AGENDA
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
August 18, 2014
8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

A. Village Board Minutes 08/04/2014

B. Committee of the Whole Minutes 08/04/2014

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register of 8/15/14

VI. RECOGNITIONS AND PRESENTATIONS

A. Presentation of "One Book, One Village" Community reading event by Arlington Heights Memorial Library Executive Director Jason Kuhl

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Anyone wishing to speak on a subject not on the Agenda should fill out a card, located in the back of the room, and hand it to the Village Clerk. Please limit your comments to three minutes.

IX. OLD BUSINESS

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item. Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.
2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

A. Emergency Repairs to Aerial Ladder Truck

B. Contract Award for Elevator Maintenance

CONSENT LEGAL

A. A Resolution Approving an Agreement with Township High School District 214 and Elementary School District 25 (Hickory/Kensington TIF District)

B. A Resolution Approving an Intergovernmental Agreement with the Village of Mount Prospect (Pedestrian safety improvements at the intersections of Central Road and Arthur Avenue and Central Road and at Bosch driveway traffic signal)

C. An Ordinance Approving Variations from Chapter 28 of the Arlington Heights Municipal Code (Orchard Evangelical Free Church, 1330 N. Douglas Avenue, parking lot improvements)

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Parkview Apartments - PC#14-013

212 N. Dunton Ave.
Preliminary Planned Unit Development

XIII. LEGAL

XIV. APPOINTMENTS

XV. PETITIONS AND COMMUNICATIONS

XVI. REPORT OF THE VILLAGE MANAGER

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.

Item: Village Board Minutes 08/04/2014

Department: Village Clerk

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

ATTACHMENTS:

Description	Type
Village Board Minutes 08042014	Minutes

MINUTES
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
August 4, 2014
8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

The Village Clerk called the roll with President Hayes and the following Trustees responding: LaBedz, Scaletta, Blackwood and Rosenberg.

Trustees Farwell, Sidor, Glasgow and Tinaglia were absent.

Also present were Interim Village Manager Diana Mikula, Assistant Village Attorney Robin Ward, Assistant Public Works Director Cris Papierniak, Director of Planning and Community Development Charles Perkins and Village Clerk Becky Hume.

IV. APPROVAL OF MINUTES

VIDEO A. Committee of the Whole Minutes, 07/14/2014 Approved

Trustee Carol Blackwood moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg .

Abstain: Scaletta .
Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO B. Committee of the Whole Minutes, 07/21/2014 Approved

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed
Ayes: Hayes , LaBedz , Rosenberg , Scaletta .

Abstain: Blackwood .
Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO C. Village Board Minutes 07/21/2014 Approved

Trustee Robin LaBedz moved to approve. Trustee Carol Blackwood Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO D. Committee of the Whole Minutes, 07/22/2014 Approved

Trustee John Scaletta moved to approve. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

V. APPROVAL OF ACCOUNTS PAYABLE

VIDEO A. Warrant Register 7/30/14 Approved

Trustee Bert Rosenberg moved to approve the Warrant Register dated 7/30/14 in the amount of $2,415,780.80. Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

VIDEO A. Report of the Committee-of-the-Whole meeting of August Approved

4, 2014

Consideration of recommending to the Liquor Commissioner the issuance of Class "B" and Class "T" Liquor Licenses to AVU Corporation, dba Meg's Liquor & Wine, located at 1041 S. Arlington Heights Road upon surrender of existing license.

Trustee Robin LaBedz moved to recommend to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor Licenses to AVU Corp. dba Meg's Liquor & Wine, located at 1041 S. Arlington Heights Road. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO B. Report of the Committee-of-the-Whole Meeting of August 4, 2014 — Approved

Report of an Interview of Lisa Anderson for Appointment to the Arlington Economic Alliance - Term Ending 4/30/17

President Hayes Administered the Oath of Office to Ms. Henderson.

Trustee John Scaletta moved to concur with the Mayor's appointment of Lisa Henderson to the Arlington Economic Alliance with a term ending 4/30/2017. Trustee Carol Blackwood Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO C. Report of the Committee-of-the-Whole Meeting of August 4, 2014 — Approved

Report of an Interview of Jonathan Barry for Appointment to the Environmental Commission - Term Ending 4/30/16

President Hayes administered the Oath of Office to Mr. Barry.

Trustee Bert Rosenberg moved to concur with the Mayor's appointment of Jonathan Barry to the Envrionmental Commission with a term ending 4/30/2016. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

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4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

VIDEO A. Liquid De-Icer Purchase — Approved

Trustee Robin LaBedz moved to approve the purchase of liquid de-icer for the second year of a two year bid to Industrial Systems, Ltd. of Lakemoor, IL for a cost of $0.718 per gallon. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO B. Award of Contract for Ash Tree Stump Removal and Restoration — Approved

Trustee Robin LaBedz moved to award the contract to Fleck's Landscapking for ash tree stump removal and restoration in an amount not to exceed $470,570.40. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

CONSENT LEGAL

VIDEO A. An Ordinance Amending Ordinance Numbers 00-071, 04-055 and 05-042 and Resolution Number 05-013 (Kondilis Subdivision, 1534 S. Douglas Avenue) Approved

Trustee Robin LaBedz moved to approve 14-039. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO B. A Resolution Accepting a Plat of Easement and Vacation (Kondilis Subdivision, 1534 S. Douglas Avenue) Approved

Trustee Robin LaBedz moved to approve R14-026. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO C. An Ordinance Amending Chapter 27 of the Arlington Heights Municipal Code (Section 27-102, Modification by Amendment and Deletion of Various Sections of the International Fire Code) Approved

Trustee Robin LaBedz moved to approve 14-040. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

VIDEO D. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code (Making Available a Class "A" liquor license) Approved

Trustee Robin LaBedz moved to approve 14-041. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Absent: Farwell , Glasgow , Sidor , Tinaglia .

CONSENT REPORT OF THE VILLAGE MANAGER

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

VIDEO A. Orchard Evangelical Free Church - PC#14-014 — Approved
1330 N. Douglas Ave.
Variations Related to Parking Lot Reconfiguration

Mayor Hayes recused himself from this item as he is a member of the Orchard Church. Trustee Rosenberg led the meeting for the Orchard Church petition.

Ms. Mikula said a Public Hearing was held by the Plan Commission on July 23, 2014. At that hearing, a favorable recommendation was made for parking lot improvements requiring variations; a variation 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 to allow a reduction to the required two-way drive aisles from 24 feet to 22 feet.

Mr. Joe Steiger, Property Chair of the Orchard Church, said the Church would like to resurface their parking lot and add new landscaping. The Church is asking for variances on three landscaped islands because of safety, functionality, and cost. He said the space where the proposed islands would go is used for camps during summer and for student ministry programs. When in use this way, the area functions as a blocked off activity space near the church building and provides a controlled environment for the campers/students. If the islands were installed, these activities would have to move closer to the street. He expressed concern that islands with trees would create a tripping and visibility hazard. He suggested that the Board allow them to keep these islands striped as they are now. He explained that the Church has a parking lot team to help direct traffic during their busy times and that they have never had a problem. Each island costs approximately $7,000 to construct and landscape. The Church has already budgeted $80,000 for landscaping the entire lot, and would have to cut some of that out to make these three landscaped islands happen.

Mr. Steiger cited the opinions of Plan Commissioners Drost and Jensen who said that a reasonable exception could be made as aesthetics appear to be the only reason to have these islands in an interior parking lot as they are only seen while on the Church property. Mr. Steiger said the Church is in agreement with conditions 2-4, just not 1.

Mr. Perkins said that staff recommended the islands be phased in, similar to the improvements at Our Lady of the Wayside and St. James. He said the islands are more than aesthetic; they would also separate traffic flow on weekends and improve circulation. Staff is not recommending the loss of any parking. However, the Plan Commission recommended immediate installation of the islands rather than a phased approach.

Trustee Blackwood questioned how a 6" high curb and 4" caliper trees created a safety issue. Mr. Steiger said the curb is not a problem, but the trees will grow, leaves will fall and ultimately create a distraction as drivers would see the trees and not the children. He also worried that children would climb the trees. Trustee Blackwood asked Mr. Stieger to rate the three issues of concern from most to least important. Mr. Steiger said safety #1, #2 functionality, and #3 cost. He said if the church loses the space, the kids' activities move further away from the building where they could lose control of the children. Three islands would take 20-30% of the Church's annual benevolence fund. Trustee Blackwood asked if phasing in the islands down the road would be amenable. Mr. Steiger said it is more expensive to add them later, so they would prefer not to have them, but if they have to, they'd rather add them now.

Trustee Labedz said she does not agree with the safety argument as the islands would help to delineate the drive aisle and improve safety. Islands are common and children can handle them. Mr. Stieger said that islands would not increase safety as the Church has cones and parked cars marking the drive aisle on heavy traffic days. In addition, there would be no trip hazards if there are only painted islands.

Trustee Scaletta said the Village isn't asking the Church to put all the Code required islands in. It is only asking for three near the church. The islands are calming measures, and if they cause a problem for a once a year event, perhaps the Church shouldn't have a camp. There has to be a way to still have a camp with islands. Mr. Steiger said that a raised island does no more than a striped one; they've had them for 40 years and have never had a problem. He said the Church has concentrated leave times unlike a shopping center. He asked for the Board to leave the interior as it is and let the people do what they want. Trustee Scaletta asked if the parking islands are there only for aesthetic reasons.

Mr. Perkins said that the islands are to control and direct traffic. They prohibit vehicles from parking on the stripped islands which is a common occurrence in a high traffic area. The islands promote the effectiveness of the two way ingress and egress, fire circulation, aesthetics, environment, and channel the traffic. He suggested that the Church could stripe a crosswalk, a stop bar or a stop sign to improve safety. The Church has the use of the entire rest of the lot for their recreation purposes. The Village is looking for a win/win.

Trustee Scaletta noted the concessions on the number of islands already made by the Village. He said he thinks the islands are a safety help. Mr. Stieger said they have never had cars park in the striped area. Trustee Scaletta said if the issue was purely about aesthetics, he would agree with the Church, but it is not.

Tim Beechick, 254 Woodland Dr., Barrington, is a Parking Committee member of the Church. He said due to the nature of people that come to our church, they have never had a problem with people abusing the painted islands. The Church works hard at making sure that people know where to go. Keeping the area close to the Church free and clear of any impediment is very important to them. Flow through the dual aisle closest to the Church is almost better if there are no islands for safety vehicles. The Church has more than the required islands on the west lot closest to the houses. He asked to Board to consider this.

Trustee Rosenberg said each lot stands alone and the Village wouldn't take out three islands on the other lot to put these in. He said the purpose of these islands is for traffic measures and for the environmental benefits. The Village has already compromised in not requiring more than three islands. The Plan Commission voted unanimously, albeit with comment, to accept the three islands as proposed.

Trustee Blackwood asked Mr. Beechick for a description of traffic flow. Mr. Beechick said that they have Police help for traffic direction when needed. They provide valet services as well from this area. Trustee Blackwood said from a traffic movement perspective, these islands provide traffic delineation at the very least. She summarized the Church's perspective as "if it isn't broken, don't fix it" and stated that the Church would prefer not to spend the money. Mr. Beechick said it is also a functional part of their youth ministry.

Trustees discussed creating a sunset clause, lowering the requirement to two required islands from three, traffic flow and church activities. Elimination of the most northern island was discussed. The safety that islands provide was again discussed, and references made to Park District Parking lots which have islands close to the buildings.

Trustee Scaletta moved to concur with the Plan Commission recommendation but amend condition number one to allow the removal of the most northern island. Trustee Blackwood seconded the motion.

Mr. Stieger said that there are police officers on site each Sunday on Douglas and inside the Church, if there is a traffic problem and says this isn't working, they would be in favor putting the islands in at a later date.

Trustees considered eliminating the three islands if a sunset clause was possible to give the Village some safeguard that the right things are happening. Ms. Ward said that it would be difficult to evaluate as this is private property and the largest crowds are on Sunday mornings. Trustee Scaletta said the onus would be on the petitioner to prove it wrong if the Village asked for the islands to be put in. Ms. Ward cautioned that the Village is not likely to monitor the situation unless it hears of a problem from the church.

Trustee Rosenberg asked for an internal mechanism to be created for staff to perform periodic reviews on Sunday mornings if a sunset clause was created. Trustee Blackwood said she would rather have two islands and no delay. Mr. Steiger said that the Church monitors the situation so well, that there will not be a problem, and he is confident that they will not have to make a change in 5 years. He said a sunset clause would be amenable to the church.

Trustee Rosenberg asked if the islands don't go in, are there any additional safety issues the Board should consider. Mr. Perkins said he would encourage the petitioner to include striped crosswalk from the exit. Staff would work with the petitioner to identify the best location to make sure it was lined up and striped appropriately. Mr. Steiger agreed to that condition.

Trustee Scaletta withdrew his motion. Trustee Blackwood withdrew her second.

Trustee Rosenberg suggested eliminating all three islands, striping them instead, and adding a striped crosswalk. He recommended that Staff work with the petitioner to determine the best location of crosswalk. He said he was against a sunset provision, but would like a review.

Trustee John Scaletta moved to approve the Plan Commissions recommendation, eliminating condition number one and adding the following condition: In the Douglas parking lot, crosswalk striping will be installed in the drive aisle between the building and the parking stalls. The Petitioner will work with the Village to determine the exact area to be striped. In addition, in lieu of islands at the ends of the aisles, the space where the islands would go must be striped. Should the Village decide, in the next five years, that, for safety reasons, three landscaped islands should be installed at the west end of the lot, it will notify the Petitioner. The Petitioner will then have three months to install the islands. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , LaBedz , Rosenberg , Scaletta .

Abstain: Hayes .
Absent: Farwell , Glasgow , Sidor , Tinaglia .

XIII. LEGAL

XIV. APPOINTMENTS

XV. PETITIONS AND COMMUNICATIONS

President Hayes resumed his post in the meeting.

President Hayes said that Tuesday night at 6:30 p.m. in North School Park is National Night Out 2014 where the Village celebrates uniformed safety personnel.

Friday, August 8th from 5 p.m. to 11 p.m. is the Mane Event, sponsored by the Special Events Commission. The event takes place at Harmony Park and there is entertainment and food. The following day, Saturday August 9 from noon to 11 p.m. is the Taste of Arlington sponsored by the Arlington Heights Chamber of Commerce. Mayor Hayes thanked the Special Events Commission, the Chamber of Commerce and all the volunteers who are helping to support these two community events.

XVI. REPORT OF THE VILLAGE MANAGER

XVII. ADJOURNMENT

Trustee Carol Blackwood moved to adjourn at 9:13 p.m. Trustee Bert Rosenberg Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Hayes , LaBedz , Rosenberg , Scaletta .

Abstain: Tinaglia .
Absent: Farwell , Glasgow , Sidor .

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Item: Committee of the Whole Minutes 08/04/2014

Department: Village Clerk

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

ATTACHMENTS:

Description	Type
Committee of the Whole Minutes 08/04/2014	Minutes

MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS 33 S. ARLINGTON HEIGHTS ROAD - COMMUNITY ROOM MONDAY, AUGUST 4, 2014 – 7:30 PM

President Hayes called the meeting to order at 7:30 PM.

BOARD MEMBERS PRESENT: Mayor Hayes; Trustees Blackwood, LaBedz, Rosenberg, Scaletta

BOARD MEMBERS ABSENT: Trustees Farwell, Glasgow, Sidor, Tinaglia

STAFF MEMBERS PRESENT: Interim Village Manager Diana Mikula; Assistant Village Attorney Robin Ward

OTHERS PRESENT: Mr. Amitkumar Patel & Mrs. Manisha Patel for Meg's Liquor & Wine; Lisa Henderson for Arlington Economic Alliance; Jonathan Barry for Environmental Commission

1. CONSIDERATION OF RECOMMENDING TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "B" & CLASS "T" LIQUOR LICENSE TO AVU CORPORATION, DBA MEG'S LIQUOR & WINE, LOCATED AT 1041 S. ARLINGTON HEIGHTS ROAD UPON SURRENDER OF EXISTING LICENSE.

