to say is going to happen, you know, anybody can do a study on this. I can do a study, I can come up with somebody who will do a study on this parking issue that will say that we need 90 spaces, not 60. You know that that's true, not that that's what they need. But anybody can do a study. And I'm not certain that this is an adequate study for the parking problems this will create.

And the most important thing that I think everybody on this panel should consider is the safety issues. This is a big question, you know. Is this going to be safe? We're going to possibly make variances for this building to go on a lot that's too small for this building. Some of the variances that they're projecting changing, 29 or 30 feet to 1 foot?

Think about it. Walk our neighborhood. See the parking issues that we have. I'm pleading that you actually do this, walk our neighborhood. Look at that lot. Actually go over there and look at that lot and then look at how big this building is going to be on that lot. It's too big for the lot.

We as residents have no problem with putting a building on that lot. But put something on that lot that's going to fit. You cannot compare our side of the street to the other side of the street. We have two churches right there, safety issues. We have

the library. We have the beautiful park that people are going to all the time. Who goes to the park? People like myself, I'm not concerned about people like myself, I'm concerned about the elderly and the young families that are walking across the street with children to go to the park.

And it's not just the parking issue, it's the amount of traffic that's going to increase in that small area. Is the Village of Arlington Heights, are they willing to add another public safety officer to handle all the traffic that this is going to create and the parking problems that it's going to create on this side of the street? I think that's a question you need to ask yourself as well. And when there is that accident and some little kid gets hit or some elderly person walk into the library which in our building is a constant flow, constantly people are going to the library, and our building is filled with people who are above the age of 70, think about the safety issues that this building is going to create.

And I don't think it's our responsibility to, you know, why is it our problem to make variances to fit their building? I just don't understand that. The Village of Arlington Heights has codes that are supposed to be followed. If I wanted to put a garage on my property, if I had a single family house and I wanted to put a garage on that property, are you going to give me a variance from 29 feet to 1 foot? Of course not. It's not the Village's problem or 201 North Vail or all the residents that this building is going to affect to make it economically viable to put a building that's too big on that lot.

We need to put something that fits on that lot. Think about those variances that are going to change. And why do we have codes set up in Arlington Heights if we're not going to follow them? I just don't understand that. 29 feet to less than 1 foot I think it is, that's quite a change in variance. Who is that going to affect? It's going to affect the people who live in that area, it's going to affect the people crossing the street.

You know, to say that 6 people are going to move out on a yearly basis, think about that. You know that's not true. You start having moving trucks blocking that area with no parking and construction and everything else that's going to go on, safety issue big time. And that's what I'm pleading. I'm pleading that you all consider the safety issues that you're going to create by putting this beautiful, big building that is too big for that lot on that piece of property.

And think about the codes that you are going to change to put a building that's too big on that lot. That's not right. Codes are set up for a reason. And I hope you consider that. And it's not our responsibility as a citizen or as a commission to make sure that they can have a profitability in creating this building on a lot

that's too small. That's not our problem, but we're making it our problem. And who is going to have the problem? The citizens in that area are going to have that problem.

And if you don't live in our neighborhood, it's not going to affect you. And when you read about it in the paper, somebody getting hit and something else happening in that area, think about it, it will happen. It will. There's too many children and too many elderly people in this area for a problem not to happen. We already have the trucks dropping off deliveries for the food service and the restaurants in that area. You're going to have a constant flow of FedEx, like said, FedEx, UPS, mail service, garbage, everybody is going to be congesting that area. There will be accidents, not maybe, there will be accidents. And that's something, the safety issue of this project needs to be addressed. Thank you.

CHAIRMAN LORENZINI: Thank you, Mr. Carlson.

COMMISSIONER JENSEN: Before you sit down, a couple of questions, Mr. Carlson.

MR. CARLSON: Sure.

COMMISSIONER JENSEN: You have made some very impassioned statements. Some of them are perhaps compelling. But do you have any data? Because the folks who are here have data. They're under oath that they're giving an honest statement with respect to this hearing. So, if you, and I would just make this point, if you have data, you should make it available. I'm not asking for it tonight, but before this goes before the Board, if you have data, you should bring it forward because assertions really aren't much of a balance for data.

They've spent a lot of money on consultants who have done I think a good job. I don't know if you've read the consultant's report on parking. Have you?

MR. CARLSON: I read what was available to us tonight at one minute before the meeting started. That's what I've read.

COMMISSIONER JENSEN: Well, it's been on the web site now for many days.

MR. CARLSON: Okay.

COMMISSIONER JENSEN: So, you could download all of this from the website. That's one of the things that I fought for on this Commission.

MR. CARLSON: And I respect your opinion. But as an individual, I don't have the money to get a consulting group to do the traffic situation in that area.

COMMISSIONER JENSEN: Well, the problem is, as a Commission, we have to use data and common sense. And assertions really don't carry quite the weight the data does. And so, we have got to make a decision based on some data. And we'll do the best we can

tonight, but you do have one more shot which is at the Board level.

MR. CARLSON: Does the Village of Arlington Heights, do they not find it necessary to, when you're going to be putting a building that's too big on this lot, do they not find it necessary, the Village of Arlington Heights has plenty of money unlike myself, why don't we as a Village do a study on that? Why are we going to rely on this group's study that they provided? Certainly they provided a study, and I don't doubt that. But when I do a study, I can make a study say anything it wants. And I'm certainly not accusing them of doing that, but you know all we have to do is read the paper on a daily basis and hear of all the corruption and everything else that's going on with studies.

COMMISSIONER JENSEN: I think we have to --

MR. CARLSON: I'm not in a position to pay for a study, but the Village is. And the Village is going to okay this building going up on this property and I think it's the Village's responsibility to come up with a study. If you, you know, the compassion I'm sending to you, maybe you should consider doing a study before you --

CHAIRMAN LORENZINI: Mr. Carlson, maybe I can partially answer that. The Village isn't going to pay to do their own study, but they have an entire staff. They have the Planning Department, they have the Engineering Department, they have the Design Department. All these Village Staff members review these studies, and that's pretty typical of all villages. They don't go out and do an independent study but they have experts and very professional people on the village staff to review this and verify whether or not these studies are correct. So, it's not that they can come in here and just make up anything, they're reviewed by professional staff.

MR. CARLSON: So, what you're saying then is the Village has pretty much with their own personnel created a study and they are verifying, they're saying it's correct?

CHAIRMAN LORENZINI: No, they didn't create their own study. They reviewed their study and verified what they said, whether it's correct or not.

MR. CARLSON: And my question would be, if they're going to say that 60 spaces is enough, what are they basing that on?

MR. ENRIGHT: I can answer that if you'd like.

CHAIRMAN LORENZINI: Sure.

MR. ENRIGHT: The Village has a chart, which we can give to you. We have analyses of just about every multifamily development downtown. And this project with the 15 spaces in the Vail Garage on a per unit basis, and you really can't do a per unit because each development will differ in terms of bedroom mix, but this development has per unit more parking with the 15 in the Vail Garage than all the other rental developments in downtown. It would have more

parking than several of the condo developments downtown. Condominiums tend to have a lot more parking than, you know, rental properties do.

For instance, Dunton Tower, which is three blocks over, they have 1.09 spaces per unit. Parkview would be at 1.67 with the Vail Avenue Garage parking added into that. Hancock Square, which is on the north half of downtown, the two buildings, rental, they're at 1.59. Some of that is used for commercial parking though because they give permits to their tenants as well, so their residential portion is a smaller percentage of that. But nonetheless, this proposed development has, on a per-unit basis, even without the 15, they're still providing 1.33 spaces per unit which exceeds Dunton Tower.

COMMISSIONER JENSEN: Let me ask you, Bill. We actually, I think, listened to the public when they spoke at the last one, and we actually have asked for more than what code requires. So, to your point, we have code and we actually erred on the other side. We said, okay, we heard the public. The public says there is not enough parking, and we made them go back and see what they could do to add parking. So, they've now actually exceeded greatly what the code calls for because they were already at code.

MR. CARLSON: Okay. I agree with you a hundred percent on that issue then. What the code stated is what you want to follow, right?

COMMISSIONER JENSEN: Well, I'm just saying on that particular point we didn't follow code.

MR. CARLSON: My particular point is the variances to the code to put that humongous building on that small lot, address that for me, that's what I would like to know.