Mayor Hayes swore in Mr. & Mrs. Patel.

Ms. Mikula presented the staff report on Amit and Manisha Patel. Each person has 50% ownership interest in the Corporation. No convictions were disclosed and no criminal derogatory information was found. The applicants also work at a convenience store in Hoffman Estates and no liquor violations were found there.

The applicants intend to purchase the existing business and all of its assets from the current owner and continue with the dba name of Meg's Liquor & Wine.

Mayor Hayes inquired how long the Patels have work for the convenience store. They reported they have worked there for eight years. Mayor Hayes asked if the couple would both be working at the Arlington Heights locations. Mr. Patel will be full time at that store but Mrs. Patel will remain in the Hoffman Estates store and will only be a back up for the Arlington Heights location.

Mayor Hayes asked if any additional hires would be made at this location. Mr. Patel responded he would need to see how busy the store is. The hours of operations will be 10 AM until 10 PM Monday through Thursday, 10 AM through midnight Friday and Saturday and 11 AM until 9 PM Sundays. Mayor Hayes said this is a lot of hours and he hopes they explore the thought of hiring more employees. He also stated that working alone this many hours could cause more potential shoplifting and other problems. Mr. Patel stated that there are security cameras in place to assist with this type of problem.

Mayor Hayes asked if both applicants had completed Basset training and they responded that they had.

Mayor Hayes wants the record to show that this location was just fined for a liquor violation under the previous ownership. Ms. Mikula stated this location has had multiple liquor violations during sting operations. There has been at three violations all with different ownership. This location has a history of selling to minors and we have our eye on this location because of this.

Trustee Scaletta questioned the applicants about the digital sign that the old owners were using in their window. He stated that these are not allowed within the Village. Mr. Patel said it would be removed. Trustee Scaletta also voiced concerns about the hours Mr. Patel would be putting into the store by himself.

Trustee Blackwood asked why the Patels want to continue using the Meg's Liquor sign. Mr. Patel responded that people were familiar with that name.

Trustee Rosenberg asked if the store would be locked or closed when he went to the restroom. Mr. Patel said he would close the store and put up a sign.

TRUSTEE LABEDZ MOVED, SECONDED BY TRUSTEE ROSENBERG TO RECOMMEND THAT THE VILLAGE BOARD OF TRUSTEES RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "B" AND CLASS "T" LIQUOR LICENSE TO AVU CORPORATION, DBA MEG'S LIQUOR & WINE, LOCATED AT 1041 S. ARLINGTON HEIGHTS ROAD

5 AYES 0 NAYS

Motion passed.

2. **INTERVIEW OF LISA HENDERSON FOR APPOINTMENT TO THE ARLINGTON ECONOMIC ALLIANCE – TERM ENDING 4/30/17.**

Ms. Henderson is a resident of Mount Prospect and has a background in marketing. She originally thought she could be productive on the Senior Commission but because of a residency requirement, she could not serve on this Commission Mayor Hayes felt that the Arlington Economic Alliance would be a good fit.

Trustee Scaletta asked if Ms. Henderson had attended any Alliance meeting in which she responded no. Trustee Scaletta asked what she thought she could bring to the Alliance. Lisa responded she is trying to achieve her Master's in Business. She feels she could attract businesses to Arlington Heights because she has a fresh perspective. She works with the Lutheran Home as a Marketing Specialist and is out in the Community as a business liaison between healthcare professionals.

Trustee Rosenberg wants the record to show that his firm represents Lutheran Home. Mayor Hayes did not feel this would pose a problem.

Trustee LaBedz asked if Ms. Henderson had explored any opportunities in Mt. Prospect and she responded she had not. She works in Arlington Heights and hopes to someday move here.

TRUSTEE SCALETTA MOVED, TRUSTEE BLACKWOOD SECONDED A MOTION RECOMMENDING MS. HENDERSON'S APPOINTMENT TO THE ARLINGTON ECONOMIC ALLIANCE – TERM ENDING 4/30/17.

The motion passed unanimously.

3. **INTERVIEW OF JONATHAN BARRY FOR APPOINTMENT TO THE ENVIRONMENTAL COMMISSION – TERM ENDING 4/30/16.**

Mayor Hayes introduced Mr. Barry to the Board.

Mr. Barry gave the Board some information on his background. He said he wants to give back and get involved with his hometown of Arlington Heights.

Trustee Blackwood asked Mr. Barry about his involvement in the Environment. He said as the Student Body President at Northern Illinois University, he looked into getting a grant for a green bus and using solar energy for the bus for transporting students to and from the City of DeKalb library.

Trustee LaBedz asked Mr. Barry if he worked in advertising. He said he worked for a sales firm called Breadcrumb.

Trustee Rosenberg asked Mr. Barry if his job required him to travel. Mr. Barry said he is strictly inside sales.

TRUSTEE ROSENBERG MOVED, TRUSTEE LABEDZ SECONDED A MOTION RECOMMENDING MR. BARRY'S APPOINTMENT TO THE ENVIRONMENTAL COMMISSION – TERM ENDING 04/30/16.

The motion passed unanimously.

3. **ADJOURNMENT**

The meeting adjourned at 7:57 p.m.

Recorded By: Diane Staggs, Admin. Assistant II

Item: Warrant Register of 8/15/14

Department: Village Clerk

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Amount of Bidder Recommended:

ATTACHMENTS:

Description	**Type**
Warrant Register of 8/15/2014	Warrant Register

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR

CHECK DATE: 8 - 15 - 2014

Fund	Fund Description	Total Transaction Amount
101	General Fund	$451,252.00
211	Motor Fuel Tax Fund	$367,260.09
215	CDBG Fund	$1,787.50
227	Foreign Fire Ins Tax Fund	$372.09
231	Criminal Investigation Fd	$21,994.00
235	Municipal Parkg Opr Fund	$10,964.06
301	Debt Service Fund	$1,230.50
401	Capital Projects Fund	$363,651.77
426	Flood Control V Fund	$46,603.47
435	EAB Fund	$42,921.97
505	Water and Sewer Fund	$1,158,321.13
515	Arts,Entert & Events Fund	$83,440.68
605	Health Insurance Fund	$284,661.77
611	General Liability Ins Fnd	$8,419.22
615	Workers Compensation Ins	$39,245.27
621	Fleet Operations Fund	$15,602.88
625	Technology Fund	$2,781.50
715	Guaranty Deposits Fund	$32,450.00
721	Escrow Deposits Fund	$1,911.70
TOTAL ALL FUNDS		$2,934,871.60

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	0				
Division:	0				
187288	715-0000-220.93-00	ALBRECHT ENTERPRISES	REFUND BOND	$200.00	$200.00
187293	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE - WATER BILLS	$1,841.62	$1,841.62
187295	715-0000-220.93-00	ANDERSON, MARY	REFUND BOND	$150.00	$150.00
187298	715-0000-220.93-00	ARLENE & ALBERT MULDER	REFUND BOND	$200.00	$200.00
187305	715-0000-220.93-00	ART GARCIA	REFUND BOND	$200.00	$200.00
187316	505-0000-452.42-00	KENNETH BECKMANN	REFUND FINAL WATER BILL	$33.00	$33.00
187322	715-0000-220.93-00	BRIAN GARTRELL	REFUND BOND	$200.00	$200.00
187323	101-0000-433.14-00	ELIZABETH BRUNET	REFUND AMBULANCE CLAIM	$16.00	$16.00
187324	101-0000-120.80-00	BUCKHOUT, GALENA	REFUND FALSE ALARM	$50.00	$50.00
187328	101-0000-433.14-00	VIOLA CARROLL	REFUND AMBULANCE CLAIM	$14.69	$14.69
187345	505-0000-120.80-00	CONDUIT, THOMAS	WATER BILL REFUND	$113.82	$113.82
187352	505-0000-452.42-00	JERRY DIX	REFUND FINAL WATER BILL	$44.12	$44.12
187362	715-0000-220.93-00	EUROPEAN CONCRETE	REFUND BOND	$200.00	$200.00
187368	101-0000-433.14-00	VIRGINIA FLUEGGE	REFUND AMBULANCE CLAIM	$80.00	$80.00
187371	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	$200.00	$200.00
187372	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	$150.00	$150.00
187373	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	$200.00	$200.00
187374	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	$200.00	$200.00
187375	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	$200.00	$200.00
187376	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	$150.00	$150.00
187377	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	$200.00	$200.00
187378	101-0000-421.99-00	FOX & HOUND SPORTS TAVERN	REFUND BUSINESS LICENSE	$360.00	$360.00
187381	101-0000-433.14-00	ANGELA GAMBINO	REFUND AMBULANCE CLAIM	$80.00	$80.00
187388	715-0000-220.93-00	GREENSCAPE HOMES LLC	REFUND BOND	$950.00	$950.00
187389	715-0000-220.93-00	GREENSCAPE HOMES LLC	REFUND BOND	$500.00	$500.00
187409	715-0000-220.93-00	HOWARD GALLAY	REFUND BOND	$200.00	$200.00
187414	231-0000-250.20-00	IL STATE POLICE ASSIST SEIZURE UNIT	REFUND SEIZED PROPERTY	$10,533.00	$10,533.00
187415	101-0000-433.14-00	RUTH INGLIS	REFUND AMBULANCE CLAIM	$200.00	$200.00
187418	715-0000-220.93-00	JANICE TURNER	REFUND BOND	$200.00	$200.00
187429	101-0000-140.52-00	KONICA MINOLTA BUSINESS USA	LEASE AGREEMENT	$206.74	$206.74
187440	715-0000-220.93-00	LINDA MANGURTEN	REFUND BOND	$200.00	$200.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187456	715-0000-220.93-00	MELISSA LOFRANO	REFUND BOND	$200.00	$200.00
187470	505-0000-452.42-00	RICHARD MILLER	REFUND FINAL WATER BILL	$27.44	$27.44
187474	715-0000-220.93-00	MURPHY PAVING AND SEALCOATING	REFUND BOND	$200.00	$200.00
187478	101-0000-433.14-00	NATL GOVERNMENT SERVICES	REFUND AMBULANCE CLAIM	$171.25	$171.25
187481	101-0000-433.14-00	PAUL NORDSKOG	REFUND AMBULANCE CLAIM	$14.62	$14.62
187490	101-0000-421.05-00	JOHN NSIMBI	REFUND VEHICLE STICKER	$15.00	$15.00
187494	101-0000-140.50-00	OFFICE DEPOT	PAPER, OFFICE, MAILROOM	$318.88	$318.88
187517	721-0000-221.10-88	REDDY PROPERTY INVESTMENTS, INC.	REFUND ESCROW #62-88	$1,911.70	$1,911.70
187537	101-0000-433.14-00	KAREN SESSO	REFUND AMBULANCE CLAIM	$120.00	$120.00
187552	715-0000-220.93-00	ST PETER LUTHERAN	REFUND BOND	$27,000.00	$27,000.00
187561	101-0000-421.20-00	KISHAN THAKKAR	REFUND LIQUOR LICENSE	$2,707.38	$2,707.38
187563	715-0000-220.93-00	TOWNSHIP HIGH SCHOOL DISTRICT	REFUND BOND	$550.00	$550.00
187569	101-0000-433.14-00	UNITED HEALTHCARE	REFUND AMBULANCE CLAIM	$65.97	$65.97
			Total Division:	$51,375.23	
			Total Department:	$51,375.23	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	**1**	**Board of Trustees**			
Division:	**1**				
187327	101-0101-501.21-65	CAPTION FIRST INC	CLOSED CAPTIONING/7-2014	$600.00	$600.00
187460	101-0101-501.22-02	METROPOLITAN MAYORS CAUCUS	2013-2014 DUES	$2,628.54	$2,628.54
901016	101-0101-501.22-05	CITIBANK	POSTAGE	$7.39	$7.39
			Total Division:	**$3,235.93**	
			Total Department:	**$3,235.93**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	**2**	**Village Manager**			
Division:	**1**				
901016	101-0201-502.22-05	CITIBANK	POSTAGE	$19.96	$19.96
			Total Division:	**$19.96**	
			Total Department:	**$19.96**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 3		**Human Resources**			
Division: 1					
187358	615-0301-552.20-50	KRISTIN EBY	JULY FITNESS CLASS	$120.00	$120.00
187380	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	$13,050.48	$13,050.48
	615-0301-552.42-80		CLAIMS - W/C	$25,525.96	$25,525.96
187395	615-0301-552.20-50	HARRIS TRUST & SAVINGS BANK	JIMMY JOHN'S #748	$49.83	$49.83
	615-0301-552.30-01		CRAIN'S CHICAGO BUSINESS	$74.05	$99.00
			CRAIN'S CHICAGO BUSINESS	$24.95	
187445	605-0301-552.20-50	LOYOLA UNIVERSITY MEDICAL CENTER	PHYSICALS	$2,800.12	$2,800.12
187483	605-0301-552.20-50	NORTHWEST COMMUNITY HEALTH SERVICES	PHYSICALS	$132.00	$132.00
187484	605-0301-552.20-50	NORTHWEST COMMUNITY HOSP MEDICAL	PHYSICALS	$265.00	$265.00
187513	615-0301-552.20-50	NED PUCCI	WELLNESS PROGRAM JULY	$400.00	$400.00
187596	101-0301-503.22-15	XEROX CORPORATION	LEASE AGREEMENT	$85.00	$85.00
901016	101-0301-503.22-05	CITIBANK	POSTAGE	$23.79	$23.79
901017	605-0301-552.20-60	HMO ILLINOIS	AUGUST INS PREMIUM	$274,377.26	$274,377.26
901018	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	AUGUST INS PREMIUM	$4,697.80	$4,697.80
	605-0301-552.20-66		AUGUST INS PREMIUM (OPT)	$2,389.59	$2,389.59
			Total Division:	**$324,015.83**	
			Total Department:	**$324,015.83**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	**4**	**Legal Department**			
Division:	**1**				
187361	101-0401-503.20-20	ERNEST R BLOMQUIST PC	SERVICE PROFESSIONAL	$8,347.50	$8,347.50
187365	101-0401-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	$28.33	$88.66
			SHIPPING/DELIVERY SERVICE	$28.33	
			SHIPPING/DELIVERY SERVICE	$32.00	
187407	101-0401-503.20-10	HOLLAND & KNIGHT LLP	RETAINER	$4,170.00	$4,170.00
	101-0401-503.20-20		SERVICE PROFESSIONAL	$4,730.50	$4,730.50
187523	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	$1,490.00	$1,490.00
187574	101-0401-503.21-65	VERIZON WIRELESS	INV 9729231429	$95.97	$95.97
187596	101-0401-503.22-15	XEROX CORPORATION	LEASE AGREEMENT	$140.90	$140.90
901016	101-0401-503.22-05	CITIBANK	POSTAGE	$13.99	$13.99
			Total Division:	**$19,077.52**	
			Total Department:	**$19,077.52**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	**5**	**Finance**			
Division:	**1**				
187293	505-0501-503.21-65	AMERICAN PRINTING TECHNOLOGIES	SERVICE MISCELLANEOUS	$706.16	$706.16
187380	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	$8,419.22	$8,419.22
187434	101-0501-503.20-05	LAUTERBACH & AMEN LLP	SERVICE FINANCIAL	$14,000.00	$14,000.00
	505-0501-503.20-05		SERVICE FINANCIAL	$6,000.00	$6,000.00
187477	101-0501-503.30-25	NATL BAND & TAG CO	ANIMAL/MOTORCYCLE TAGS	$958.25	$958.25
187494	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$65.29	$156.15
			OFFICE SUPPLIES	$90.86	
187596	101-0501-503.22-15	XEROX CORPORATION	LEASE AGREEMENT	$19.71	$104.71
			LEASE AGREEMENT	$85.00	
901016	101-0501-503.22-05	CITIBANK	POSTAGE	$845.29	$845.29
	505-0501-503.22-05		POSTAGE	$1,070.36	$1,070.36
			Total Division:	**$32,260.14**	
			Total Department:	**$32,260.14**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	**6**	**Information Technology**			
Division:	**1**				
187493	625-0601-553.21-02	OAK BROOK OFFICE SOLUTIONS INC	EQUIPMENT MAINTENANCE	$97.00	$97.00
187547	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	MONITOR	$194.91	$194.91
187573	625-0601-553.21-65	VERIZON WIRELESS	INV 9729182645	$55.46	$55.46
187575	625-0601-553.21-65	VERIZON WIRELESS	INV 9729231428	$1,786.71	$1,786.71
187580	625-0601-553.21-65	VERIZON WIRELESS	INV 9729282964	$76.04	$76.04
801383	625-0601-553.21-65	AT & T	831-000-2604-723	$571.38	$571.38
			Total Division:	**$2,781.50**	
			Total Department:	**$2,781.50**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 10		**Boards & Commissions**			
Division: 8					
187499	101-1008-502.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	$944.00	$944.00
187556	101-1008-502.20-75	STEPHEN LASER & ASSOCIATES	INDIVIDUAL ASSESSMENT (1)	$550.00	$550.00
			Total Division:	**$1,494.00**	
Division: 18					
1948	515-1018-525.40-55	THE FUN ONES	MANE EVENT	$691.00	$691.00
1949	515-1018-525.40-55	MAUTHE ENTERTAINMENT GROUP LTD	MANE EVENT	$350.00	$350.00
1951	515-1018-525.40-55	A ZOO TO YOU INC	MANE EVENT	$750.00	$750.00
187504	101-1018-502.31-40	PETTY CASH	SUPPLIES	$34.73	$34.73
187542	515-1018-525.40-55	SIGNS BY TOMORROW	MANE EVENT	$180.00	$180.00
901016	101-1018-502.22-05	CITIBANK	POSTAGE	$164.64	$164.64
			Total Division:	**$2,170.37**	
			Total Department:	**$3,664.37**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 20		**Special Events**			
Division: 5					
1950	515-2005-525.20-05	METROPOLIS PERFORMING ARTS CENTRE	BALANCE-FY 2015 SUBSIDY	$80,000.00	$80,000.00
			Total Division:	**$80,000.00**	
			Total Department:	**$80,000.00**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 30		**Police Department**			
Division: 1					
187279	101-3001-511.30-05	A AND E RUBBER STAMP CORP	OFFICE SUPPLIES	$23.75	$23.75
187281	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	$317.26	$317.26
187286	101-3001-511.30-35	JEFFREY C AIELLO	CLOTHING REIMBURSEMENT	$32.68	$32.68
187296	101-3001-511.40-67	ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	$60.99	$230.36
			CANINE UNIT PROGRAM	$61.99	
			CANINE UNIT PROGRAM	$46.39	
			CANINE UNIT PROGRAM	$60.99	
187299	101-3001-511.40-67	ARLINGTON HEIGHTS ANIMAL HOSPITAL	VETERINARY SERVICES	$190.00	$190.00
187303	101-3001-511.21-65	ARMOR SYSTEMS	COLLECTION FEE	$183.34	$183.34
187315	101-3001-511.22-03	BAUMGARTNER ALAN	TRAINING	$45.00	$45.00
187320	101-3001-511.22-03	BLAND WESLEY	TRAINING	$30.00	$30.00
187321	101-3001-511.21-02	BRAZOS TECHNOLOGY	SERVICE EQUIPMENT	$1,320.00	$1,320.00
187347	101-3001-511.33-30	CORPORATE IDENTITY INC	POLICE EQUIPMENT & SUPPLY	$1,064.44	$3,147.21
			SHIPPING/DELIVERY SERVICE	$44.56	
			POLICE EQUIPMENT & SUPPLY	$1,988.49	
			SHIPPING/DELIVERY SERVICE	$49.72	
187366	101-3001-511.30-35	FELSER MARK	CLOTHING REIMBURSEMENT	$129.70	$129.70
187379	101-3001-511.33-05	FRED PRYOR SEMINARS	POLICE EQUIPMENT & SUPPLY	$364.57	$379.00
			SHIPPING/DELIVERY SERVICE	$14.43	
187383	101-3001-511.22-03	GLACKEN & ASSOCIATES	REGISTRATION	$530.00	$530.00
187384	101-3001-511.21-65	GOLF ROSE BOARDING & GROOMING	SERVICE MISCELLANEOUS	$168.00	$225.50
			SERVICE MISCELLANEOUS	$27.50	
			SERVICE MISCELLANEOUS	$30.00	
187387	101-3001-511.33-05	GRAND FRAME INC	SUPPLIES	$589.75	$589.75
187394	101-3001-511.33-25	HANSON HARDWARE	HARDWARE SUPPLIES	$8.97	$8.97
187395	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	FREDPRYOR CAREERTRACK	$150.00	$303.00
			FREDPRYOR CAREERTRACK	$128.00	
			FREDPRYOR CAREERTRACK	($49.00)	
			BLOCK 37	$37.00	
			BLOCK 37	$37.00	
	101-3001-511.33-05		DMI DELL K-12/GOVT	$139.99	$214.99