COMMISSIONER JENSEN: Well, I would ask you the same question --

MR. CARLSON: Parking issue, you're saying that the code pertains to the parking issue and that they are meeting the code for the parking issue. They are not meeting the code for the size of that building on that lot, but as a Village we're going to okay that with the safety issues that that's going to create?

COMMISSIONER JENSEN: Well, I think the answer that our Chair gave, we have the professional staff, we have an architect who put things together, and we've basically gotten their recommendation and we've got their studies. You know, once again, you're going to have to rebut data and professional opinion with more than assertions.

MR. CARLSON: What does it, why do we have a code then for, why do we have a code for the size of a building on that lot if we're not going to follow it?

COMMISSIONER JENSEN: Well, fundamentally, that's why you have commissions and boards to actually take a look at the situation case by case and make adjustments.

COMMISSIONER GREEN: If I could just, Bill, if you would like to jump in, do we have other developments in the downtown area that are this close to the property line?

MR. ENRIGHT: Yes. I mean just about every development on the frontage comes up to the sidewalk. And in this case, the variations, first of all, as far as the massing of the building, it meets code for floor area ratio. It meets code for height. It meets code for density. Those are also very significant bulk-related issues that we look at, and they meet code for all those.

The variation for the 1-foot setback is really just for the first two levels at the south end of the building. The taller part of the building is set back, you know, 26-27 feet. There is a variation to that from 30 feet, but that's not uncommon for downtown. But again, going down to 1 foot is just the first two levels of the building at the south end along Dunton Avenue.

CHAIRMAN LORENZINI: Mr. Carlson, thank you for your responses, your concerns, but we'd like to move on and see if anybody else has questions. Thank you very much. Yes, sir? And state your name and spell it, and your address.

MR. BERGNER: Bill Bergner, B-e-r-g-n-e-r, 201 North Vail. I guess my question is, in the downtown area, are there other buildings that have cantilevered balconies?

CHAIRMAN LORENZINI: Balconies?

MS. BHIDE: Yes, there are. I mean Dunton Tower is one example that comes to mind.

MR. BERGNER: And there are no problems as far as ice or anything falling from them? That's not an issue?

MS. BHIDE: None that I know of, no.

MR. ENRIGHT: I've been here 25 years and I'm not aware of anybody getting hit by ice. One of the buildings that we've had a little bit of problems with and they've had to put the ice guards on is actually 44 North Vail which doesn't have balconies that project over the right of way but they have the sloping roof. And for a time period there, there was ice coming out of that building and there were some dangers with that. But they've put more ice guards on.

CHAIRMAN LORENZINI: Thank you, Mr. Bergner. Anybody else on this side of the room? Okay, let's go to this side of the room, would anybody like to speak? Okay, if not, then I think we'll close the public hearing portion and we'll go back to the Commissioners for final questions and deliberation.

COMMISSIONER JENSEN: Yes, I just want to clarify one thing. If you do go for the LIHTC funding, as I understand it, the minimum amount of affordable housing that you would need would be 20 percent, so you would have to move the number up from 7 to 9 if you do get LIHTC funding no matter what?

MR. ACOSTA: That is correct.

COMMISSIONER JENSEN: And if you try to get the 40 percent level, obviously, I mean you'd have quite a few additional ones and as I understand it that's what you may try to do if you, that may be your first place to look for funding for this project?

MR. ACOSTA: Yes. I mean that is our first place. I also understand and I believe if we go up for 40 percent, the income level goes up slightly in terms of the affordable requirement. It is also what, you know, let's call it the Housing Commission encouraged us to try to seek.

COMMISSIONER JENSEN: Right.

MR. ACOSTA: It's just an issue of commitment.

COMMISSIONER JENSEN: Sure.

MR. ACOSTA: If we don't get it, we may have to conventionally finance this. And otherwise --

COMMISSIONER JENSEN: Right. So, at a minimum we're going to have the 7 that's required by the Village. If you get the kind of funding you're going to seek, we'll have a minimum of 9.

MR. ACOSTA: Yes.

COMMISSIONER JENSEN: And it could go up higher toward 40 percent.

MR. ACOSTA: That's correct.

COMMISSIONER JENSEN: Thank you.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: I don't have any questions.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: I don't have any questions.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: I just want to ask regarding the cantilevered balconies. Is there a floor plan, a typical floor plan available? I know it's not in our packet. Is there something that we could see? Is there a way of recessing these balconies? I know you're going to lose floor space within the units, has that been looked at at all?

CHAIRMAN LORENZINI: State your name, spell it please, and your address.

MR. LOSSELYOUNG: My name is Robert Losselyoung, L-o-s-s-e-l-y-o-u-n-g, Tinaglia Architects, 814 West Northwest Highway. The unit designs themselves have not been accommodated yet for. We are asking for a 3-foot cantilever of the balconies in order to provide square footage numbers that were requested by the client for the units themselves. Certainly it's something that we can look at. I would imagine that, to some degree, there may be, you know, some interior balcony space as well because, you know, just in 3 feet, you know, we may want to come in a couple of feet to provide, you know, a little bit

more depth to those. So, I don't have a definitive answer as to if they can be fully pulled in at this point. It would change the character of the building slightly.

COMMISSIONER SIGALOS: Well, it would, but again there's a lot of buildings in the downtown that do have recessed balconies and the character, you know, hasn't changed at all. In looking at this floor plan, it may be a possibility. It looks like each of these balconies is off of a bedroom and it may be possible to recess those and maybe get away from that safety issue, if that does exist, with falling ice or even anybody, let's say dropping something there.

MR. LOSSELYOUNG: We've provided, for some of the falling ice if that is an issue or becomes an issue, you know, we do have at the first floor cantilevered awnings that come out to, you know, if there was ever a problem, to help protect against that. You know, in terms of pushing the balconies in, you know, again the floor plans are going to be tight as it is. And to try and push a balcony in is really going to effectively chop up some of those spaces.

COMMISSIONER SIGALOS: Okay. And then the one other issue, could we go back to the previous screen where you have an elevation of the building? There it is. And the one to the west, that's the one Mr. Carlson was referring to that he resides. I mean it looks to be a very similar size building. I am not sure what size that lot is, but it seems to be a very similar size massing on that adjacent property and it doesn't seem to be an issue there.

Am I correct? Bill, wait, maybe you can answer that?

MR. CARLSON: So, what you're telling me is you haven't gone --

CHAIRMAN LORENZINI: I'm sorry, Mr. Dillon, could you come back to the microphone? Or Carlson, I'm sorry, could you come back? Well, if you want to speak, can you speak in the microphone please?

MR. CARLSON: I'm sorry. Correct me if I'm wrong, what I'm understanding is you're potentially going to okay this project and you haven't gone and looked at the size of the lot?

COMMISSIONER SIGALOS: Oh, I definitely have. I've been by there a number of times.

MR. CARLSON: The comments you just made, I kind of got the impression that you haven't.

COMMISSIONER SIGALOS: I'm asking, no, I'm asking the property to the west, the building that you live in at 201 North Dunton doesn't seem to have this problem.

MR. CARLSON: 201 North Dunton has a driveway that handles all of our deliveries, mail. We have a parking lot and a

driveway in the back of the building that handles the garbage removal and parking for our residents. And when our people come out of the garage, there is a parking lot that they're driving out of and people can see them. Here, they're going to be coming out of a garage right on top of the street.

COMMISSIONER SIGALOS: I understand.

MR. CARLSON: That's the difference.

COMMISSIONER SIGALOS: Thank you.

CHAIRMAN LORENZINI: John, anything else?

COMMISSIONER SIGALOS: No, I don't.

CHAIRMAN LORENZINI: Jay?

COMMISSIONER CHERWIN: I guess a question for Mr.

Enright. Kind of thinking about the loading issue, do we, and maybe we covered this and I missed it as I was looking at my notes, but other buildings in the downtown area that sort of have this setup where they don't have a recessed area, do we have comparables? I know Dunton Tower has a little bit of a recessed area for loading. Are there other buildings like this that do not provide for that where this would sort of replicate it?

MR. ENRIGHT: Well, Dunton Tower has a loading zone behind the building to the east, which is quite large. You know, we try and get loading as much as possible in these new developments, so the new ones do have off-street loading. This is, you know, a site that doesn't have it obviously because of the site planning.

There are, you know, like I said, it's mostly commercial buildings in the downtown where we have loading issues. And those are the big beer trucks and food trucks that come to the restaurants, particularly on the south end of downtown because there's a lot more activity there that block, you know, Campbell or Vail at times because they have no other place to unload. So, as far as loading/unloading, that's where the problems arise.

We do not see this as a problem. You know, Eastman is, you know, Monday through Friday in the morning, you know, there's not a lot going on there. Would we want them doing move-ins and move-outs, you know, on a Saturday afternoon? No, but during the week it's pretty darn quiet. So, we don't think it's going to be a problem at all.

COMMISSIONER CHERWIN: Thank you.

CHAIRMAN LORENZINI: Okay. Any further deliberations or motions?

COMMISSIONER WARSKOW: Let's go ahead then and make a motion.

A motion to recommend to the Village Board of Trustees approval of PC #14-013, a Preliminary Planned Unit Development to allow the

construction of a 7-story mixed-use building that has a total of 45 residential rental apartment units, 1,254 square feet of commercial/retail space on the first floor, and a total of 60 interior parking spaces, and the following variations:

1. A variation from Chapter 28, Section 5.1-14.6, *Required Minimum Yards*, to allow a reduction to the required combined side yard (south) setback from 39.6' to 1'3";
2. A variation from Chapter 28, Section 5.1-14.6, *Required Minimum Yards*, to allow a reduction to the required rear yard (west) setback from 30' to 25'4" for the residential units above the first floor;
3. A variation from Chapter 28, Section 11.7, *Schedule of Loading Requirements*, to waive the required loading berth for the development; and
4. A variation from Chapter 28, Section 11.2-8, *Horizontal Width of Drive Aisles*, to allow a reduction to the required two-way drive aisle from 24' to 20'2".

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following recommendations detailed in the Staff Development Committee report dated July 3, 2014:

General Conditions:

1. This approval shall include the 1,254 square feet of commercial space located on the first/ground floor.
2. The southernmost window, along Dunton Street, proposed for the retail space should be vision glass and not spandrel glass.
3. Seven (7) units are to be maintained as affordable in perpetuity under the Village's affordable rental housing guidelines consistent with the Housing Commission recommendation. An additional 12 affordable units may be provided subject to the recommendations in the Housing Commission motion dated August 5, 2014.
4. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the planned unit development.
5. An additional shade tree (honeylocust) shall be provided on Dunton Avenue near the intersection between the crosswalk and the existing light pole.
6. Future merchants/tenants for commercial/retail tenant spaces shall procure permits from the Village for employee parking in the public parking garage.
7. The Village shall make available, if necessary, up to 15

parking permits within the Vail Garage for residents of this development.

8. Delivery/loading operations shall be restricted as follows: retail stores, 7:00 a.m. to 3:00 p.m., Monday through Saturday with no deliveries on Sunday; and the residential, 7:00 a.m. to 6:00 p.m., Monday through Friday and 9:00 a.m. to 2:00 p.m. on Saturday with no deliveries on Sunday.
9. The developer shall obtain Staff approval of temporary designation of parking spaces on Eastman Street for move-ins and move-outs.

Prior to Final PUD:

10. Prior to the final planned unit development approval, the Petitioner shall pay a fee in lieu of on-site detention, pursuant to the standards established by the Village of Arlington Heights.
11. The Petitioner shall continue to work with the Village to develop an acceptable final construction schedule including a development phasing plan that includes the location of staging areas throughout the development. Any work within the right of way shall be scheduled to minimize disruption to other businesses and patrons of the downtown. All construction traffic shall be limited to pre-approved lanes and locations to be determined by the Village.

Prior to Building Permit:

12. Prior to the issuance of a building permit, the Petitioner shall provide a copy of the remediation plan approved by the Illinois Environmental Protection Agency (IEPA).
13. The Petitioner must provide an analysis of any constraints and what will be required to be submitted to the IEPA in order to construct the proposed building.
14. Overhead utilities must be buried unless ComEd deems that it is not feasible. In addition, all generators, transformers, switch gears, gas, and electric meters, et cetera, shall be fully screened.
15. Pursuant to Section 29-401 of the Arlington Heights Municipal Code, the developer shall make cash contribution in lieu of land for school, park, and library districts.
16. The Petitioner shall comply with all conditions outlined in the May 27, 2014 Design Commission motion.
17. The Petitioner shall comply with all federal, state and Village codes, regulations and policies.

CHAIRMAN LORENZINI: Do we have a second?

MR. ENRIGHT: Actually before you go forward, there is, you know, if you look at the motion sheet, there's several, there's 8 general conditions, 9 general conditions plus 2 prior to final PUD, plus several others prior to building permit. So, there's multiple conditions.

COMMISSIONER WARSKOW: Okay, sorry. Amending to say conditions 1 through 17.

CHAIRMAN LORENZINI: Is that adequate, Bill? Okay. Do we have a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN LORENZINI: Roll call vote please.

MS. Bhide: Commissioner Cherwin.

COMMISSIONER CHERWIN: No, with comment.

MS. Bhide: Commissioner Green.

COMMISSIONER GREEN: Yes, with comment.

MS. Bhide: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MS. Bhide: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MS. Bhide: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MS. Bhide: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Comments?

COMMISSIONER CHERWIN: I would just say, you know, I generally would support the project going forward. My biggest hangup continues to be general condition 3 where we have it seems just, in my opinion, not really any analysis, kind of cost benefit analysis around a deviation, a very significant, a 3x deviation from the stated guidelines of the Village on affordable housing to go from that 7 units to potentially up 42 percent. Other than that, I would otherwise support that.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: My comment has to do with the commercial space. I think it's, overall it's a good project but I think the requirement for commercial on the first floor, that this is a pitiful showing of commercial space. I think 1,254 square feet is not enough and I think that there are ways to accomplish more of that. But I think, it was a tough one for me but I think it was a yes.

CHAIRMAN LORENZINI: All right, thank you. Is there a date that this is going to the Board of Trustees?

MR. ENRIGHT: Yes, it's scheduled for Monday, August 18th, which is this coming Monday at 8:00 p.m. in this room.

CHAIRMAN LORENZINI: Just so the audience knows, this

is purely advisory to the Board of Trustees. They have the final say-so on this. Thank you all for coming.

Okay. Any other business on the agenda? No? Do we have a motion to adjourn?

COMMISSIONER WARSKOW: Yes, I'll make said motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER JENSEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: All right. Thank you.

(Whereupon, the public hearing was adjourned at 8:36 p.m.)



Item: Boy Scouts of America - 617 E. Golf Rd. - PC14-015

Department: Planning & Community Development

REQUESTED ACTION

A Land Use Variation to allow general merchandise sales in the O-T district to allow a 'Scout Shop'.

VARIATIONS

Chapter 28, Section 5.1-9.2 b. Conditions of Use, to allow delivery, and storage of goods, merchandise or wares for sale.

Chapter 28, Section 6.12-1 Traffic Engineering Approval, to waive the requirement for a traffic and parking study from a Certified Traffic Engineer.

Chapter 28, Section 11.4 Schedule of Parking Requirements, to allow a reduction in parking from the required 135 to 131, a variation of 4 parking spaces.

RECOMMENDATION

The Staff Development Committee recommends approval of a Land Use Variation to permit retail sales in the O-T district and the following variations:

1. Chapter 28, Section 6.12-1(3) to waive the required Traffic and Parking Study.
2. Chapter 28, Section 11.4 Schedule of Parking to allow a reduction in parking from 135 to 131.
3. Chapter 28, Section 5.1-9.2 Conditions of Use, to allow delivery and storage of goods, merchandise or wares for sale.