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187395...	101-3001-511.33-05...	HARRIS TRUST & SAVINGS BANK...	TLF AMLINGS FLOWERLAND	$75.00	$214.99...
	101-3001-511.33-25		BROWNELLS INC	$39.98	$39.98
187397	101-3001-511.22-10	HAYES NATHAN	REIMBURSEMENT	$58.00	$58.00
187411	101-3001-511.22-03	IL ASSOC OF CHIEFS OF POLICE	REGISTRATION	$555.00	$555.00
187412	101-3001-511.22-03	IL ASSOC OF TECHNICAL	REGISTRATION	$1,200.00	$1,200.00
187413	101-3001-511.22-02	IL LAW ENFORCEMENT ALARM SYSTEM	DUES	$360.00	$360.00
187420	101-3001-511.30-35	JG UNIFORMS	CLOTHING	$171.35	$171.35
187424	101-3001-511.30-35	KALE/ASR	CLOTHING	$167.85	$4,344.74
			CLOTHING	$76.50	
			CLOTHING	$69.40	
			CLOTHING	$172.35	
			CLOTHING	$754.15	
			CLOTHING	$128.00	
			CLOTHING	$128.00	
			CLOTHING	$120.00	
			CLOTHING	$9.45	
			CLOTHING	$5.25	
			CLOTHING	$675.00	
			CLOTHING	$85.05	
			CLOTHING	$251.75	
			CLOTHING	$129.99	
			CLOTHING	$17.95	
			CLOTHING	$69.95	
			CLOTHING	$95.00	
			CLOTHING	$128.00	
			CLOTHING	$550.00	
			CLOTHING	$227.80	
			CLOTHING	$334.00	
			CLOTHING	$149.30	
	235-3001-532.30-35		CLOTHING	$66.00	$66.00
187425	101-3001-511.30-35	KAMINSKY GARY	CLOTHING REIMBURSEMENT	$84.99	$84.99
187435	101-3001-511.21-65	LAUTERBURG & OEHLER FUNERAL HOME	MORGUE TRANSPORT	$1,840.00	$1,840.00
187436	101-3001-511.22-02	LAW ENFORCEMENT RECORDS MNGRS OF IL	DUES	$25.00	$25.00
187488	101-3001-511.22-03	NORTHWESTERN UNIVERSITY	TRAINING	$1,495.00	$1,495.00
187491	101-3001-511.22-03	CANDACE NYKIEL	TRAINING	$15.00	$45.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187491	101-3001-511.22-03	CANDACE NYKIEL	TRAINING	$15.00	$45.00
			TRAINING	$15.00	
187494	101-3001-511.22-15	OFFICE DEPOT	SUPPLIES	$68.01	$68.01
	101-3001-511.30-05		OFFICE SUPPLIES	$12.57	$20.02
			OFFICE SUPPLIES	$7.45	
	101-3001-511.30-20		PHOTO SUPPLIES	$148.56	$148.56
187505	101-3001-511.22-03	PETTY CASH/POLICE	PARKING EXPENSES	$37.00	$37.00
	101-3001-511.33-25		SUPPLIES	$15.00	$64.84
			SUPPLIES	$35.85	
			SUPPLIES	$13.99	
187514	101-3001-511.30-35	RADEK TODD	CLOTHING REIMBURSEMENT	$15.00	$15.00
187515	101-3001-511.33-25	RAY O'HERRON	SUPPLIES	$388.00	$629.88
			SUPPLIES	$241.88	
187521	101-3001-511.22-03	BRANDI ROMAG	TUITION REIMBURSEMENT	$422.37	$422.37
	101-3001-511.30-35		CLOTHING REIMBURSEMENT	$73.98	$73.98
187530	101-3001-511.33-25	SAM'S CLUB	SUPPLIES	$372.59	$372.59
187532	101-3001-511.22-03	TIMOTHY SCANLAN	TRAINING	$45.00	$45.00
187536	101-3001-511.21-65	SECRETARY OF STATE	SERVICE MISCELLANEOUS	$30.00	$30.00
187551	101-3001-511.30-35	SQUAD FITTERS INC	CLOTHING	$821.50	$1,519.01
			CLOTHING	$697.51	
187559	101-3001-511.22-10	TANDEM PRINTING	SERVICE PRINTING	$48.00	$48.00
187560	101-3001-511.21-02	TASER INTERNATIONAL	EQUIPMENT MAINTENANCE	$40.75	$40.75
187567	101-3001-511.22-03	MICHAEL TURANO	TRAINING	$35.90	$35.90
187572	101-3001-511.22-03	VEENSTRA RICK	TRAINING	$30.00	$45.00
			TRAINING	$15.00	
	101-3001-511.30-35		CLOTHING REIMBURSEMENT	$122.69	$122.69
187576	101-3001-511.21-65	VERIZON WIRELESS	INV 9729233319	$2,337.29	$2,337.29
187577	101-3001-511.21-65	VERIZON WIRELESS	INV 9729200647	$239.59	$239.59
187581	101-3001-511.40-67	VETERINARY SPECIALTY CENTER	VETERINARY SERVICES	$199.00	$199.00
187591	101-3001-511.33-25	WILLIAMS SHOOTERS SUPPLY INC	POLICE EQUIPMENT & SUPPLY	$2,042.00	$2,042.00
901016	101-3001-511.22-05	CITIBANK	POSTAGE	$916.42	$916.42

Total Division: $27,658.47

Division: 3

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187448	231-3003-511.40-11	MACK STEPHANIE	TRAINING	$6,976.00	$6,976.00
187488	231-3003-511.40-11	NORTHWESTERN UNIVERSITY	TRAINING	$4,485.00	$4,485.00
			Total Division:	$11,461.00	
			Total Department:	$39,119.47	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 35		**Fire**			
Division: 1					
187284	101-3501-512.33-50	ADMIRAL GRAPHICS	EMS FORMS	$748.00	$748.00
187285	101-3501-512.22-03	AHLMAN PETER	TUITION REIMBURSEMENT	$434.75	$434.75
187287	101-3501-512.30-35	AIR ONE EQUIPMENT	BADGES & OTHER ID EQUIP.	$55.00	$55.00
187317	101-3501-512.22-03	ANDREW BENKERT	TRAINING	$40.00	$40.00
187353	101-3501-512.30-35	DJS SCUBA LOCKER INC	SCUBA GLOVES	$38.36	$38.36
187395	101-3501-512.22-02	HARRIS TRUST & SAVINGS BANK	PARAMEDIC LIC RENEWAL	$41.75	$208.75
			PARAMEDIC LIC RENEWAL	$41.75	
			PARAMEDIC LIC RENEWAL	$41.75	
			PARAMEDIC LIC RENEWAL	$41.75	
			PARAMEDIC LIC RENEWAL	$41.75	
	101-3501-512.33-05		SAM'S CLUB	$21.88	$21.88
187424	101-3501-512.30-35	KALE/ASR	BADGES & OTHER ID EQUIP.	$111.90	$111.90
187431	101-3501-512.22-03	CHARLES KRAMER	IEMA CONFERENCE	$291.30	$291.30
187459	101-3501-512.22-02	METROPOLITAN FIRE CHIEFS ASSN	DUES-CMD TAMOSAITIS	$40.00	$40.00
187471	101-3501-512.33-50	MOORE MEDICAL LLC	EMERGENCY MEDICAL SUPPLY	$312.95	$312.95
187479	101-3501-512.21-65	NEXTEL COMMUNICATIONS	ACCT 668021225	$789.02	$789.02
187489	101-3501-512.31-65	NOVAK AND PARKER	WASHER AND DRYER STA 4	$1,409.00	$1,409.00
187494	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$29.71	$126.06
			OFFICE SUPPLIES	$71.52	
			OFFICE SUPPLIES	$24.83	
901016	101-3501-512.22-05	CITIBANK	POSTAGE	$26.68	$26.68
			Total Division:	**$4,653.65**	
			Total Department:	**$4,653.65**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 37		**Foreign Fire Insurance**			
Division: 1					
187475	227-3701-512.22-03	MATT MURPHY	TRAINING	$372.09	$372.09
			Total Division:	**$372.09**	
			Total Department:	**$372.09**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 40		**Planning**			
Division: 1					
187348	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	SERVICE PROFESSIONAL	$500.68	$500.68
187416	101-4001-521.40-40	INTL COUNCIL OF SHOPPING CTRS	REGISTRATION	$295.00	$840.00
			REGISTRATION	$545.00	
187426	101-4001-521.20-05	KANE, MC KENNA & ASSOCIATES	SERVICE PROFESSIONAL	$1,050.00	$1,050.00
187439	101-4001-521.21-65	LEGRAND SERVICES	TRANSCRIPT SERVICES	$245.75	$582.40
			TRANSCRIPT SERVICES	$336.65	
187457	101-4001-521.40-40	METRO-WESTERN COOK CREDIT	PROFESSIONAL SERVICES	$56.00	$56.00
187494	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$435.66	$435.66
187498	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	$79.65	$419.85
			ADVERTISING	$79.65	
			ADVERTISING	$86.40	
			ADVERTISING	$85.05	
			ADVERTISING	$89.10	
	101-4001-521.40-41		ADVERTISING	$425.00	$850.00
			ADVERTISING	$425.00	
187570	101-4001-521.22-02	URBAN LAND INSTITUTE - ULI	DUES	$215.00	$215.00
187579	101-4001-521.21-65	VERIZON WIRELESS	INV 9729301013	$143.47	$143.47
901016	101-4001-521.22-05	CITIBANK	POSTAGE	$54.74	$54.74
			Total Division:	**$5,147.80**	
			Total Department:	**$5,147.80**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 41		Community Devl Block Grnt			
Division: 1					
187423	215-4101-522.41-48	JOURNEYS THE ROAD HOME	CDBG PROGRAM	$797.50	$797.50
187485	215-4101-522.41-15	NORTHWEST COMPASS INC	CDBG PROGRAM	$330.00	$990.00
			CDBG PROGRAM	$660.00	
			Total Division:	$1,787.50	
			Total Department:	$1,787.50	