This approval shall be subject to the following conditions:

1. This Land Use Variation shall apply to the Northwest Suburban Council of Boy Scouts of America.
2. The point of sale for retail items shall be from the Arlington Heights location for items sold at this location.
3. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

ATTACHMENTS:**Description**

Staff Report
Location Map
Legal Notice
Notification Affidavit
Plat & Sub Minutes
Justification Letter from Petitioner
Parking Counts by Petitioner
Department Comments
Petitioner Response to Department
Comments
Site Plan - Floor Plans

Type

Report
Exhibits
Correspondence
Correspondence
Minutes
Correspondence
Correspondence
Correspondence
Correspondence
Exhibits

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Latika Bhide, Development Planner
Meeting Date: August 27, 2014
Date Prepared: August 22, 2014
Project Title: Northwest Suburban Council of the Boy Scouts of America
Address: 617 E. Golf Road, Suite 110

BACKGROUND INFORMATION

Petitioner: Ray Okigawa on behalf of Northwest Suburban Council of the Boy Scouts of America
Address: 1240 West Northwest Highway
 Palatine, IL 60067

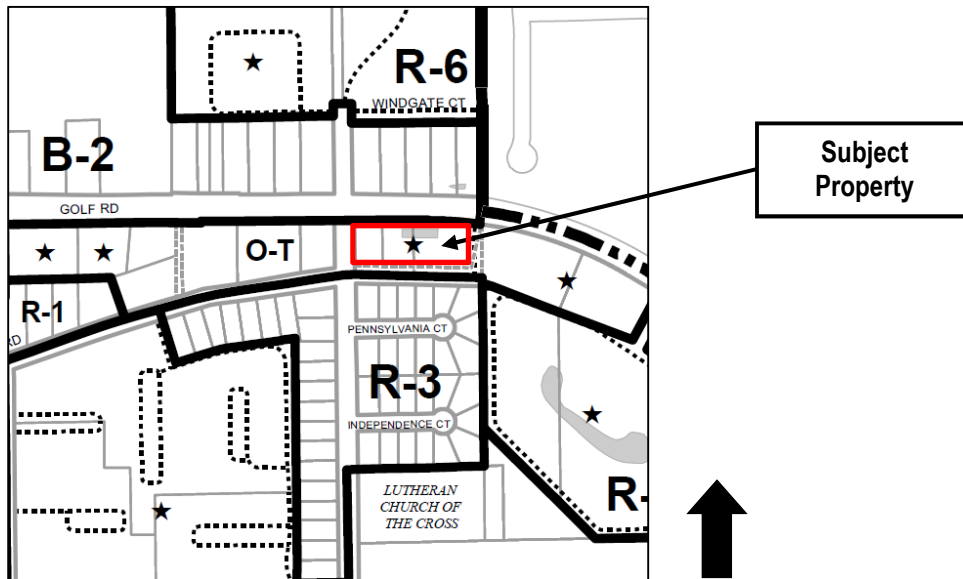
Existing Zoning: O-T (Office Transitional)

Requested Action:

- A Land Use Variation to allow general merchandise sales in the O-T district to allow a 'Scout Shop'

Variations Identified:

- Chapter 28, Section 5.1-9.2 b. Conditions of Use, to allow delivery, and storage of goods, merchandise or wares for sale.
- Chapter 28, Section 6.12-1 *Traffic Engineering Approval*, to waive the requirement for a traffic and parking study from a Certified Traffic Engineer.
- Chapter 28, Section 11.4 Schedule of Parking Requirements, to allow a reduction in parking from the required 135 to 131, a variation of 4 parking spaces.



Surrounding Properties

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2 General Business	Commercial (Go-Go Center)	Commercial
South	R-3 One-Family Dwelling	Single Family Residences	Single Family Detached
East	O-T Office Transitional	Office (Advocate Medical Group)	Offices only
West	O-T Office Transitional	Single Family Residence	Offices only

Summary

The subject property is approximately 2.6 acres in area with three free-standing buildings totaling approximately 33,782 square feet in tenant space. A Final Planned Unit Development approval was granted for the property in 1986. The existing parking lot is located along the south, east and west building elevations and has a total of 131 parking spaces that are accessible via driveways along Golf and Goebbert Roads.

The petitioner, Northwest Suburban Council of the Boy Scouts of America is proposing to relocate the Scout Shop and Council Service Center to this location from Mount Prospect. Northwest Suburban Council of the Boy Scouts of America is interested in leasing an approximately 7,861 square feet tenant suite at this location. Approximately 2,000 square feet (approximately 25%) of the tenant space will be designated for the *Scout Shop* and the remaining area will be used as office space. Offices are a permitted use in the O-T district; however, the *Scout Shop* is classified as a General Merchandise Store and is not permitted in the O-T district. Therefore a Land Use Variation is necessary for this retail component.

According to the summary provided, the Service Center has 19 full and part-time employees and the Scout Shop has 2 employees. A dedicated external entrance is not being proposed for the Scout Shop. One main visitor entrance is proposed, with a reception area for the office and an internal entrance to the Scout Shop. The Scout Shop will be open between the hours of 9:00 a.m. and 6:00 p.m. from Monday through Friday and between 9:00 a.m. and 3:00 p.m. on Saturday. The Council Service Center will be open between the hours of 9:00 a.m. and 5:00 p.m. from Monday through Friday. The applicant expects that no more than 3 or 4 visitors shall be present at the Council Service Center and Scout Shop at any time.

Zoning and Comprehensive Plan

The site is currently zoned O-T Office Transitional District. Pursuant to the Village's Zoning Ordinance, General Merchandise Sales is not permitted in this district; therefore the petitioner submitted a written justification based on the following hardship criteria:

- **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; and**
- **The plight of the owner is due to unique circumstances; and**
- **The variation, if granted, will not alter the essential character of the locality.**

The Village's Comprehensive Plan designates this property as 'Offices only'. As only approximately 25 percent of this tenant space is used for Retail Sales and the rest as offices, the proposed action can be considered consistent with the Village's Comprehensive Plan. Staff supports the Land use variation based on the response from the petitioner and parking data provided as described below.

Plat and Subdivision Committee

On July 23, 2014, the Plat and Sub Committee met to discuss the project. The subcommittee felt that this was a good location for this use and was overall supportive of the use.

Building and Site Related Issues

The applicant has indicated that no new internal demising walls are planned. Some existing built-in work areas are proposed to be converted to a meeting room, a doorway is proposed to be installed between an existing room and the new Scout Shop, a wall within the Scout Shop area proposed to be removed, and a door installed between the Scout shop and reception area.

Because two different use groups, Mercantile and Office, are proposed to be located within this tenant space, rated separation between the uses will be required per Code. The petitioner's architect was encouraged to meet with the Building Department as soon as possible to ascertain what building code improvements will be necessary.

Traffic & Parking Related Issues

Exhibit A attached to this report lists the total parking requirements for the site. Including the proposed use, the office development requires 135 spaces while 131 are provided, thus requiring a variation of 4 parking spaces.

The following is a breakdown of parking requirements for this use:

			<u>Spaces</u>
Retail:	2,000	1:300 sf	7
Work Area:	5,861	1:300 sf	<u>20</u>
TOTAL REQUIRED:			27

Per the Zoning Ordinance, a Traffic and Parking study is required for projects seeking a Land Use Variation that are 5,000 square feet or more in floor area and located on a major or secondary arterial street. The petitioner is seeking a variation and in lieu of a full traffic and parking study, has provided parking data for the existing office development, and the current parking counts for the Boy Scouts at their Mt. Prospect location.

The petitioner submitted parking counts in a letter dated August 20, 2014. The parking counts for the subject site indicate the following number of autos parked:

Total Spaces On Site: 131

- Friday, July 18 at 1:15 PM, 35 cars
- Tuesday, July 22 at 3:45 PM, 60 cars
- Saturday, August 2 at 9:00 AM, 13 cars
- Wednesday, August 20 at 10:40 AM, 33 cars
- Wednesday, August 20 at 2:10 PM, 40 cars

In addition, at the Scout's current location in Mt. Prospect, a typical day there will be 8 to 19 cars parked in their lot.

Based on these counts, the 131 spaces on site is more than enough to accommodate the uses. In addition the Boy Scouts parking ratio is the same as general office at 1:300, therefore most uses leasing the space would require a variation for parking. In addition, most of the Boy Scout meetings are held in the evenings when the offices are not in use. Thus, Staff supports the variation in order to accommodate this use and to allow for the tenanting of a large vacant space.

As part of the request, the following variations are requested:

- **Chapter 28, Section 11.4 Schedule of Parking Requirements, to allow a reduction in parking from the required 135 to 131, a variation of 4 parking spaces.**
- **Chapter 28, Section 6.12-1(3) to waive the required Traffic and Parking Study.**

Staff supports both variations as the petitioner provided parking counts to demonstrate adequate parking. Also the traffic volumes are not expected to be significant for this use.

A variation is also requested from the following:

- **Chapter 28, Section 5.1-9.2 b. Conditions of Use, to allow delivery and storage of goods, merchandise or wares for sale.**

Staff supports this variation as the petitioner has indicated that the delivery will occur once every day via a FedEx vehicle which is similar to other Office districts.