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 45		**Building & Health Service**			
Division: 1					
187279	101-4501-523.30-05	A AND E RUBBER STAMP CORP	OFFICE SUPPLIES	$29.25	$29.25
187386	101-4501-523.33-05	GRAINGER W W INC	FIELD GEAR	$223.65	$223.65
187395	101-4501-523.22-03	HARRIS TRUST & SAVINGS BANK	NFPA NATL FIRE PROTECT	$291.60	$291.60
187429	101-4501-523.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	$246.64	$246.64
187480	101-4501-523.21-65	NEXTEL COMMUNICATIONS	ACCT 874139132	$456.33	$456.33
187504	101-4501-523.33-05	PETTY CASH	SUPPLIES	$10.89	$10.89
187559	101-4501-523.22-10	TANDEM PRINTING	SERVICE PRINTING	$96.00	$96.00
187562	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	$76.00	$114.00
			SERVICE BLDG MAINT	$38.00	
187596	101-4501-523.22-15	XEROX CORPORATION	LEASE AGREEMENT	$85.00	$85.00
901016	101-4501-523.22-05	CITIBANK	POSTAGE	$126.01	$126.01
			Total Division:	**$1,679.37**	
Division: 2					
187395	101-4502-523.21-65	HARRIS TRUST & SAVINGS BANK	J2 MYFAX SERVICES	$10.00	$10.00
	101-4502-523.40-53		COMED	$53.00	$1,240.74
			BILLMATRIX CORPORATION	$2.50	
			COMED	$40.00	
			BILLMATRIX CORPORATION	$2.50	
			GEICO	$451.48	
			RED ROOF INN	$57.55	
			TARGET	$27.23	
			GROOT INDUSTRIES INC	$99.48	
			NCO NICOR GAS	$203.50	
			NCO NICOR GAS	$303.50	
187422	101-4502-523.20-25	JOURNEYS COUNSELING CENTER LLC	COUNSELING	$160.00	$160.00
187430	101-4502-523.33-10	PATTI KOZLOWSKI	IMMUNIZATION SUPPLIES	$55.79	$55.79
187442	101-4502-523.40-61	LOGSDON CONSULTATION SERVICES INC	MRC HANDBOOK	$900.00	$900.00
187504	101-4502-523.33-10	PETTY CASH	SHIPPING CHARGES	$10.95	$10.95

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187504...	101-4502-523.40-61	PETTY CASH...	ONLINE SURVEY CLASS	$25.00	$25.00
187531	101-4502-523.33-10	SANOFI PASTEUR INC	IMMUNIZATION SUPPLIES	$76.76	$76.76
187534	101-4502-523.21-02	SCHOOL HEALTH	EQUIPMENT MAINTENANCE	$45.00	$45.00
187566	101-4502-523.21-10	TROY GRANDT	PROPERTY MAINTENANCE	$190.00	$1,695.25
			PROPERTY MAINTENANCE	$60.00	
			PROPERTY MAINTENANCE	$55.00	
			PROPERTY MAINTENANCE	$70.00	
			PROPERTY MAINTENANCE	$150.00	
			PROPERTY MAINTENANCE	$118.75	
			PROPERTY MAINTENANCE	$75.00	
			PROPERTY MAINTENANCE	$246.50	
			PROPERTY MAINTENANCE	$45.00	
			PROPERTY MAINTENANCE	$45.00	
			PROPERTY MAINTENANCE	$55.00	
			PROPERTY MAINTENANCE	$85.00	
			PROPERTY MAINTENANCE	$65.00	
			PROPERTY MAINTENANCE	$100.00	
			PROPERTY MAINTENANCE	$45.00	
			PROPERTY MAINTENANCE	$117.50	
			PROPERTY MAINTENANCE	$65.00	
			PROPERTY MAINTENANCE	$47.50	
			PROPERTY MAINTENANCE	$60.00	
187578	101-4502-523.21-65	VERIZON WIRELESS	INV 9729431871	$197.32	$197.32
187596	101-4502-523.22-15	XEROX CORPORATION	LEASE AGREEMENT	$85.00	$85.00
901016	101-4502-523.22-05	CITIBANK	POSTAGE	$73.89	$73.89

Total Division: $4,575.70

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187291	101-4503-523.22-40	AMERICAN CHARGE SERVICE	TAXI PROGRAM	$27.00	$27.00
187297	101-4503-523.31-65	ARAMARK	PROGRAM SUPPLIES	$192.88	$192.88
187395	101-4503-523.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	$108.44	$108.44
	101-4503-523.31-65		SAM'S CLUB	$168.10	$391.56
			GFS MKTPLC #0204	$223.46	
187494	101-4503-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$147.46	$276.08

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187494	101-4503-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$66.73	$276.08
			OFFICE SUPPLIES	$19.11	
			OFFICE SUPPLIES	$27.06	
			OFFICE SUPPLIES	$15.72	
187506	101-4503-523.21-02	PETTY CASH/SENIOR CENTER	EQUIPMENT MAINTENANCE	$4.99	$4.99
	101-4503-523.31-65		PROGRAM/CAFE SUPPLIES	$170.37	$170.37
901016	101-4503-523.22-05	CITIBANK	POSTAGE	$19.10	$19.10
			Total Division:	$1,190.42	
			Total Department:	$7,445.49	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 50		**Engineering**			
Division: 1					
187304	211-5001-571.50-40	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	$367,260.09	$367,260.09
	401-5001-571.50-30		SERVICE CONSTRUCTION	$343,037.98	$343,037.98
187313	401-5001-571.50-30	ELIZABETH BARRY	DRIVEWAY REIMBURSEMENT	$1,051.60	$1,051.60
187330	426-5001-571.50-25	CDM SMITH INC	SERVICE PROFESSIONAL	$22,418.32	$22,418.32
187332	401-5001-571.50-30	CGMT	SERVICE PROFESSIONAL	$3,572.80	$3,572.80
187334	426-5001-571.50-25	CHRISTOPHER B BURKE LTD	SERVICE CONSULTING	$285.15	$285.15
187393	426-5001-571.50-25	HAEGER ENGINEERING LLC	SERVICE ENGINEERING	$21,900.00	$21,900.00
187453	426-5001-571.50-25	MC CLURE ENGINEERING ASSOCIATES	SERVICE CONSULTING	$2,000.00	$2,000.00
187469	401-5001-571.50-30	RICHARD MILLER	SIDEWALK REIMBURSEMENT	$232.50	$232.50
187557	101-5001-524.21-65	SUBURBAN LABORATORIES INC	WATER TESTING	$84.00	$84.00
187586	401-5001-571.50-30	LARRY WEIS	DRIVEWAY REIMBURSEMENT	$756.80	$756.80
187593	401-5001-571.50-30	TERRY WILSON	SIDEWALK REIMBURSEMENT	$618.75	$618.75
187596	101-5001-524.22-15	XEROX CORPORATION	LEASE AGREEMENT	$85.00	$85.00
901016	101-5001-524.22-05	CITIBANK	POSTAGE	$91.35	$91.35
			Total Division:	**$763,394.34**	
			Total Department:	**$763,394.34**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	71	**Public Works**			
Division:	1				
187282	101-7101-531.31-55	ACTIVE LOCK AND KEY LTD	SUPPLIES	$26.00	$26.00
187283	101-7101-531.31-80	ADDISON BUILDING MATERIAL CO	SUPPLIES	$44.22	$44.22
187289	435-7101-531.40-86	FRANK ALTERIO	EAB	$50.00	$50.00
187290	435-7101-531.40-86	JEFF ALTHEIDE	EAB	$50.00	$50.00
187292	101-7101-531.21-11	AMERICAN DOOR & DOCK	BUILDING MAINTENANCE	$207.38	$1,098.04
			BUILDING MAINTENANCE	$890.66	
187294	101-7101-531.21-65	ANDERSON PEST CONTROL	PEST CONTROL	$99.00	$198.00
			MONTHLY SERVICE	$99.00	
187302	515-7101-525.33-05	ARLINGTON RENTAL INC	RENTAL-CHAIRS	$179.85	$269.78
			RENTAL-CHAIRS	$89.93	
187304	101-7101-531.31-90	ARROW ROAD CONSTRUCTION CO	STREET/SIDEWALK SUPPLIES	$233.15	$95,151.83
			STREET/SIDEWALK SUPPLIES	$1,151.36	
			STREET/SIDEWALK SUPPLIES	$883.09	
			STREET/SIDEWALK SUPPLIES	$474.71	
			STREET/SIDEWALK SUPPLIES	$815.77	
			STREET/SIDEWALK SUPPLIES	$563.81	
			STREET/SIDEWALK SUPPLIES	$200.48	
			STREET/SIDEWALK SUPPLIES	$6,339.54	
			STREET/SIDEWALK SUPPLIES	$12,628.56	
			STREET/SIDEWALK SUPPLIES	$11,807.74	
			STREET/SIDEWALK SUPPLIES	$13,545.84	
			STREET/SIDEWALK SUPPLIES	$12,715.47	
			STREET/SIDEWALK SUPPLIES	$6,722.16	
			STREET/SIDEWALK SUPPLIES	$5,911.80	
			STREET/SIDEWALK SUPPLIES	$11,567.19	
			STREET/SIDEWALK SUPPLIES	$9,591.16	
187306	101-7101-531.22-70	AT & T	051-568-9822-001	$312.83	$312.83
187307	101-7101-531.22-70	AT & T LONG DISTANCE	LONG DISTANCE SERVICE	$513.10	$513.10
187308	435-7101-531.40-86	JOHN ATKINS	EAB	$28.85	$28.85
187311	101-7101-531.31-55	AUTOMATIC APPLIANCE	WATER INLET VALVE	$104.84	$104.84
187318	101-7101-531.21-11	BHFX LLC	BUILDING MAINTENANCE	$120.00	$120.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187319	435-7101-531.40-86	CAROL BLACKWOOD	EAB	$50.00	$50.00
187325	435-7101-531.40-86	MICHAEL BURKE	EAB	$171.00	$171.00
187326	101-7101-531.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	$1,012.00	$3,350.05
			RENTAL/LEASE EQUIPMENT	$2,338.05	
	101-7101-531.21-65		RENTAL/LEASE EQUIPMENT	$31,457.06	$31,457.06
187331	435-7101-531.31-85	CERTIFIED LABORATORIES	TOOLS	$332.91	$332.91
187335	101-7101-531.30-35	CINTAS CORP	WORK SHIRTS AND PANTS	$41.86	$125.60
			WORK SHIRTS AND PANTS	$41.87	
			WORK SHIRTS AND PANTS	$41.87	
187336	435-7101-571.50-55	CLEAN CUT TREE SERVICE INC	SERVICE TREES	$28,404.50	$28,404.50
187337	435-7101-571.50-55	CLESEN ARTHUR INC	SERVICE TREES	$897.48	$897.48
187338	101-7101-531.22-70	COMCAST CABLE	INTERNET SCADA	$2.12	$2.12
187344	101-7101-531.21-11	COMPLETE CLEANING CO INC	SERVICE BLDG MAINT	$2,630.00	$2,630.00
187346	435-7101-531.40-86	CHARLES COOPER	EAB	$28.85	$28.85
187349	101-7101-531.21-11	COYNE TEXTILE SERVICES	SERVICE BLDG MAINT	$15.84	$157.32
			SERVICE BLDG MAINT	$17.10	
			SERVICE BLDG MAINT	$14.08	
			SERVICE BLDG MAINT	$27.44	
			SERVICE BLDG MAINT	$68.28	
			SERVICE BLDG MAINT	$14.58	
187354	435-7101-531.40-86	DANIEL DOHERTY	EAB	$28.85	$28.85
187356	101-7101-531.21-02	DYNAMIC HEATING & PIPING CO	EQUIPMENT MAINTENANCE	$1,009.00	$2,678.00
			EQUIPMENT MAINTENANCE	$412.00	
			EQUIPMENT MAINTENANCE	$1,257.00	
187363	435-7101-531.40-86	CHRIS FAHNOE	EAB	$28.85	$28.85
187364	101-7101-531.21-15	VICTOR FALCONE	CURB REIMBURSEMENT	$495.00	$495.00
187367	101-7101-531.21-15	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	$8,640.00	$10,352.00
			SERVICE MISCELLANEOUS	$1,712.00	
	435-7101-571.50-55		SERVICE MISCELLANEOUS	$3,058.30	$3,058.30
187369	435-7101-531.40-86	KEVIN FORD	EAB	$50.00	$50.00
187382	435-7101-531.31-85	GEMPLERS	HAND TOOLS-POWER/NON POW	$2,350.90	$2,350.90
187385	435-7101-531.40-86	STEVE/SUSAN GORECKI	EAB	$50.00	$50.00
187386	101-7101-531.31-40	GRAINGER W W INC	SUPPLIES	$51.44	$51.44
	101-7101-531.31-75		SUPPLIES	$1,270.06	$1,270.06
187390	435-7101-531.40-86	MARK GREENWOOD	EAB	$28.85	$28.85