Recommendation

The Staff Development Committee recommends approval of a Land Use Variation to permit retail sales in the O-T district and the following variations: Chapter 28, Section 6.12-1(3) to waive the required Traffic and Parking Study; Chapter 28, Section 11.4 Schedule of Parking to allow a reduction in parking from 135 to 131; and Chapter 28, Section 5.1-9.2 Conditions of Use, to allow delivery and storage of goods, merchandise or wares for sale. This approval shall be subject to the following conditions:

1. This Land Use Variation shall apply to the Northwest Suburban Council of Boy Scouts of America.
2. The point of sale for retail items shall be from the Arlington Heights location for items sold at this location.
3. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

August 22, 2014

Bill Enright, Deputy Director of Planning and Community Development

C: Diana Mikula, Interim Village Manager
All Department Heads

Exhibit A
Parking Analysis for Signature Square South
617, 637 and 657 E. Golf Road

Use	Suite Number	Square Area	Parking Square Footage	Divider	Parking Required*
Excel Cargo Services	104	995	995	300	3
Mt. Prospect Dental Center	105	1574	1574	200	8
VACANT	107	1381	1381	300	5
Proposed Northwest Suburban Council of Boy Scouts of America	110	7861	5861 2000	300 300	20 7
All About Women/the Men's Center	201	1432	1432	300	5
CC Services	202	1342	1342	300	4
Taka Info Tech, Inc	204	876	876	300	3
Kent K. Morikado, D.D.S	205	1205	1205	200	6
CPM, LLC (Accountants)	206	2368	2368	300	8
Kevin Sonn, M.D., S.C.	208	1091	1091	200	5
Marianna Tsaran, MD	209	1035	1035	200	5
Northwest Suburban Counseling Services	210	924	924	300	3
Dutka Chiropractic & Wellness	301	1308	1308	200	6
Progressive Physical Therapy	303	1579	1579	200	8
Advent Neurology, SC	304	1297	1297	200	6
Jay Pomerance, MD	305	1770	1770	200	9
A. Karam, MD, SC	306	2068	2068	200	10
Latino Family Services, P.C.	310	1693	1693	300	6
G & A Clinics/ Dr. Jerry Adams	311	810	810	200	4
Genkai Porcelain Dental Studio	312	1130	1130	300	4
					135
Parking Provided					131
Parking Surplus/(Deficit)					(4)



Subject Property

Northwest Suburban Council of the Boy Scouts of America
617 E. Golf Road, Suite 110
Prepared by: The Village of Arlington Heights
Department of Planning & Community Development
August 14, 2014

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
AUGUST 27, 2014 AT 7:30
P.M. in the Municipal Building,
33 South Arlington Heights Road,
Arlington Heights, Illinois to consider
Petition No. 14-015, a Land Use
Variation to permit general
merchandise sales in the O-T District.
The subject site is located at 617 E. Golf Road,
Arlington Heights, IL.
As part of said request the petitioner is requesting the following variations from the Municipal Code:
• Chapter 28, Section 5.1-9.2 from the Conditions of Use, to allow delivery to or from the premises of goods, merchandise or wares;
• Chapter 28, Section 6.12-1 Traffic Engineering Approval, to waive the requirement for a traffic and parking study from a Certified Traffic Engineer.
And other variations as determined necessary by the Plan Commission.
All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
August 12, 2014 (4382459)

RECEIVED
AUG 15 2014
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published August 12, 2014 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Laurel Baetz
Authorized Agent

Control # 4382459



Leasing

Sales

Tenant Rep

Management

NOTIFICATION AFFIDAVIT

I, Ray Okigawa, hereby certify as follows:

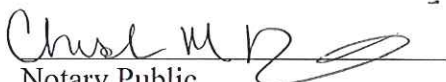
1. That on the 12th day of August, 2014, affiant caused to be mailed in the Post Office of Mount Prospect, copies of the attached Notice of Public Hearing to all listed taxpayers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held.
2. That the parties to who said notice was mailed are set forth on the attached list.
3. That the petitioner stated that the required signs were erected as required by the Village of Arlington Heights.


Ray Okigawa

Subscribed and Sworn to before me

This 14th day of August, 2014




Notary Public

**REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION**

HELD AT VILLAGE HALL ON:

July 23, 2014

Project Title: Northwest Suburban Council of Boy Scouts of America
Address: 617 E. Golf Road
Petitioner: Ray Okigawa
Chicagoland Commercial Real Estate
1240 W. Northwest Highway
Palatine, IL 60067

Requested Action:

1. A Land Use Variation to allow general merchandise sales in the O-T district to allow a 'Scout Shop'

Variations Required:

1. Chapter 28, Section 5.1-9.2 from the Conditions of Use, to allow delivery to or from the premises of goods, merchandise or wares;
2. Chapter 28, Section 6.12-1 Traffic Engineering Approval, to waive the requirement for a traffic and parking study from a Certified Traffic Engineer.

Attendees: Ray Okigawa, Petitioner
Dominick Gualtieri, Field Director, Northwest Suburban Council, Boy Scouts of America
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Latika Bhide, Development Planner

Project Summary

The petitioner, Northwest Suburban Council of the Boy Scouts of America is proposing to relocate the Scout Shop and Council Service Center to this location from Mount Prospect. Northwest Suburban Council of the Boy Scouts of America is interested in leasing an approximately 7,861 square feet tenant suite at this location. Approximately 2,000 square feet (approximately 25%) of the tenant space will be designated for the *Scout Shop* and the remaining area will be used as office space. The property is zoned O-T, Office Transitional. Offices are a permitted use in the O-T district; however, the *Scout Shop* is classified as a General Merchandise Store and is not permitted in the O-T district. Therefore a Land Use Variation is necessary for this retail component.

Meeting Discussion:

R. Okigawa said that the Scouts were looking at leasing approximately 7,800 square feet of tenant space at 617 E. Golf Road. The space was previously occupied by Crestron, an electronics controls company. He said that the typical tenant space for this type of building ranges from 1,000 to 2,000 square feet. This space has remained vacant for a long time. D. Gualtieri said that they currently have an approximately 17,000 square foot space in Mount Prospect out of which 11,000 square feet is used as warehouse. That space is used only 3-4 times per year. They will not have that function in Arlington Heights. R. Okigawa said that at their current location, the Scout Shop is approximately 1,500 square feet and it will be approximately 2,000 square feet at this location.

R. Okigawa said that the Scout Shop sells Scouting gear such as badges, handbooks, patches, equipment, etc. Typically, at any given time, there are 2 or 3 people in the Shop. The Service Center will have 18 employees, but they are rarely all there at one time. Deliveries happen once a day by FedEx trucks, the same as other tenants. As far as parking, he has observed a maximum of 75 cars at one time in this parking lot. The maximum capacity of the parking lot is 131 spaces.

NORTHWEST SUBURBAN COUNCIL OF BOY SCOUTS OF AMERICA; PC 14-015

L. Bhide added that the petitioner would be seeking two variations, one from the Conditions of Use, to allow delivery to or from the premises of goods, merchandise or wares and other from the requirement for a traffic and parking study from a Certified Traffic Engineer. She said that staff supports the variation from the requirement for a traffic study as long as parking counts are provided. She also mentioned that because two different use groups, Mercantile and Office, are proposed to be located within this tenant space, rated separation between the uses will be required per Code.

L. Jensen asked if there would be any change to the Comprehensive Plan. L. Bhide said there would not be a change to the Comprehensive plan, only a land use variation to allow retail sales. He asked about the vacancies at this location. R. Okigawa said that the space the Scouts are planning on occupying is the only vacancy at this time. There will be another vacancy in October, when a CPA practice moves out. D. Gualtieri said that they are anticipating about the same number of employees here as the Mount Prospect location. L. Jensen asked how much parking they use at their current location. D. Gualtieri said that there are roughly 30 parking spaces in their current location and typically no more than 2/3rd of the parking lot is occupied. L. Jensen said that the counts at their current location will be useful to determine what the parking requirement will be at this location. R. Okigawa said that the heaviest use of the parking lot is on occasion where there is a late evening meeting at the service center. D. Gualtieri said the heaviest use of their parking lot is during the popcorn sale when four semi trucks deliver products; however that operation has been moved off-site.

J. Sigalos said that he did not have any concerns with the proposed use. He discussed the fire separation requirements due to the different use groups. There was a discussion whether the building was sprinklered. R. Okigawa said that he did not know whether it was sprinklered or not. B. Green said that this is a good use for this location.

Commissioner Green indicated that the subcommittee generally supports the project and to move forward with the formal public hearing process.

RECOMMENDATION

The Plat & Sub Committee did not have objections to the request and agreed that the Petitioner should move forward through the process.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Latika Bhide, Recorder



August 19, 2014

Mr. Bill Enright
Ms. Latika Bhide
Development Planner
Village of Arlington Heights
33 South Arlington Heights Rd.
Arlington Heights, IL 60005

Re: Northwest Suburban Council, Boy Scouts of America
Land Use Variation request for 617 E. Golf Rd.

Dear Mr. Enright and Ms. Bhide

The Northwest Suburban Council, Boy Scouts of America ("NWSC") is in the process of selling its current property at 600 N. Wheeling Rd. in Mount Prospect and leasing approximately 7,861 square feet of office space at 617 E. Golf Rd., Suite 110 in Arlington Heights as their new council service center. The property in Arlington Heights is zoned O-T, and the NWSC respectfully requests a land use variation from the Village of Arlington Heights to allow approximately 2,000 square feet of the new council service center to be used as a Scout Shop.

- **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the O-T zoning district;**

Most of the existing tenants at the office complex at 617-657 E. Golf Rd are smaller businesses, with only 2 tenants occupying over 2,000 square feet, and the remainder occupying spaces under 2,000 square feet. The 7,861 square foot space in Suite 110 would be difficult to lease and would likely remain vacant for at least a year because larger tenants generally prefer multi-story office buildings or larger office complexes. The cost to subdivide the 7,871 square foot space into 3 or 4 smaller units would be substantial due to the need to add individual bathrooms to each of the subdivided spaces. The Boy Scouts' size requirement matches the vacant space perfectly, the rent is within its budget, and the location is close to the center of the area served by the Boy Scout office.

- **The plight of the owner is due to unique circumstances;**

Leasing

Sales

Tenant Rep

Management



August 19, 2014

Mr. Bill Enright
Ms. Latika Bhide
Village of Arlington Heights
Page 2

Leasing

Sales

Tenant Rep

Management

The Scout Shop is provided as a service to members so they can obtain uniforms, handbooks, and merchandise used in the Scouting program. As a not-for-profit organization, the Boy Scouts do not wish to spend the higher rents associated with retail spaces when the space will be used primarily for office space.

- **The variation, if granted, will not alter the essential character of the locality.**

The Scout shop typically does not have more than 2 or 3 customers at any one time during weekdays so the parking demand is very low. During weekends, there may be 4 or 5 customers in the Scout shop at one time but the offices are closed so there will be less traffic than on weekdays. The office complex will continue to operate as an office center and will not take on the appearance of a retail center.

The property at 617 E. Golf Rd. offers the visibility and central location that the NWSC desires at a rent that fits the council's budget. Locating the council service center in a retail center would cause a hardship due to higher rents for retail spaces as well as the cost to build out 5,000 SF of office space.

The Boy Scouts look forward to working with the Village of Arlington Heights and to occupying their new space in Arlington Heights.

Sincerely,

Chicagoland Commercial Real Estate

Ray Okigawa



August 20, 2014

Ms. Latika Bhide
Development Planner
Village of Arlington Heights
33 South Arlington Heights Rd.
Arlington Heights, IL 60005

Leasing

Sales

Tenant Rep

Management

Re: Northwest Suburban Council, Boy Scouts of America
Parking counts for Land Use Variation request for 617 E. Golf Rd.

Dear Ms. Bhide

Here are the updated parking counts for the Northwest Suburban Council, Boy Scouts of America's Land Use Variation request for 617 E. Golf Rd.

There are 131 car parking spaces at the office complex at 617-657 E. Golf Rd.

Date	Time	Number of Cars Parked
Friday, July 18	1:15 PM	35
Tuesday, July 22	3:45 PM	60
Saturday, August 2	9:00 AM	13
Wednesday, August 20	10:40 AM	33
Wednesday, August 20	2:10 PM	40

Cars parked at Northwest Suburban Council Service Center at 600 N. Wheeling Rd., Mount Prospect:

Date	Time	Number of Cars Parked
Monday, August 11	10:48 AM	14
Saturday, August 9	10:30 AM	8
Wednesday, August 13	10:00 AM	19

Chicagoland Commercial Real Estate

Ray Okigawa

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>14 '015</u> Petitioner: <u>Northwest Suburban Council, Boy Scouts of America</u> Owner: <u>Arlington Portfolio Group, L.L.C.</u> Contact Person: <u>Ray Okigawa</u> Address: <u>1240 W. Northwest Hwy</u> <u>Palatine, IL 60067</u> Phone #: <u>847-246-9632</u> Fax #: <u>847-359-0100</u> E-Mail: <u>ray@chicagolandcommercial.com</u>	P.I.N.# <u>08-15-101-006-0000</u> Location: <u>617 E. Golf Rd., Suite 110X</u> Rezoning: <u> </u> Current: <u> </u> Proposed: <u> </u> Subdivision: <u> </u> # of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u> PUD: <u> </u> For: <u> </u> Special Use: <u> </u> For: <u> </u> Land Use Variation: <u>✓</u> For: <u>general merchandise sales in the O-T district to allow Scout Shop</u> Land Use: <u> </u> Current: <u>O-T</u> Proposed: <u> </u> Site Gross Area: <u>2.6 acres</u> # of Units Total: <u> </u> 1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>
--	--

(Petitioner: Please do not write below this line.)

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING:

YES NO

- | | | | |
|----|---------------|---------------|-----------------------|
| 1. | <u> </u> | <u> </u> | VILLAGE BUILDING CODE |
| 2. | <u> </u> | <u> </u> | PRESENT ZONING USE |
| 3. | <u> </u> | <u> </u> | REQUESTED ZONING USE |
| 4. | <u> </u> | <u> </u> | SUBDIVISION REQUIRED |
| 5. | <u> </u> | <u> </u> | SIGN CODE |

6. GENERAL COMMENTS:

NOTE TO APPLICANT THAT APPROVAL OF VARIATION DOES NOT GUARANTEE APPROVAL OF REQUIRED PERMITS OR CHANGE OF OCCUPANCY OF PARTIAL SPACE. ALL CODE REQUIREMENTS MUST BE COMPLIED WITH INCLUDING I.E.C., N.E.C., I.B.C., I.M.C., I.P.C. AND I.A.C. AND OTHERS AS APPLICABLE.

RECEIVED

AUG 14 2014

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

CHARLEY CRAIG 8-13-14
 Director A.B.O. Date

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 14.015
 Petitioner: Northwest Suburban Council, Boy Scouts of America
 Owner: Arlington Portfolio Group, L.L.C.
 Contact Person: Ray Okigawa
 Address: 1240 W. Northwest Hwy
Palatine, IL 60067
 Phone #: 847-246-9632
 Fax #: 847-359-0100
 E-Mail: ray@chicagolandcommercial.com

P.I.N.# 08-15-101-006-0000
 Location: 617 E. Golf Rd., Suite 110X
 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: For:
 Special Use: For:
 Land Use Variation: ✓ For: general merchan-
dise sales in the O-T district to allow Scout Shop
 Land Use: Current: O-T
 Proposed:
 Site Gross Area: 2.6 acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

INSPECTIONAL SERVICES

NO COMMENTS

RECEIVED

AUG 13 2014

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Paul BMA
Director

8/12/14
Date

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 14-015
 Petitioner: Northwest Suburban Council, Boy Scouts of America
 Owner: Arlington Portfolio Group, L.L.C.
 Contact Person: Ray Okigawa
 Address: 1240 W. Northwest Hwy
Palatine IL 60067
 Phone #: 847-246-9632
 Fax #: 847-359-0100
 E-Mail: ray@chicagolandcommercial.com

P.I.N.# 08-15-101-006-0000
 Location: 617 E. Golf Rd., Suite 110X
 Rezoning: Current: Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: For:
 Special Use: For:
 Land Use Variation: ✓ For: general merchandise sales in the O-T district to allow Scout Shop
 Land Use: Current: O-T
 Proposed:
 Site Gross Area: 2.6 acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