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187391	101-7101-531.21-62	GROOT INDUSTRIES INC	DISPOSAL SERVICE	$324.50	$324.50
187392	435-7101-531.40-86	ROBERT GUNN	EAB	$28.85	$28.85
187394	101-7101-531.31-55	HANSON HARDWARE	HARDWARE SUPPLIES	$0.90	$38.15
			HARDWARE SUPPLIES	$11.49	
			HARDWARE SUPPLIES	$4.49	
			HARDWARE SUPPLIES	$15.28	
			HARDWARE SUPPLIES	$5.99	
	101-7101-531.31-65		HARDWARE SUPPLIES	$27.96	$27.96
	101-7101-531.31-80		HARDWARE SUPPLIES	$9.65	$9.65
	435-7101-531.31-85		HOSES, ALL KINDS	$30.99	$30.99
187396	101-7101-531.21-02	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	$589.00	$9,651.07
			EQUIPMENT MAINTENANCE	$685.29	
			EQUIPMENT MAINTENANCE	$372.43	
			EQUIPMENT MAINTENANCE	$950.70	
			EQUIPMENT MAINTENANCE	$1,280.31	
			EQUIPMENT MAINTENANCE	$257.00	
			EQUIPMENT MAINTENANCE	$3,770.79	
			EQUIPMENT MAINTENANCE	$762.00	
			EQUIPMENT MAINTENANCE	$391.35	
			EQUIPMENT MAINTENANCE	$592.20	
	401-7101-571.50-20		SERVICE BLDG MAINT	$8,915.00	$8,915.00
187398	435-7101-531.40-86	THOMAS HAYES	EAB	$100.00	$100.00
187401	435-7101-531.40-86	THOMAS HEGBERG	EAB	$28.85	$28.85
187402	101-7101-531.31-90	HELLER LUMBER CO	SUPPLIES	$25.64	$25.64
187403	101-7101-531.31-55	HENNING BROTHERS INC	BUILDING SUPPLIES	$12.00	$12.00
	101-7101-531.31-85		SPIRAL KEY EXTRACTOR	$15.68	$15.68
187405	435-7101-531.40-86	ROGER HITCHINGS	EAB	$50.00	$50.00
187406	435-7101-531.40-86	PAUL HOFFMEISTER	EAB	$50.00	$50.00
187408	101-7101-531.31-85	HOME DEPOT CREDIT SERVICES	HAND TOOLS-POWER/NON POW	$26.97	$26.97
187410	435-7101-531.40-86	WEN HUANG	REPLACE CK 186351	$80.00	$80.00
187417	101-7101-531.21-65	INTL EXTERMINATORS INC	EXTERIOR INSECT CONTROL	$220.00	$1,944.00
			INTERIOR INSECT CONTROL	$138.00	
			PEST CONTROL	$152.00	
			PEST CONTROL	$280.00	
			PEST CONTROL	$189.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187417	101-7101-531.21-65	INTL EXTERMINATORS INC	PEST CONTROL	$118.00	$1,944.00
			PEST CONTROL	$146.00	
			PEST CONTROL	$189.00	
			PEST CONTROL	$146.00	
			PEST CONTROL	$220.00	
			PEST CONTROL	$146.00	
187419	435-7101-571.50-55	JCK CONTRACTORS	AGRICULTURAL SUPPLIES	$2,275.00	$3,900.00
			TOPSOIL	$1,625.00	
187421	101-7101-531.21-02	JOHNSON CONTROLS	REPAIR SERVICE EQUIPMENT	$2,226.50	$2,226.50
187427	435-7101-531.40-86	JON KEE	EAB	$50.00	$50.00
187428	435-7101-531.40-86	BRIGID KOCHERA	EAB	$28.85	$28.85
187432	101-7101-531.21-02	LANDSCAPE CONCEPTS MANAGEMENT	SERVICE EQUIPMENT	$5,175.00	$5,175.00
187433	435-7101-531.40-86	RICHARD LANDUYT	EAB	$50.00	$50.00
187438	101-7101-531.30-39	LEAHY WOLF CO	MOTOR OIL	$1,770.57	$3,321.12
			ZEREX ENTENDED LIFE	$439.45	
			HYDRAULIC FLUID	$1,111.10	
187441	435-7101-531.40-86	RICHARD LISTON	EAB	$28.85	$28.85
187443	435-7101-531.40-86	LISA LOWE	EAB	$28.85	$28.85
187444	101-7101-531.31-40	LOWES COMMERCIAL SERVICES	AGRICULTURAL SUPPLIES	$8.95	$8.95
	101-7101-531.31-65		SUPPLIES	$67.72	$142.68
			SUPPLIES	$50.79	
			SUPPLIES	$41.10	
			SUPPLIES	($16.93)	
	101-7101-531.31-75		STREET LIGHT SUPPLIES	$102.48	$102.48
	101-7101-531.31-90		STREET/SIDEWALK SUPPLIES	$52.09	$52.09
	435-7101-531.31-85		HAND TOOLS-POWER/NON POW	$127.21	$140.97
			HARDWARE SUPPLIES	$13.76	
187446	435-7101-531.40-86	JANICE LUNDQUIST	EAB	$50.00	$50.00
187447	101-7101-531.22-02	CHARLIE LYNK	CDL REIMBURSEMENT	$50.00	$50.00
187449	435-7101-531.40-86	MICHAEL MALEK	EAB	$50.00	$50.00
187450	101-7101-531.30-39	MANSFIELD OIL COMPANY	FUEL,OIL,GREASE, & LUBES	$22,866.58	$22,866.58
187462	101-7101-531.31-45	MEYER LABORATORY INC	JANITORIAL SUPPLIES	$485.02	$485.02
187464	101-7101-531.31-55	MICHAEL JOSEPH & ASSOCIATES	SUPPLIES	$1,798.00	$1,798.00
187465	435-7101-531.40-86	MARTY MICKEY	EAB	$28.85	$28.85
187466	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	ELEVATOR MAINTENANCE	$1,490.00	$1,490.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187468	435-7101-531.40-86	NICOLE MILLER	EAB	$28.85	$28.85
187469	101-7101-531.21-15	RICHARD MILLER	CURB REIMBURSEMENT	$1,170.00	$1,170.00
187476	435-7101-531.40-86	ROBERT NAPOLEON	EAB	$28.85	$28.85
187482	101-7101-531.31-45	NETWORK SERVICES COMPANY	JANITORIAL SUPPLIES	$629.76	$629.76
187486	101-7101-531.31-75	NORTHWEST ELECTRICAL SUPPLY CO	STREET LIGHT SUPPLIES	$120.88	$591.05
			STREET LIGHT SUPPLIES	$267.81	
			STREET LIGHT SUPPLIES	$202.36	
	401-7101-572.50-15		STREET LIGHT SUPPLIES	$3,546.34	$3,546.34
187492	435-7101-531.40-86	MAUREEN O'DOHERTY	EAB	$50.00	$50.00
187495	435-7101-531.40-86	OSWALD OLIVIER	EAB	$28.85	$28.85
187497	101-7101-531.22-70	PACIFIC TELEMANAGEMENT SERVICES	PAY PHONES FEE	$153.00	$153.00
187500	435-7101-531.40-86	MICHAEL PAINE	EAB	$28.85	$28.85
187502	101-7101-531.31-40	PESCHES FLOWER SHOP	AGRICULTURAL SUPPLIES	$131.09	$131.09
187503	435-7101-531.40-86	MICHAEL PETERS	EAB	$28.85	$28.85
187508	435-7101-531.40-86	JOHN POPE	EAB	$150.00	$150.00
187509	101-7101-531.21-15	POTHOLE PROS INC	SERVICE CONSTRUCTION	$28,603.12	$28,603.12
187510	101-7101-531.21-55	POWELL TREE CARE INC	STUMP GRINDING	$236.40	$16,218.30
			SERVICE TREES	$4,358.10	
			SERVICE TREES	$1,473.00	
			SERVICE TREES	$10,150.80	
187512	101-7101-531.30-35	PRO STAR	CLOTHING	$624.53	$1,388.15
			CLOTHING	$763.62	
187516	101-7101-531.30-35	RED WING SHOE STORE	SHOES AND BOOTS	$100.00	$100.00
187518	435-7101-531.40-86	TRACY REYNOLDS	EAB	$42.00	$42.00
187519	435-7101-531.40-86	HERBERT RITTER J	EAB	$28.85	$28.85
187520	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	$23,577.38	$23,577.38
187522	435-7101-531.40-86	RANDY ROONEY	EAB	$28.85	$28.85
187524	435-7101-531.40-86	SARAH ROSECRANS	EAB	$100.00	$100.00
187525	435-7101-531.40-86	HELEN RUETSCHE	EAB	$28.85	$28.85
187527	435-7101-531.31-85	RUSSO'S POWER EQUIPMENT INC	SHOVELS/GRAIN SCOOP	$193.92	$193.92
187529	435-7101-531.40-86	MICHAEL SABBATH	EAB	$50.00	$50.00
187533	435-7101-531.40-86	JO SCHMITT	EAB	$50.00	$50.00
187535	435-7101-531.40-86	BARBARA SCULLION	EAB	$50.00	$50.00
187538	435-7101-531.40-86	TERI SHAUGHNESSY	EAB	$50.00	$50.00
187539	435-7101-531.40-86	ANN SHERMAN	EAB	$183.00	$183.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187540	435-7101-531.40-86	MICHELLE SHERWIN	EAB	$50.00	$50.00
187541	435-7101-531.40-86	JAMES SHERWOOD	EAB	$28.85	$28.85
187543	401-7101-571.50-20	SIMONS, DOUGLAS	FIREHOUSE BLOCK/CAPPING	$1,920.00	$1,920.00
187545	435-7101-531.40-86	YURII SKORIN	EAB	$28.85	$28.85
187546	435-7101-531.40-86	JOHN SOUKUP	EAB	$57.70	$57.70
187548	101-7101-531.30-39	SPEEDWAY/SUPER AMERICA	FUEL INVENTORY	$125.53	$125.53
187549	101-7101-531.22-70	SPRINT	840280811	$196.25	$196.25
187550	101-7101-531.22-70	SPRINT	352372920	$20.82	$20.82
187553	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	SUPPLIES	$69.32	$215.77
			SUPPLIES	$146.45	
187554	101-7101-531.31-75	STEINER ELECTRIC	STREET LIGHT SUPPLIES	$2,312.50	$2,312.50
187555	435-7101-531.40-86	MIKE STEPANEK	EAB	$95.90	$95.90
187558	101-7101-531.21-15	SUPERIOR ROAD STRIPING	SERVICE CONSTRUCTION	$41,809.17	$41,809.17
187564	101-7101-531.21-36	TRAFFIC CONTROL & PROTECTION	RENTAL/LEASE EQUIPMENT	$2,180.00	$2,180.00
187565	435-7101-531.40-86	TIM TROJAN	EAB	$50.00	$50.00
187583	435-7101-531.40-86	CAROL VORRES	EAB	$28.85	$28.85
187584	435-7101-531.40-86	RICHARD WADE	EAB	$50.00	$50.00
187585	435-7101-531.40-86	FLORIAN WASIK	EAB	$50.00	$50.00
187588	435-7101-531.40-86	MICHAEL WENZEL	EAB	$50.00	$50.00
187589	435-7101-571.50-55	WEST CENTRAL MUNICIPAL CONF	AGRICULTURAL SUPPLIES	$690.00	$690.00
187590	101-7101-531.21-36	WEST SIDE TRACTOR SALES CO	EQUIPMENT RENTAL	$8,000.00	$8,128.60
			EQUIPMENT RENTAL	$128.60	
187592	435-7101-531.40-86	ALLAN WILSON	EAB	$28.85	$28.85
187593	101-7101-531.21-15	TERRY WILSON	CURB REIMBURSEMENT	$495.00	$495.00
187594	435-7101-531.40-86	KATARZYNE WOLNIEWICZ	EAB	$100.00	$100.00
187595	435-7101-531.40-86	ROBERT WOODS	EAB	$50.00	$50.00
187596	101-7101-531.21-15	XEROX CORPORATION	LEASE AGREEMENT	$154.38	$154.38
187597	435-7101-531.40-86	APRIL ZAIMI	EAB	$50.00	$50.00
187599	435-7101-531.40-86	ANGELICA ZIELINSKI	EAB	$28.85	$28.85
801383	101-7101-531.22-70	AT & T	847394206207	$60.42	$5,310.43
			847394368207	$60.35	
			847255350507	$1,724.13	
			847342153607	$55.05	
			847259894006	$54.70	
			847Z97278407	$646.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
801383	101-7101-531.22-70	AT & T	847439786806	$109.46	$5,310.4
			847R19028907	$721.08	
			847R19078906	$741.92	
			847590600006	$1,137.32	
801384	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4643388009	$534.95	$10,771.68
			1627055057	$824.72	
			0002031003	$31.55	
			0533073031	$8,808.52	
			4286290000	$571.94	
801385	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	3291084013	$8,561.05	$8,561.05
801386	101-7101-531.21-50	NICOR	38096400007	$152.95	$8,716.78
			15839647334	$135.60	
			06802945268	$23.08	
			73488600005	$2,640.63	
			25422686599	$2,657.50	
			95407400001	$1,028.65	
			97034457784	$1,107.93	
			72489260108	$169.06	
			28178600004	$749.63	
			40178600009	$33.51	
			06802945268	$18.24	
901016	101-7101-531.22-05	CITIBANK	POSTAGE	$40.38	$40.38

Total Division:	$419,104.83
Total Department:	$419,104.83

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 72		**Water and Sewer**			
Division: 1					
187283	505-7201-561.31-05	ADDISON BUILDING MATERIAL CO	FINISH METAL TRIM CAP	$64.37	$64.37
187314	505-7201-561.31-65	BATTERIES PLUS LLC	BATTERIES	$40.49	$40.49
187326	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	$8,289.44	$10,840.04
			RENTAL/LEASE EQUIPMENT	$2,550.60	
	505-7201-561.21-62		SERVICE DISPOSAL	$708.00	$708.00
	505-7201-561.31-90		STREET/SIDEWALK SUPPLIES	$291.61	$4,978.85
			STREET/SIDEWALK SUPPLIES	$4,687.24	
187339	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1257044037	$1,550.74	$1,550.74
187340	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1092085063	$117.81	$117.81
187341	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0117046072	$103.85	$103.85
187342	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0831076049	$129.02	$129.02
187343	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0705092066	$39.48	$39.48
187350	505-7201-561.30-35	DANIELCZK ERIK	CLOTHING REIMBURSEMENT	$100.00	$100.00
187351	505-7201-561.31-65	DIAMONDTEC INTERNATIONAL INC.	SAW BLADES	$1,683.50	$1,683.50
187355	505-7201-561.50-15	DREISILKER ELECTRIC MOTORS INC	SERVICE CONSTRUCTION	$3,914.00	$3,914.00
187357	505-7201-561.31-01	EAST JORDAN USA INC	WATER SEWER SYSTEM SUPPLY	$5,424.00	$21,076.00
			WATER SEWER SYSTEM SUPPLY	$9,568.00	
			WATER SEWER SYSTEM SUPPLY	$4,884.00	
			WATER SEWER SYSTEM SUPPLY	$560.00	
			WATER SEWER SYSTEM SUPPLY	$640.00	
187360	505-7201-561.21-02	EDEN BROTHERS	EQUIPMENT MAINTENANCE	$193.41	$193.41
187370	505-7201-561.31-01	FOREMAN JOSEPH D AND CO	WATER SEWER SYSTEM SUPPLY	$8,472.24	$8,472.24
	505-7201-561.31-05		PUMPING SYSTEM SUPPLIES	$169.00	$169.00
187386	505-7201-561.30-35	GRAINGER W W INC	CLOTHING & APPAREL	$645.00	$645.00
	505-7201-561.31-55		ELECTRICAL EQUIP & SUPPLY	$262.68	$262.68
	505-7201-561.31-85		HAND TOOLS-POWER/NON POW	$45.33	$45.33
187394	505-7201-561.31-01	HANSON HARDWARE	PAINT & EQUIPMENT	$33.44	$33.44
	505-7201-561.31-02		PAINT & EQUIPMENT	$17.98	$27.16
			HARDWARE SUPPLIES	$9.18	
	505-7201-561.31-55		HARDWARE SUPPLIES	$15.69	$25.68
			HARDWARE SUPPLIES	$9.99	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187394...	505-7201-561.31-65	HANSON HARDWARE...	PAINT & EQUIPMENT	$16.97	$16.97
	505-7201-561.31-85		HARDWARE SUPPLIES	$50.95	$50.95
187399	505-7201-561.31-02	HBK WATER METER SERVICE INC	WATER SEWER SYSTEM SUPPLY	$5,290.00	$5,686.51
			TRU-READ REMOTE REGISTER	$159.39	
			METER/BACKFLOW DEVICES	$237.12	
187400	505-7201-561.31-85	HD SUPPLY WATERWORKS	TOOLS	$295.84	$295.84
187402	505-7201-561.31-90	HELLER LUMBER CO	SUPPLIES	$31.45	$448.02
			SUPPLIES	$28.99	
			SUPPLIES	$351.74	
			SUPPLIES	$35.84	
187444	505-7201-561.30-35	LOWES COMMERCIAL SERVICES	CLOTHING	$1.86	$1.86
	505-7201-561.31-02		HARDWARE SUPPLIES	$149.41	$149.41
	505-7201-561.31-65		HARDWARE SUPPLIES	$13.85	$13.85
	505-7201-561.31-85		HAND TOOLS-POWER/NON POW	$39.35	$39.35
	505-7201-561.31-90		STREET/SIDEWALK SUPPLIES	$37.98	$37.98
187454	505-7201-561.20-05	MC HENRY ANALYTICAL WATER LAB	SERVICE CONSULTING	$1,080.00	$1,620.00
			SERVICE CONSULTING	$540.00	
187455	505-7201-561.31-65	MCM ELECTRONICS	SUPPLIES	$22.56	$22.56
187461	505-7201-561.50-15	METROPOLITAN PUMP COMPANY	PUMPING SYSTEM SUPPLIES	$4,897.00	$4,897.00
187463	505-7201-561.31-90	MEYER MATERIAL COMPANY	STREET/SIDEWALK SUPPLIES	$944.00	$944.00
187467	505-7201-561.20-05	MIDWEST CHLORINATING & TESTING	CHLORINATION SAMPLE	$475.00	$475.00
187496	505-7201-561.31-85	OLSEN SAFETY EQUIPMENT CORP	HAND TOOLS-POWER/NON POW	$2,550.00	$2,550.00
187512	505-7201-561.30-35	PRO STAR	CLOTHING	$624.53	$624.53
187544	505-7201-561.21-35	SKIRMONT MECHANICAL CONTRACTORS	SERVICE METER	$4,385.00	$4,385.00
187553	505-7201-561.31-02	STANDARD PIPE & SUPPLY INC	PLUMBIMG SUPPLIES	$234.01	$331.18
			PLUMBIMG SUPPLIES	$97.17	
	505-7201-561.31-05		SUPPLIES	$12.21	$12.21
	505-7201-561.31-85		JET SWET (TOOLS)	$98.18	$98.18
187573	505-7201-561.22-70	VERIZON WIRELESS	INV 9728605359	$0.23	$0.23
187598	505-7201-561.31-01	ZIEBELL WATER SERVICE PRODUCTS	WATER SEWER SYSTEM SUPPLY	$378.46	$378.46
801384	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0368380009	$29.93	$140.41
			1284169036	$110.48	
801385	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	0300013030	$10,796.19	$20,861.48
			0405097038	$6,137.00	
			0159027139	$2,204.22	

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
801385	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	0522082015	$926.13	$20,861.48
			0789016039	$797.94	
801386	505-7201-561.21-50	NICOR	19278600002	$167.31	$615.28
			04055600003	$119.47	
			16797600000	$178.45	
			38178600003	$150.05	
901015	505-7201-561.21-53	NORTHWEST WATER COMMISSION	QUARTERLY PAYMENT 8-2014	$1,048,568.26	$1,048,568.26
			Total Division:	$1,148,484.61	
			Total Department:	$1,148,484.61	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 73		**Parking**			
Division: 1					
187359	235-7301-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	$487.01	$487.01
187444	235-7301-532.33-05	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$32.21	$32.21
801384	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	4643715006	$17.84	$73.03
			5231622008	$55.19	
			Total Division:	**$592.25**	
Division: 2					
187359	235-7302-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	$1,540.49	$1,540.49
801385	235-7302-532.21-50	CONSTELLATION NEW ENERGY INC	4874331007	$3,628.31	$3,628.31
			Total Division:	**$5,168.80**	
Division: 3					
187359	235-7303-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	$1,540.49	$1,540.49
801385	235-7303-532.21-50	CONSTELLATION NEW ENERGY INC	4643395004	$2,563.53	$2,563.53
801386	235-7303-532.21-50	NICOR	12690400002	$24.82	$24.82
			Total Division:	**$4,128.84**	
Division: 4					
187359	235-7304-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	$487.01	$487.01
187571	235-7304-532.21-02	US FIRE PROTECTION INC	EQUIPMENT MAINTENANCE	$427.77	$427.77
801386	235-7304-532.21-50	NICOR	92296400002	$93.39	$93.39
			Total Division:	**$1,008.17**	
			Total Department:	**$10,898.06**	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	**75**	**Municipal Fleet Services**			
Division:	**1**				
187280	621-7501-551.21-02	A-1 EQUIPMENT & SERVICE INC	FILTER	$89.82	$439.78
			SOLENOID	$349.96	
187300	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	$206.87	$166.86
			VEH MAINTENANCE SUPPLY	($266.46)	
			VEH MAINTENANCE SUPPLY	$64.84	
			VEH MAINTENANCE SUPPLY	$52.46	
			VEH MAINTENANCE SUPPLY	$74.33	
			VEH MAINTENANCE SUPPLY	$34.82	
187301	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	VEH MAINTENANCE SUPPLY	$71.80	$71.80
187309	621-7501-551.31-51	ATLAS BOBCAT INCORPORATED	VEH MAINTENANCE SUPPLY	$31.39	$560.07
			VEH MAINTENANCE SUPPLY	$528.68	
187310	621-7501-551.31-51	AUTO ZONE	VEH MAINTENANCE SUPPLY	$133.46	$271.52
			VEH MAINTENANCE SUPPLY	($133.46)	
			VEH MAINTENANCE SUPPLY	$19.93	
			VEH MAINTENANCE SUPPLY	$251.59	
187314	621-7501-551.31-51	BATTERIES PLUS LLC	BATTERIES	$345.21	$345.21
187329	621-7501-551.31-51	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	$821.76	$1,232.64
			VEH MAINTENANCE SUPPLY	$410.88	
187333	621-7501-551.31-51	CHICAGO PARTS AND SOUND	VEH MAINTENANCE SUPPLY	$201.36	$776.92
			VEH MAINTENANCE SUPPLY	$300.00	
			VEH MAINTENANCE SUPPLY	$18.62	
			VEH MAINTENANCE SUPPLY	$256.94	
187335	621-7501-551.30-35	CINTAS CORP	WORK SHIRTS AND PANTS	$41.87	$125.59
			WORK SHIRTS AND PANTS	$41.86	
			WORK SHIRTS AND PANTS	$41.86	
187394	621-7501-551.31-51	HANSON HARDWARE	SUPPLIES	$52.22	$54.51
			SUPPLIES	$2.29	
187395	621-7501-551.22-03	HARRIS TRUST & SAVINGS BANK	PASS (OPERATOR TRAINING)	$359.98	$359.98
	621-7501-551.31-65		HOMEDEPOT.COM	$173.31	$173.31
187404	621-7501-551.22-02	HIGGINS MICHAEL	CDL REIMBURSEMENT	$50.00	$50.00
187437	621-7501-551.31-51	LEACH ENTERPRISES INC	VEH MAINTENANCE SUPPLY	$564.41	$564.41

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
187451	621-7501-551.31-51	MC ALLISTER EQUIPMENT CO	VEH MAINTENANCE SUPPLY	$504.72	$504.72
187452	621-7501-551.31-51	MC CANN INDUSTRIES	VEH MAINTENANCE SUPPLY	$298.19	$298.19
187472	621-7501-551.21-07	MORTON GROVE AUTOMOTIVE WEST	VEH MAINTENANCE SUPPLY	$165.00	$165.00
187473	621-7501-551.22-03	MUNICIPAL FLEET MANAGERS ASSOC	TRAINING REGISTRATION	$50.00	$50.00
187487	621-7501-551.31-51	NORTHWEST TRUCKS INC	VEH MAINTENANCE SUPPLY	$8.00	$8.00
187494	621-7501-551.30-05	OFFICE DEPOT	OFFICE SUPPLIES	$91.17	$91.17
187501	621-7501-551.31-51	PATTEN INDUSTRIES INC	VEH MAINTENANCE SUPPLY	$135.24	$135.24
187507	621-7501-551.31-51	POMP'S TIRE SERVICE INC	VEH MAINTENANCE SUPPLY	$141.88	$141.88
187511	621-7501-551.31-51	PRECISION SERVICE PARTS	VEH MAINTENANCE SUPPLY	($228.55)	$561.15
			VEH MAINTENANCE SUPPLY	$50.20	
			VEH MAINTENANCE SUPPLY	$24.94	
			VEH MAINTENANCE SUPPLY	$189.48	
			VEH MAINTENANCE SUPPLY	$378.12	
			VEH MAINTENANCE SUPPLY	$146.96	
187512	621-7501-551.30-35	PRO STAR	CLOTHING	$312.27	$312.27
187526	621-7501-551.31-51	RUSH TRUCK CENTERS OF ILLINOIS INC	VEH MAINTENANCE SUPPLY	($517.48)	$671.61
			VEH MAINTENANCE SUPPLY	$9.85	
			VEH MAINTENANCE SUPPLY	$764.47	
			VEH MAINTENANCE SUPPLY	$82.12	
			VEH MAINTENANCE SUPPLY	$332.65	
187528	621-7501-551.21-07	S & J AUTOMOTIVE LTD	VEHICLE REPAIR	$460.13	$460.13
	621-7501-551.21-08		SERVICE VEHICLE PARTS	$6,126.03	$6,126.03
187568	621-7501-551.31-51	TURFMAKER CORP	VEH MAINTENANCE SUPPLY	$76.24	$76.24
187582	621-7501-551.31-85	ROSS VLIEGER	TOOL REIMBURSEMENT	$129.99	$129.99
187587	621-7501-551.31-51	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	$678.66	$678.66

Total Division:	$15,602.88
Total Department:	$15,602.88

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department:	**95**	**Debt Service**			
Division:	**51**				
187312	301-9551-582.60-20	BANK OF NEW YORK MELLON	AGENT FEES/2011 GO BOND	$802.50	$802.50
			Total Division:	**$802.50**	
Division:	**53**				
187312	301-9553-582.60-20	BANK OF NEW YORK MELLON	AGENT FEES/2013 GO BOND	$428.00	$428.00
			Total Division:	**$428.00**	
			Total Department:	**$1,230.50**	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 99		Non Operating			
Division: 1					
187458	515-9901-525.40-92	METROPOLIS COMMERCIAL CONDO ASSN	BLDG RESERVE FUND 8-2014	$1,199.90	$1,199.90
			Total Division:	**$1,199.90**	
			Total Department:	**$1,199.90**	
TOTAL ALL FUNDS:				**$2,934,871.60**	

Item: Presentation by AHML Executive Director Jason Kuhl

Department: Village Manager's Office

Presentation of "One Book, One Village" Community reading event by Arlington Heights Memorial Library Executive Director Jason Kuhl

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Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Amount of Bidder Recommended:

Item: Emergency Repairs to Aerial Ladder Truck

Department: Public Works

BACKGROUND

During a recent certification inspection, it was determined that Fire Department Aerial Ladder Truck #432 needs to have the electronic/hydraulic rotary coupler replaced. This coupler allows the transfer of all electronic and hydraulic signals between the ladder and the truck as the ladder rotates 360 degrees. This critical piece of equipment needs to be put back in service as soon as possible. Staff received the following three quotes for the necessary work:

Global Emergency Products, Aurora IL	$12,027.55
Wirfs Industries Inc., Mchenry IL	$13,054.00
Certified Fleet Services, Elmhurst IL	$19,760.00

Global is the only authorized dealer in the area and Staff has successfully worked with them in the past.

RECOMMENDATION

It is recommended that the Village Board waive competitive bids and approve the proposal from Global Emergency Products for emergency repairs to Aerial Ladder Truck #432 in an amount not to exceed $12,027.55. Funds are available in account 621-7501-551-2107.

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

Item: Contract Award for Elevator Maintenance

Department: Public Works

BACKGROUND

The Village of Arlington Heights owns and operates 15 elevators located in public buildings and parking garages. On August 12, 2014, the Village held a public bid opening for Elevator Maintenance. Six bids were opened and publicly read aloud. The bids ranged from $48,126 to $139,781, with Mid-American Elevator Inc. offering the lowest bid of $48,126 total for all three years of the proposal. The bid tabulation sheet is attached.

This contract is a lump sum bid award, payable in monthly installments for regularly scheduled preventative maintenance. In addition to the preventative maintenance costs, the total amount expended for these services in any fiscal year will include costs to repair equipment as the need arises. The proposal includes an hourly rate for these repairs.

The FY 14 Public Works Operating Budget for Equipment Maintenance Account has $255,000 for various equipment maintenance items which includes this contract. Historically, repair costs have ranged between $2,000 to $21,000 in addition to the preventative maintenance costs.

RECOMMENDATION

It is recommended that the Village Board approve a three-year contract totaling $48,126 for scheduled preventative maintenance and annual repair costs to Mid-American Elevator Inc. of Chicago, IL. Mid-America has been providing this service since 2010 and the Village has been satisfied with their performance.

Item:	Contract Award for Elevator Maintenance
Bid Opening Date:	August 12,2014
Account Numbers:	101-7101-531.21-02
Total Budget for Specific Item:	$255,000
Bid Amount:	$48,126.00 (Three years regular maintenance) plus repair costs

ATTACHMENTS:

Description	**Type**
Elevator Maintenance Bid Tab	Agreement

VILLAGE OF ARLINGTON HEIGHTS
Bid Tabulation Sheet

Elevator Maintenance

The following bids were publicly opened August 12, 2014, at 11:00 a.m., in the Village of Arlington Heights Municipal Building, 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005.

BIDDER:	**Bid Security**	**1st yr.**	**2nd yr.**	**3rd yr**	**Total Bid**
Anderson Elevator Co. Broadview, IL	Yes	$31,680.00	$32,625.00	$33,600.00	$97,905.00
Great Lakes Elevator Park Ridge, IL	Yes	$34,200.00	$35,166.00	$36,282.00	$105,648.00
Mid American Elevator Inc. Chicago, IL	Yes	$15,570.00	$16,038.00	$16,518.00	$48,126.00
Colley Elevator Co. Bensenville, IL	Yes	$25,560.00	$26,326.80	$27,116.59	$79,003.39
Otis Elevator Lombard, IL	Yes	$45,000.00	$46,575.00	$48,206.00	$139,781.00
Suburban Elevator East Dundee, IL	Yes	$22,860.00	$23,545.80	$24,252.30	$70,658.10

Notice: This is a preliminary summary of the bids as they were opened and announced at the bid opening. Bid prices have not been verified and are subject to change in the event mathematical errors are discovered during bid review. Other information contained in this summary is also subject to review.

Item: Resolution - Agreement - School Districts

Department: Legal

BACKGROUND

Recently the Village Board approved the Hickory Kensington Tax Increment Financing District. As part of the public process, a meeting was held on May 7, 2014, by the Joint Review Board, which consists of various taxing districts. One of the requirements of the TIF statute is that for TIF Districts that include residential units, the school districts must be reimbursed by TIF funds for students who live in the TIF and are newly enrolled in either school district. The payment is for residential projects that receive TIF funds, and are annual payments. The required payment amount is basically equal to the average cost to educate students in School District 25 and School District 214 and the statute does have a maximum cap so that no more than 40% of TIF increment funds have to be dispersed to the school districts combined in any one tax year.

As part of the JRB recommendation to approve the TIF, School District 25 proposed that the Village enter into an agreement with the two school districts (25 and 214) which sets forth the mechanics of how these payments will be made. The Village is required to make these payments as a matter of the TIF statute, so this agreement simply sets forth the mechanics of said payments. With or without this agreement, the Village is obligated to make these payments.

The Agreement was approved by School District 25 on July 17, 2014, and School District 214 on August 7, 2014.

Staff supports this agreement as it addresses the request made by the JRB as part of their support for the TIF District. It is also beneficial to the Village to set forth the mechanics so that the Village and School Districts are on the same page regarding this requirement of the TIF statute.

RECOMMENDATION

It is recommended that the Village Board adopt the Resolution Approving an Intergovernmental Agreement with School District 25 and Township High School District 214 regarding the distribution of Tax Increment Financing funds for the Hickory Kensington TIF District.

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Amount of Bidder Recommended:

ATTACHMENTS:

Description	Type
Intergovernmental Agreement - Districts 25 and 214	Resolution
Hickory/Kensington TIF District	Agreement

A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE VILLAGE OF ARLINGTON HEIGHTS, TOWNSHIP HIGH SCHOOL DISTRICT 214, AND ELEMENTARY SCHOOL DISTRICT 25

BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: A certain Intergovernmental Agreement by and between the Village of Arlington Heights, Township High School District 214, and Elementary School District 25, dated August 18, 2014, related to the Hickory/Kensington TIF District, a true and correct copy of which is attached hereto, be and the same is hereby approved.

SECTION TWO: The Village President and Village Clerk are hereby authorized and directed to execute the Intergovernmental Agreement on behalf of the Village of Arlington Heights.

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law and the agreement shall be recorded in the Office of the Recorder of Cook County, Illinois.

AYES:

NAYS:

PASSED AND APPROVED this 18th day of August, 2014.

____
Village President

ATTEST:

____
Village Clerk

AGREEMENTRES: Intergovernmental Agreement – Districts 214 and 25

INTERGOVERNMENTAL AGREEMENT BETWEEN THE VILLAGE OF ARLINGTON HEIGHTS AND HIGH SCHOOL DISTRICT 214 AND ELEMENTARY SCHOOL DISTRICT 25

This Agreement entered into this __ of _____________, 2014 between the Village of Arlington Heights, a municipal corporation ("Village"), and High School District 214 and Elementary School District 25, ("School Districts"). The Village and the School Districts are collectively referred to in the Agreement as the "Parties".