	EXISTING IMPROVEMENT	REQUIRED IMPROVEMENT	COMMENTS
1. <u>UTILITIES:</u>			
Water	<u> </u>	<u> </u>	<u> </u>
Metering	<u> </u>	<u> </u>	<u> </u>
Backflow	<u> </u>	<u> </u>	<u> </u>
Sanitary Sewer	<u> </u>	<u> </u>	<u> </u>
Storm Sewer	<u> </u>	<u> </u>	<u> </u>
2. <u>SURFACE:</u>			
Pavement	<u> </u>	<u> </u>	<u> </u>
Curb & Gutter	<u> </u>	<u> </u>	<u> </u>
Sidewalks	<u> </u>	<u> </u>	<u> </u>
Street Lighting	<u> </u>	<u> </u>	<u> </u>
3. <u>GENERAL COMMENTS:</u>			

SEE ATTACHED Memo dated 8-18-14

Asst. Director



 8-18-14
 Date

**Village of Arlington Heights
Public Works Department**

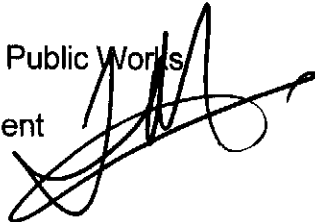
Memorandum

To: Cris Papierniak, Assistant Director of Public Works

From: Jeff Musinski, Utilities Superintendent

Date: August 18, 2014

Subject: 617 E. Golf Rd., PC #14-015



With regard to the proposed Land Use Variation, I have the following comment:

1) Public Works has no objection to this variation.

If you have any questions, please feel free to contact me.

C. file

RECEIVED

AUG 19 2014

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 14-015
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 E-Mail: ray@chicagolandcommercial.com

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 Subdivision:
 # of Lots: Current: Proposed:
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 Special Use: For:
 Land Use Variation: ✓ For: general merchandise sales in the O-T district to allow Scout Shop
 Land Use: Current: O-T Proposed:
 Site Gross Area: 2.6 acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

a. Underground Utilities

Water X

Sanitary Sewer X

Storm Sewer X

b. Surface Improvement

Pavement X

Curb & Gutter X

Sidewalks X

Street Lighting X

c. Easements

Utility & Drainage X

Access X

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC b. IDOT

c. ARMY CORP d. IEPA

e. CCHD

YES NO COMMENTS

3. R.O.W. DEDICATIONS? X

4. SITE PLAN ACCEPTABLE? N/A

5. PRELIMINARY PLAT ACCEPTABLE? N/A

6. TRAFFIC STUDY ACCEPTABLE? N/A

7. STORM WATER DETENTION REQUIRED? X

8. CONTRIBUTION ORDINANCE EXISTING? X

9. FLOOD PLAIN OR FLOODWAY EXISTING? X

10. WETLAND EXISTING? X

~~GENERAL COMMENTS ATTACHED~~ No FURTHER COMMENTS AT THIS TIME.

PLANS PREPARED BY: N/A

DATE OF PLANS: N/A

ACTING Director

Date

RECEIVED

AUG 18 2014

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

[Signature] 8-18-14

HEALTH SERVICES DEPARTMENT

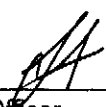
6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 08-15-101-006-0000
Petitioner: Northwest Suburban Council, Boy Scouts of America	Location: 617 E. Golf Rd., Suite 110X
Owner: Arlington Portfolio Group, L.L.C.	Rezoning: _____ Current: _____ Proposed: _____
Contact Person: Ray Okigawa	Subdivision: _____
Address: 1240 W. Northwest Hwy	# of Lots: _____ Current: _____ Proposed: _____
Palatine, IL 60067	PUD: _____ For: _____
Phone #: 847-246-9632	Special Use: _____ For: _____
Fax #: 847-359-0100	Land Use Variation: ☒ For: general merchandise sales in the O-T district to allow Scout Shop
E-Mail: ray@chicagolandcommercial.com	Land Use: _____ Current: O-T
	Proposed: _____
	Site Gross Area: 2.6 acres
	# of Units Total: _____
	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

*(Petitioner: Please do not write below this line.)*1. GENERAL COMMENTS:

No comments at this time.

Sean Freres, LEHP  8/19/14

Environmental Health Officer

Date

James McCalister  8/19/14

tor

Direc
Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 14-015
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 Owner: Arlington Portfolio Group, L.L.C.
 Contact Person: Ray Okigawa
 Address: 1240 W. Northwest Hwy
Palatine, IL 60067
 Phone #: 847-246-9632
 Fax #: 847-359-0100
 E-Mail: ray@chicagoilandcommercial.com

P.I.N.# 08-15-101-006-0000
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 Land Use: Current: O-T
 Proposed:
 Site Gross Area: 2.6 acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

YES NO

1. Y COMPLIES WITH COMPREHENSIVE PLAN?
2. X COMPLIES WITH THOROUGHFARE PLAN?
3. X VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. X SUBDIVISION REQUIRED?
6. X SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

See attached

B. E. / A 8/16/14 Date

Planning Department Comments (PL14-015)

7. The following variations are necessary:
 - a. Chapter 28, Section 5.1-9.2 from the *Conditions of Use*, to allow delivery to or from the premises of goods, merchandise or wares;
 - b. Chapter 28, Section 6.12-1 *Traffic Engineering Approval*, to waive the requirement for a traffic and parking study from a Certified Traffic Engineer.
 - c. Chapter 28, Section 11.4 Schedule of Parking Requirements, to allow a reduction in parking from 135 required to 131 provided, a variation of 4 parking spaces.
8. The point of sale for retail items shall be from the Arlington Heights location for items sold at this location.

Y:\PLAN COMMISSION PROJECTS\2014\PC14-015_Boy Scouts of America\PD_review comments.docx



August 19, 2014

Mr. Bill Enright
Ms. Latika Bhide
Village of Arlington Heights
33 South Arlington Heights Rd.
Arlington Heights, IL 60005

Leasing

Sales

Tenant Rep

Management

Re: Northwest Suburban Council, Boy Scouts of America
Land Use Variation request for 617 E. Golf Rd.

Dear Mr. Enright and Ms. Bhide

I am writing to address the comments on the Northwest Suburban Council, Boy Scouts of America's ("NWSC") application to the Arlington Heights Plan Commission for a Land Use Variation for 617 E. Golf Rd.

- 1: Building Department: Comments from the Building Department will be addressed with permit applications for remodeling for the premises
- 1A: Building Department Inspectional Services: No comments
- 2: Public Works Department: No comments
- 3: Engineering Department: No comments
- 4: Fire Department: No comments received
- 5: Police Department: No comments received
- 6: Health Service Department: No comments
- 7: Planning & Community Development Department:
 - a. Chapter 28, Section 5.1-9.2 from the Conditions of Use, to allow delivery to or from the premises of goods, merchandise or wares: Delivery of merchandise for the Scout shop is via the same Fed/Ex vans used for deliveries to the other tenants in the office complex and not by semi-trucks or box trucks.



August 19, 2014

Mr. Bill Enright
Ms. Latika Bhide
Village of Arlington Heights
Page 2

Leasing

Sales

Tenant Rep

Management

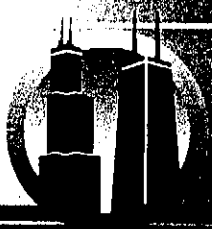
- b. Chapter 28, Section 6.12-1 Traffic Engineering Approval, to waive the requirement for a traffic and parking study from a Certified Traffic Engineer: At a 4 per 1,000 square feet of office parking ratio, the 7,861 square foot premises for the Boy Scouts would require 31 parking spaces. The average number of cars parked during regular business hours at the current office for the Boy Scouts is 19, including Scout Shop customers. The petitioner will provide additional parking information for the office complex under separate cover.
- c. Chapter 28, Section 11.4 Schedule of Parking Requirements, to allow a reduction in parking from the 135 required to 131 provided, a variation of parking spaces: The petitioner will provide additional parking information for the office complex under separate cover.

8: The point of sale for retail items shall be from the Arlington Heights location for items sold at this location. The petitioner acknowledges that the point of sale for retail items shall be from the Arlington Heights location for items sold at this location.