WHEREAS, pursuant to Ordinance Numbers ____________________, adopted ________________, 2014, the Village approved a tax increment development plan and project, designated the tax increment redevelopment project area and adopted tax increment financing relative to the Hickory/Kensington TIF, as legally described on attached Exhibit A ("TIF"); and

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10, authorizes units of local government and school districts to contract or otherwise associate among themselves in any manner not prohibited by law or ordinance; and

WHEREAS, the "Intergovernmental Cooperation Act, "5 ILCS 220/1 et. seq., provides that any power or powers, privileges or authority exercised or which may be exercised by a unit of local government or school district may be exercised and enjoyed jointly with any other units of local government or school districts; and

WHEREAS, the Tax Increment Allocation Redevelopment Act ("TIF Act"), 65 ILCS 5/11-74.4-1 et. seq., authorizes municipalities to enter into contracts necessary to implement or maintain a TIF redevelopment plan or project; and

WHEREAS, the Village and the School Districts have determined that it is in their overall best interests to facilitate redevelopment within the TIF by entering into this Agreement,

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants and agreements contained in this Agreement, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by the Parties, the Parties agree as follows:

1. The preambles set forth above are incorporated by reference as if fully set forth.

2. Under the Act at the time of adoption of the Plan and TIF financing, the Village is obligated to make annual payments to the School Districts to compensate the School Districts for increased costs attributable to assisted housing units located within the redevelopment project area. The Village agrees that, in any fiscal year when there are any real property tax increment revenues available, it will make the statutorily required payments to the School Districts from those tax increment revenues from the Village's Special Tax Allocation Funds as set forth in the following paragraphs for assisted housing units. If no such tax incremental

revenues exist in any fiscal year, the Village shall in no way be obligated to pay any amount of funds to the School Districts in that year.

3. For the School Districts' increased costs attributable to assisted housing units in the Project Area, the Village shall make payments to the School Districts in an amount determined by multiplying the School Districts' increases in attendance resulting from the net increase in new students enrolled in the schools of the School Districts who reside in the Project Area by the most recently available per capita tuition cost as defined in Section 18-8.05 of the Illinois School Code attributable to these added new students pursuant to Section 3(q)(7.5) of the Act, 65 ILCS 5/11-74.4-3(q)(7.5).

4. For the Districts' increased costs attributable to assisted housing units in the Project Area, the School Districts shall transmit to the Village the amount due based on the determinations described in Paragraph 3 by September 30 of each year in which the District has increased costs attributable to assisted housing units in the Project Area. The School Districts shall provide the Village with written documentation of the items listed in Paragraph 3 for the Village's review.

5. For the School Districts' increased costs attributable to assisted housing units in the Project Area, the Village shall make annual payments as calculated below by December 15 unless the Village has not yet received the real property tax increment revenue from Cook County by December 15, in which case the payment date shall be delayed until ten days after the Village receives such payment. Said payments shall be made from the Village's Special Tax Allocation fund, when revenue in that fund is received as result of any housing units constructed in the Project Area. The annual payments shall begin when the School Districts have increased costs attributable to assisted housing units in the Project Area and cease upon termination of the Plan.

6. This Agreement shall be binding upon the Parties and their successors.

7. This Agreement represents the entire Agreement between the School Districts and the Village. No amendment, waiver or modification of any term or condition of this Agreement shall be binding or effective for any purpose unless expressed in writing and adopted by each of the parties as required by law.

8. If any section, subsection, sentence, clause or phrase of this Agreement is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this Agreement.

9. This Agreement shall be effective when approved by the Village Board and the governing boards of each of the School Districts.

10. This Agreement will remain in effect until the dissolution of the TIF.

11. This Agreement shall be executed in a sufficient number of counterparts so that each Party shall receive an original signature copy hereof.

IN WITNESS WHEREOF, the undersigned governmental units have caused this Agreement to be duly executed, by their authorized officials.

ELEMENTARY SCHOOL DISTRICT 25

Date: July 17, 2014

By: ____________________________

Title: BOE President

ATTEST:

____
Secretary

HIGH SCHOOL DISTRICT 214

Date: ____________________________

By: ____________________________

Title: ____________________________

ATTEST:

____
Secretary

VILLAGE OF ARLINGTON HEIGHTS

Date: ____________________________

By: ____________________________

Title: ____________________________

ATTEST:

____
Secretary

9. This Agreement shall be effective when approved by the Village Board and the governing boards of each of the School Districts.

10. This Agreement will remain in effect until the dissolution of the TIF.

11. This Agreement shall be executed in a sufficient number of counterparts so that each Party shall receive an original signature copy hereof.

IN WITNESS WHEREOF, the undersigned governmental units have caused this Agreement to be duly executed, by their authorized officials.

ELEMENTARY SCHOOL DISTRICT 25

Date: ____________________________

By: ______________________________

Title: ____________________________

ATTEST:

____
Secretary

TOWNSHIP HIGH SCHOOL DISTRICT 214

Date: 8/7/14

By: [signature]

Title: Board President

ATTEST:

[signature] Cathy Johnson
Secretary

VILLAGE OF ARLINGTON HEIGHTS

Date: ____________________________

By: ______________________________

Title: ____________________________

ATTEST:

____
Secretary

9. This Agreement shall be effective when approved by the Village Board and the governing boards of each of the School Districts.

10. This Agreement will remain in effect until the dissolution of the TIF.

11. This Agreement shall be executed in a sufficient number of counterparts so that each Party shall receive an original signature copy hereof.

IN WITNESS WHEREOF, the undersigned governmental units have caused this Agreement to be duly executed, by their authorized officials.

ELEMENTARY SCHOOL DISTRICT 25

Date: ____________________________

By: ______________________________

Title: ____________________________

ATTEST:

____
Secretary

TOWNSHIP HIGH SCHOOL DISTRICT 214

Date: ______________________________

By: _______________________________

Title: ______________________________

ATTEST:

____
Secretary

VILLAGE OF ARLINGTON HEIGHTS

Date: ______________________________

By: _______________________________

Title: _____________________________

ATTEST:

____
Secretary

Item: Resolution - Intergovernmental Agreement - Mt. Prospect

Department: Engineering/Legal

BACKGROUND

Discussions between Mount Prospect and Arlington Heights related to pedestrian movements along Central Road at Arthur Avenue and the Bosch driveway resulted in the identification of some needs that could be addressed for the mutual benefit of both communities.

Specifically, neither traffic signalized intersection has the complete pedestrian push buttons and signal heads for people to be able to completely access all four corners of these intersections. Improvements will also include the install of an omitted sidewalk and include complete A.D.A. compliant handicapped ramps at both intersections. The implementation of these upgrades will improve pedestrian movements throughout the area for both municipalities.

The proposed Agreement is for the preparation of the plans and contract documents to provide these changes. Cost Estimates for the monies necessary for this will be forwarded from the consultant, and Staff will then bring the cost proposal back to the Board for consideration and authorization to proceed at that point.

RECOMMENDATION

It is recommended that the Village Board adopt the attached Resolution.

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Intergovernmental Agreement - Mount Prospect	Resolution
Mount Prospect - Central Road, Arthur, Bosch	Agreement

A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE VILLAGES OF ARLINGTON HEIGHTS AND MOUNT PROSPECT

BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: A certain intergovernmental agreement by and between the Villages of Arlington Heights and Mount Prospect, dated August 18, 2014, related to the construction of pedestrian signal safety improvements on Central Road at Arthur Avenue and Bosch Driveway, a true and correct copy of which is attached hereto, be and the same is hereby approved.

SECTION TWO: The Village President and Village Clerk are hereby authorized and directed to execute said intergovernmental agreement on behalf of the Village of Arlington Heights.

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law and the agreement shall be recorded in the Office of the Recorder of Cook County, Illinois.

AYES:

NAYS:

PASSED AND APPROVED this 18th day of August, 2014.

ATTEST: ______________________________ Village President

____
Village Clerk

AGREEMENTRES: Intergovernmental Agreement – Mount Prospect

INTERGOVERNMENTAL AGREEMENT

VILLAGE OF MOUNT PROSPECT	CENTRAL ROAD At Arthur Avenue
VILLAGE OF ARLINGTON HEIGHTS	CENTRAL ROAD At Bosch Driveway

This Intergovernmental Agreement (the "Agreement") is made and entered into by and between the Village of Mount Prospect ("Mount Prospect"), a municipal corporation of the State of Illinois, and the Village of Arlington Heights ("Arlington Heights"), a municipal corporation of the State of Illinois. Mount Prospect and Arlington Heights are sometimes collectively referred to as the "Parties."

RECITALS

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10, authorizes units of local government to contract or otherwise associate among themselves in any manner not prohibited by law or ordinance; and

WHEREAS, the provisions of the Intergovernmental Cooperation Act, (5 ILCS 220/1 *et seq.*), authorize and encourage intergovernmental cooperation; and

WHEREAS, Mount Prospect and Arlington Heights are units of government within the meaning of the Constitution of the State of Illinois, 1970, Article VII, Section 10, having the power and authority to enter into an intergovernmental agreement; and

WHEREAS, in order to ensure the safety of pedestrians and the motoring public, Mount Prospect and Arlington Heights wish to make pedestrian safety improvements at the intersections of Central Road and Arthur Avenue and Central Road and Bosch Driveway; and

WHEREAS, the improvement is described as additional pedestrian signals and appurtenances to provide a complete crossing system at both intersections, sidewalks, Americans with Disabilities Act ("ADA") compliant sidewalk ramps and crosswalk pavement markings (hereinafter called "Project"); and

WHEREAS, Mount Prospect and Arlington Heights, by this instrument, desire to memorialize their respective obligations and responsibilities toward plan development, engineering, construction and funding, as well as future maintenance responsibilities of the completed Project; and

NOW THEREFORE, in consideration of the promises, covenants, terms and conditions set forth in this Agreement, the Parties hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are incorporated into this Agreement as if fully set forth herein.

SECTION 2. TERM AND TERMINATION

This Agreement between Mount Prospect and Arlington Heights shall not become effective unless authorized and executed by authorized representatives of both municipalities. This Agreement is a legal, valid and binding agreement, enforceable against both Mount Prospect and Arlington Heights in accordance with its terms. This Agreement shall terminate upon completion of the Project.

SECTION 3. PROJECT FUNDS

3.1 Mount Prospect's Share of the Project. Mount Prospect's share of the expenses for the Project shall be equal to 33% of the total costs of the Project that consist of design engineering, construction engineering and construction costs and is estimated as $25,740.

3.2 Arlington Heights' Share of the Project. Arlington Heights' share of the expenses for the Project shall be equal to 67% of the total costs of the Project that consist of design engineering, construction engineering and construction costs and is estimated as $52,260.

3.3 Cost Estimates. The Mount Prospect share and the Arlington Heights share are more fully described in the Funding Breakdown for the Project which is incorporated and attached hereto as Exhibit A. The funding Breakdown is only an estimate and does not limit the financial obligations of the parties as described in §§ 3.1 and 3.2, above.

SECTION 4. PROJECT REVIEW AND APPROVAL

The Project will require review and approval from the Illinois Department of Transportation ("IDOT"). A permit from IDOT will be needed prior to construction and such permit will be issued to Mount Prospect as the Lead Agent for the Project.

SECTION 5. ENGINEERING CONSULTANT AND CONTRACTOR

5.1 An engineering consultant will need to be retained for the Project and a contractor will be needed for Project construction.

5.2 The engineering consultant will provide professional services for developing plans and specifications for the Project, incorporating the pedestrian signal timing into the overall traffic signal timing program, obtaining necessary approvals from IDOT, providing a construction cost estimate, assisting with the bid process and providing construction inspection.

5.3 The contractor shall manage the construction activities related to the Project and meet all the requirements set forth by IDOT and Mount Prospect and/or Arlington Heights and included in the engineering plans and specifications.

SECTION 6. MOUNT PROSPECT'S RESPONSIBILITIES

6.1 Mount Prospect as the Lead Agent. Mount Prospect shall act as the Lead Agent for the Project. As the Lead Agent, Mount Prospect will have oversight for the plan development phase of the Project, the bid process and procedures, and the construction phase.

6.2 Engineering Consultant and Contractor. Mount Prospect will secure the engineering consultant and the contractor who shall perform the services described in Section 5 above, with the input and concurrence of Arlington Heights. Mount Prospect shall have the sole expense for the costs of any Request for Proposals ("RFP") and/or bidding processes required to secure the services of the engineering consultant and the contractor for the Project.

6.3 Design Engineering. Mount Prospect shall conduct design engineering and prepare the Project construction plans, specifications, estimates and contract documents, with the input and concurrence of Arlington Heights, and obtain the necessary approvals, including from IDOT.

6.4 Payment of Engineering Consultant and Contractor. Mount Prospect shall pay the engineering consultant and the Project contractor directly.

6.5 Construction. Mount Prospect shall provide construction engineering and ensure that the Project is built in accordance with approved design plans, specifications and a construction contract.

6.6 Equipment. All pedestrian signal equipment shall be of the type and brand that is acceptable to IDOT. Mount Prospect shall be responsible for securing IDOT approval for the pedestrian signal equipment. One copy of all approved catalog cuts shall be furnished to IDOT prior to installation.

6.7 As-Built Drawings. Mount Prospect shall furnish IDOT as-built construction drawings prior to the Final Inspection of the Project.

6.8 Invoicing and Reimbursement. Mount Prospect shall invoice Arlington Heights and seek reimbursement for its share of the expense for the Project design engineering, construction engineering and construction.

6.10 Public Notification of the Project. Mount Prospect and Arlington Heights shall each coordinate and control public notification of the Project scope, timing and duration for its community through methods of communication such as village newsletters, websites, etc.

SECTION 7. ARLINGTON HEIGHTS' RESPONSIBILITIES

7.1 Engineering Consultant. Arlington Heights shall provide input with the selection of the engineering consultant who will perform the duties described in Section 5, above.

7.2 Plan Development. Arlington Heights shall provide input with all decisions pertaining to the development of Project plans.

7.3 Project Construction. Arlington Heights shall provide input with all decisions pertaining to Project construction.

7.4 Bid Process. Arlington Heights shall provide input with all decisions pertaining to bid process for the Project.

7.5 Final Inspection. Arlington Heights shall participate in the Final Inspection of the Project once construction is completed.

7.6 Payments to Mount Prospect. Mount Prospect shall pay the costs for Project design engineering, construction engineering and construction directly. Mount Prospect shall send Arlington Heights an invoice for its share of the Project costs within 90 days of completion of the three phases: design engineering, construction engineering, and construction. Arlington Heights shall pay Mount Prospect within 90 days after receipt of said invoices from Mount Prospect.

SECTION 8. MAINTENANCE

8.1 Ownership of Traffic Signals at the Intersections. IDOT owns the traffic signals at the intersections of Central Road and Arthur Avenue and Central Road and Bosch Driveway, including pedestrian signals and it shall own the pedestrian signals installed as part of the Project.

8.2 Maintenance at the Central Road and Arthur Avenue Intersection. IDOT oversees maintenance of the traffic signals, including the pedestrian signals, at the Central Road and Arthur Avenue intersection and pays 100% of the maintenance costs. This arrangement shall continue with regard to the pedestrian signals that are part of the Project.

8.3 Maintenance at the Central Road and Bosch Driveway Intersection. IDOT oversees maintenance of the traffic signals, including the pedestrian signals, at the Central Road and Bosch Driveway intersection and Mount Prospect reimburses IDOT 100% of the maintenance costs on a quarterly basis. This arrangement shall continue with regard to the pedestrian signals that are part of the Project.

SECTION 9. INDEMNIFICATION AND INSURANCE

Indemnification and Insurance. The maintenance of the traffic signals, including those installed as part of the Project, shall be conducted by IDOT pursuant to an existing agreement between the Parties and IDOT for ongoing maintenance of designated intersections in Mount Prospect and Arlington Heights over which IDOT has jurisdiction. All applicable indemnification and insurance provisions set forth in the current existing maintenance agreement(s) between IDOT and Mount Prospect and Arlington Heights shall be in full force and effect with regard to the maintenance of the traffic signals, including those installed as part of the Project, at the intersections of Central Road and Arthur Avenue and Central Road and Bosch Driveway.

SECTION 10. GENERAL PROVISIONS

10.1 Governing Law and Venue. This Agreement shall be interpreted under, and governed by, the laws of the State of Illinois, without regard to conflicts of laws principles. Any claim, suit, action, or proceeding brought in connection with this Agreement shall be in the Circuit Court of Cook County and each Party hereby irrevocably consents to the personal and subject matter jurisdiction of such court an waives any claim that such court does not constitute a convenient and appropriate venue for such claims, suits, actions or proceedings.