Sincerely,

Chicagoland Commercial Real Estate

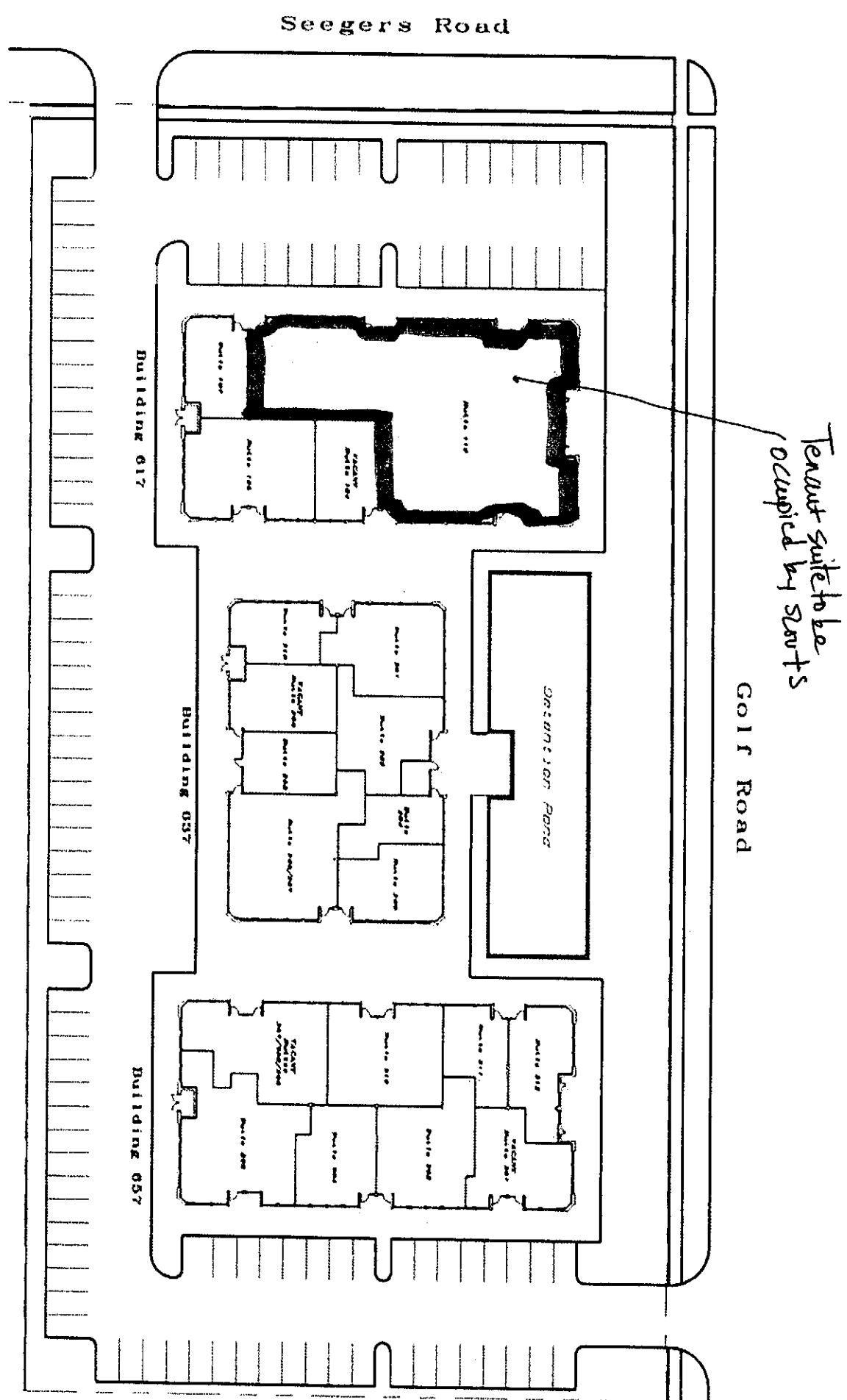
Ray Okigawa



OFFICE/MEDICAL SPACE FOR LEASE

SIGNATURE SQUARE SOUTH
617-657 E. GOLF ROAD, ARLINGTON HEIGHTS, IL

BUILDING SITE PLAN



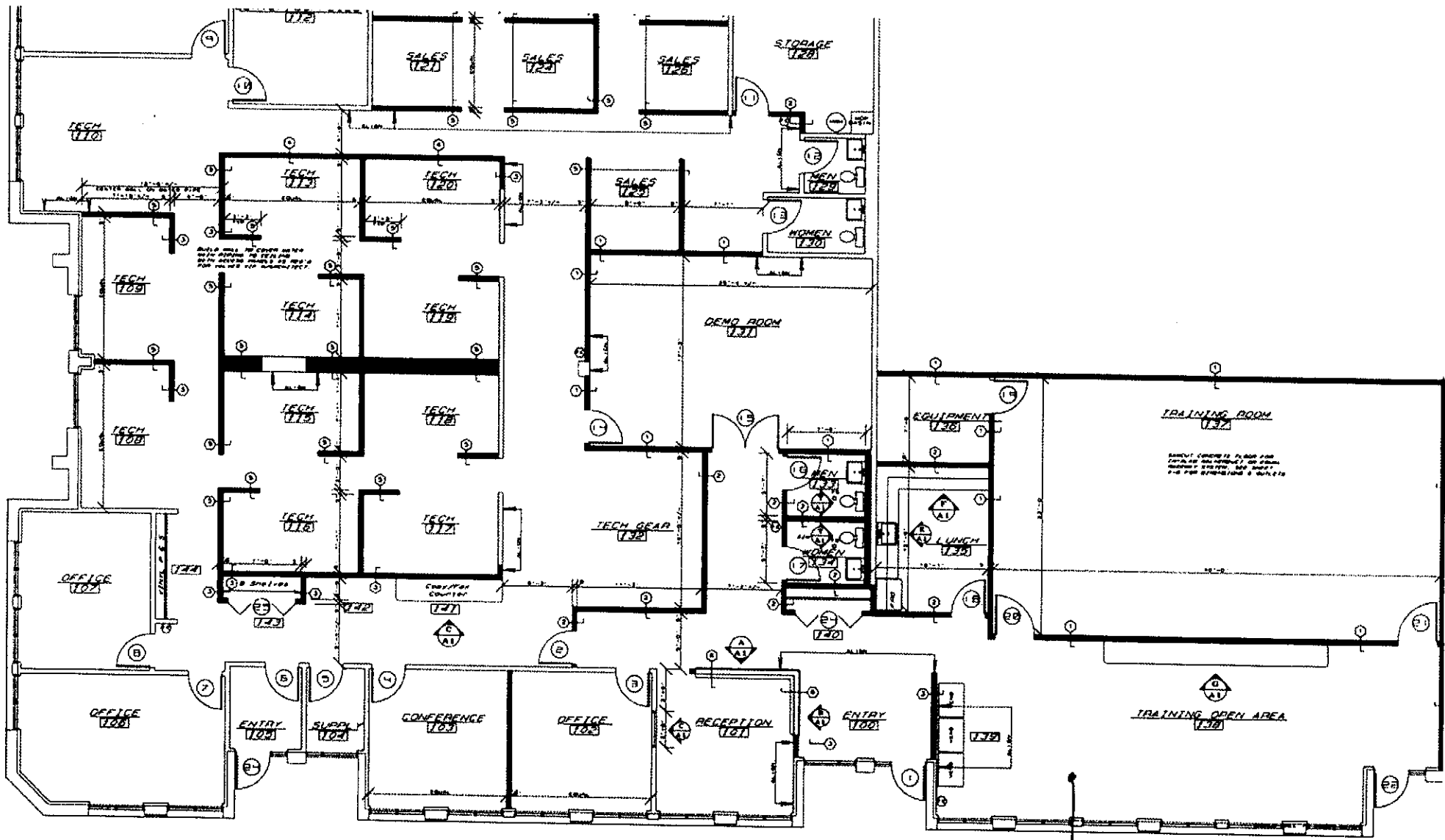
Brokers of Chicagoland Commercial, Inc. have a minority ownership interest in the property. Information contained herein has been obtained from the owners of the property or from other sources that we deem reliable. We have no reason to doubt its accuracy, but do not guarantee it.



OFFICE/MEDICAL SPACE FOR LEASE

SIGNATURE SQUARE SOUTH
617-657 E. GOLF ROAD, ARLINGTON HEIGHTS, IL

FLOOR PLAN - SUITE 101-103
7,861 SF



SCOUT SHOP AREA
(HIGHLIGHTED IN YELLOW)

Brokers of Chicagoland Commercial, Inc. have a minority ownership interest in the property. Information contained herein has been obtained from the owners of the property have no reason to doubt its accuracy, but do not guarantee it.