10.2 Default. Mount Prospect shall be in default hereunder in the event of a material breach by Mount Prospect of any term or condition of this Agreement including, but not limited to, a representation or warranty, where Mount Prospect has failed to cure such breach within 30 days after written notice of breach is given to Mount Prospect by Arlington Heights, setting forth the nature of such breach. Failure of Arlington Heights to give written notice of breach to Mount Prospect shall not be deemed to be a waiver of Arlington Heights' right to assert such breach at a later time. Upon default by Mount Prospect, Arlington Heights shall be entitled to exercise all available remedies at law and in equity, including but not limited to termination of this Agreement upon 30 days' notice to Mount Prospect.

Arlington Heights shall be in default hereunder in the event of a material breach by Arlington Heights of any term or condition of this Agreement including, but not limited to, a representation or warranty, where Arlington Heights has failed to cure such breach within 30 days after written notice of breach is given to Arlington Heights by Mount Prospect, setting forth the nature of such breach. Upon default by Arlington Heights, Mount Prospect shall be entitled to exercise all available remedies at law and in equity, including but not limited to termination of this Agreement upon 30 days' notice to Arlington Heights.

10.3 Modification. This Agreement may not be altered, modified or amended except by a written instrument signed by both Parties. Provided, however, the Parties agree that provisions required to be inserted in this Agreement by laws, ordinances, rules, regulations or executive orders are deemed inserted whether or not they appear in this

Agreement and that in no event will the failure to insert such provisions prevent the enforcement of this Agreement.

10.4 Binding Successors. Mount Prospect and Arlington Heights agree that their respective successors and assigns shall be bound by the terms of this Agreement.

10.5 Force Majeure. Neither Mount Prospect nor Arlington Heights shall be liable for failing to fulfill any obligation under this Agreement to the extent any such failure is caused by any event beyond such Party's control and which event is not caused by such Party's fault or negligence. Such events shall include, but not be limited to, acts of God, acts of war, fires, lightning, floods, epidemics or riots.

10.6 Notices. Unless otherwise specified, any notice, demand or request required under this Agreement must be given in writing at the addresses set forth below by any of the following means: personal service, overnight courier or first class mail.

TO THE VILLAGE OF MOUNT PROSPECT

Mr. Sean Dorsey
Director of Public Works
Village of Mount Prospect
1700 West Central Road
Mount Prospect, Illinois 60056

TO THE VILLAGE OF ARLINGTON HEIGHTS

Mr. James Massarelli
Director of Engineering
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

10.7 Entire Agreement. This Agreement constitutes the entire agreement between Mount Prospect and Arlington Heights, merges all discussion between them and supersedes and replaces any and every other prior or contemporaneous agreement, negotiation, understanding, commitments and writing with respect to such subject matter hereof.

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the last date of execution set forth below.

VILLAGE OF MOUNT PROSPECT	**VILLAGE OF ARLINGTON HEIGHTS**
By:__________________________ **Mayor**	**By:**__________________________ **Village President**
Date:________________________	**Date:**________________________
Attest:	**Attest:**
__________________________ **Village Clerk**	__________________________ **Village Clerk**

Exhibit A

Central-Arthur & Central-Bosch Pedestrian Signal Project
Preliminary Cost Estimate

	Item Description	Unit	Quantity	Cost Estimate Unit Cost	Cost Estimate Total Cost
1.	Pedestrian Signal Head with Countdown Timer (16" x 18"), LED, 1-Face, BM	EA	3	$700.00	$2,100.00
2.	Pedestrian Signal Head with Countdown Timer (16" x 18"), LED, 2-Face, BM	EA	3	$1,400.00	$4,200.00
3.	Pedestrian Signal Push Button Assembly	EA	10	$500.00	$5,000.00
4.	Remove Pedestrian Signal Equipment	EA	1	$200.00	$200.00
5.	Pedestrian Push Button Post	EA	1	$1,000.00	$1,000.00
6.	Galvanized Traffic Signal Post, 16'	EA	1	$2,000.00	$2,000.00
7.	Remove & Replace Concrete Curb & Gutter	LF	120	$20.00	$2,400.00
8.	Concrete Sidewalk, 5"	SF	620	$12.00	$7,440.00
9.	Detectable Warnings	SF	96	$40.00	$3,840.00
10.	Concrete Foundation, Type A	EA	2	$1,500.00	$3,000.00
11.	Underground Conduit & Cable Work	LSUM	1	$2,500.00	$2,500.00
12.	Pavement Markings	LSUM	1	$3,000.00	$3,000.00
13.	Modify Existing Controller Cabinet	EA	2	$1,200.00	$2,400.00
14.	Traffic Control and Protection	LSUM	1	$4,000.00	$4,000.00
15.	Maintenance of Existing Traffic Signal System	EA	2	$1,000.00	$2,000.00

ESTIMATED TOTAL COST	$45,080.00
CONTINGENCY	$6,920.00
ESTIMATED TOTAL COST W/ CONTINGENCY	$52,000.00

	MOUNT PROSPECT (1/3)	ARLINGTON HEIGHTS (2/3)	TOTAL
DESIGN ENGINEERING (30%)	$5,148.00	$10,452.00	$15,600.00
CONSTRUCTION ENGINEERING (20%)	$3,432.00	$6,968.00	$10,400.00
CONSTRUCTION	$17,160.00	$34,840.00	$52,000.00
TOTAL	$25,740.00	$52,260.00	$78,000.00

Item: Ordinance - Variations from Ch. 28 - Orchard Evangelical Free Church

Department: Planning/Legal

An Ordinance Approving Variations from Chapter 28 of the Arlington Heights Municipal Code
(Orchard Evangelical Free Church, 1330 N. Douglas Avenue, parking lot improvements)

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

ATTACHMENTS:

Description	Type
Variations - Orchard Evangelical Free Church	Ordinance

AN ORDINANCE GRANTING
CERTAIN VARIATIONS FROM CHAPTER 28 OF
THE ARLINGTON HEIGHTS MUNICIPAL CODE

WHEREAS, on July 23, 2014, the Plan Commission of the Village of Arlington Heights, in Petition Number 14-014, conducted a public hearing on a request for certain variations from Chapter 28 of the Arlington Heights Municipal Code for the property located at 1330 North Douglas Avenue, Arlington Heights, Illinois; and

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights have considered the report and recommendation of the Plan Commission and have determined that authorizing and granting said request, subject to certain conditions hereinafter described, is in the best interest of the Village,

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That certain variations from Chapter 28 of the Arlington Heights Municipal Code for the property legally described as:

> The North 264 feet of Lot 28 in Allison's Addition to Arlington Heights, a subdivision of the Southwest quarter of Section 20, Township 42 North, Range 11, East of the Third Principal Meridian (except the West half of the Southwest quarter thereof, and the South 4 acres of the East half of the Southwest quarter thereof) recorded October 19, 1906 as Document No. 3941663, in Cook County, Illinois.
>
> Lots 1, 2, 3 and 4 in Gia's Resubdivision of the South 66 feet of Lot 28 (except the East 33 feet and the West 33 feet thereof) and the North half of Lot 30 (except the East 33 feet and the West 33 feet thereof) all in Allison's Addition to Arlington Heights in Section 20, Township 40 North, Range 11, East of the Third Principal Meridian, according to the plat recorded January 25, 1974 as Document No. 22606349, in Cook County, Illinois.

Lots, 1,2 3 and 4 in Le-Man's Subdivision, a resubdivision of the South half of Lot 30 in Allison's Addition to Arlington Heights, a subdivision of the Southwest quarter of Section 20, Township 42 North, Range 11, East of the Third Principal Meridian (except the West half of the Southwest quarter thereof, and the South 4 acres of the East half of the Southwest quarter thereof, in Cook County, Illinois.

P.I.N.'s: 03-20-304-003 through -005; 03-20-304-016 through -025; 03-20-311-001 through -003; 03-20-312-001

commonly known as 1330 North Douglas Avenue, Arlington Heights, Illinois, are hereby granted as follows:

1. A variation from Section 6.15-1.2, New Landscaping Requirements, from the requirement to provide landscaped islands at the end of all rows of car stalls.

2. A variation from Section 11.2-8, Horizontal Width of Drive Aisles, to allow a reduction to the required two-way drive aisle from 24 feet to 22 feet.

SECTION TWO: Approval of the variations approved in this Ordinance shall be in substantial compliance with the following plans:

Site Plan, prepared by Webster, McGrath & Ahlberg, dated March 14, 2014 with revisions through July 16, 2014, consisting of one sheet; and

Landscape Plan, prepared by Brickman, dated June 12, 2014 with revisions through July 18, 2014,

copies of which are on file with the Village Clerk and available for public inspection.

SECTION THREE: That the variations from Chapter 28 of the Arlington Heights Municipal Code granted by this Ordinance, are subject to the following conditions, to which the Petitioner has agreed:

1. In the Douglas Avenue parking lot, crosswalk striping shall be installed in the drive aisle between the building and the parking stalls. The Petitioner shall work with the Village to determine the exact area to be striped. In addition, in lieu of islands at the ends of the aisles, the space where the islands would go must be striped. Should the Village decide, in the next five years, that, for safety reasons, three landscaped islands should be installed at the west end of the lot, it will notify the Petitioner. The Petitioner shall then have three months to install the island.

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, Serviceberry, Sumac, Miss Kim Lilac and Barberry.

3. The Petitioner shall provide a six foot tall screen for Lot 5 (of Gia's Resubdivision) as required by Village Code, either by relocating the existing fence south of 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 located to the south.

4. All dead landscaping on the site shall be replaced.

5. The Petitioner shall comply with all Federal, State and Village codes, regulations, and policies.

SECTION FOUR: This Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law and shall be recorded by the Village Clerk in the Office of the Recorder of Cook County, Illinois.

AYES:

NAYS:

PASSED AND APPROVED this 18th day of August, 2014.

____
Village President

ATTEST:

____
Village Clerk

PUD:OrchardEvangelicalFreeChurch

Item: Parkview Apartments - 212 N. Dunton Ave. - PC14-013

Department: Planning & Community Development

REQUESTED ACTION

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.

VARIATIONS REQUIRED

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 setback (west), 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;

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".

RECOMMENDATION

A public hearing was held by the Plan Commission on August 13, 2014 where Commissioner Warskow moved and Commissioner Sigalos seconded:

A motion to recommend approval 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, subject to the following:

General Conditions:

1. This approval shall include the 1,254 square feet of commercial space located on 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 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 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 AM to 3:00 PM, Monday through Saturday with no deliveries on Sunday; and the residential, 7:00 AM to 6:00 PM, Monday through Friday and 9:00 AM to 2:00 PM 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 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, etc., 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.

Roll Call Vote: Commissioner Warskow, Sigalos, Green, Jensen and

Chairman Lorenzini voted in favor. Commissioner Green had a comment. Commissioner Cherwin voted against, with a comment. Motion carried.

Commissioner Green comment:
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.

Commissioner Cherwin comment:
I would just say, you know, I generally would support the project going forward. My biggest hang-up 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.

Bid Section

Item:
Bid Opening Date:
Account Numbers:
Total Budget for Specific Item:
Bid Amount:

ATTACHMENTS:

Description	**Type**
Staff Memo 8-08-14	Report
PC Staff Report 7-09-14	Report
PC Minutes 8/13/14 DRAFT	Minutes
PC Minutes 7-09-14	Minutes
Revised Plans	Exhibits
Petitioner Response to Issues	Correspondence
Traffic & Parking Evaluation REVISED	Correspondence
Housing Commission Minutes 8-05-14_DRAFT	Minutes
Housing Commission Report REVISED 8-05-14	Correspondence
Petitioner Statement for Housing Commission	Correspondence

Petitioner Letter	Correspondence
DC Staff Report	Report
DC Minutes	Minutes
Housing Commission Report 7-01-14	Report
Market Study	Correspondence
Housing Commission Minutes - 7-01-14	Minutes
Floor Plan	Exhibits
Letter of Support 7-09-14	Correspondence
Letter of Support 7-15-14	Correspondence
PC Timeline Tracker	Correspondence

MEMORANDUM

To: Chairman Lorenzini and Members of the Plan Commission

From: Latika Bhide, Development Planner

Date: August 8, 2014

Re: Parkview Apartments; PC #14-013, Continued Public Hearing August 13, 2014

On July 9, 2014, the petitioner Parkview Dunton LLC, appeared before the Plan Commission to seek approval of 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 54 interior parking spaces. Several issues were discussed at the Plan Commission meeting. The Commission continued the request to the August 13 meeting to allow the petitioner to address these issues prior to making a recommendation to the Village Board.

In response to the comments at the July 9 meeting, the petitioner has modified their plans to place mechanicals underground, thus creating six additional parking spaces at grade for guests and increasing the total on-site parking for the project to 60 spaces. In addition, Staff has agreed to make available an additional 15 spaces for residents in the Vail parking garage. The revised plans are attached. Additionally, KLOA, the traffic consultants for the project have provided an updated parking evaluation. A copy of the report is enclosed.

Below is a summary of the significant issues that were discussed at the Plan Commission meeting:

- <u>Additional Commercial Space:</u> Approximately 1254 square feet of commercial space has been provided within this project. The developer and Village Staff are in agreement to provide 1,254 square feet commercial space. At the Plan Commission meeting there was discussion regarding the viability of this commercial space. For the Commissions reference, Staff completed an analysis of Downtown spaces in July 2014. There are currently 187 first-floor spaces in the B-5 zoning district, encompassing an estimated total of 481,205 square feet. Of these 187 spaces, 80 spaces range from 300 square feet to 1300 square feet or smaller totaling an estimated 68,996 square feet. The petitioner has also indicated that they are working with a retail advisor who has confirmed that the commercial space provided in this development is appropriate for a number of potential users.

  Note: The petitioner has provided an alternative to the plan that eliminates the retail space and replaces it with three additional parking spaces; although given the additional 6 spaces that have been provided on-site and the 15 spaces in the Vail garage, it is not necessary to provide 3 additional spaces.

- <u>Parking:</u> Per Chapter 28, Zoning Regulations, based on the bedroom mix, 54 parking spaces are required for this development. The original plan as proposed had a total of 54 parking spaces, thereby meeting code. However, there was discussion at the Plan Commission meeting regarding the adequacy of the number of parking spaces provided for the residents as well as the lack of guest parking spaces. To address these concerns, the petitioner redesigned the project to locate mechanicals underground, thus creating six guest parking spaces at grade and increasing the total parking for the project to 60 spaces. The petitioner has also committed one of its parking spaces to a car share company to be used by all residents of the project. Guest parking can be accommodated within the development with the added parking and in the Village's Vail and Evergreen garages per the overnight guest permit. Daytime guest/patron parking is available via the on-street parking (two-hour parking) and on the first floor of the North parking garage (four-hour parking). Over 100 parking spaces (both two-hour and four-hour parking) are provided within one to two blocks of the development. In addition, the Village shall make available, if necessary, up to 15 parking permits within the Vail garage for residents of this development. The petitioner's traffic consultant, KLOA, has provided an updated report (attached) and conclude that given the transit oriented characteristic of this development, the provided parking spaces will meet the peak demand of the residents of this development.

- Loading for move-ins and deliveries: After the initial move-ins, the development is anticipated to have five to six move-in/move-outs per year. The petitioner has indicated that these activities are scheduled and coordinated with the building management. Loading for move-ins and move-outs can happen by blocking off on-street parking spaces with cones with prior approval of staff.

- Information on costs to dig deeper for more parking: The petitioner has indicated that adding a full basement to the proposed development would add an additional estimated $1.8 million to the project cost. This does not include any premium for contaminated soils beyond the current budget. The petitioner has indicated that the project cannot absorb these additional costs. However, as indicated, a partial basement for mechanicals will be provided.

- Information on future requirements of the IEPA: The petitioner has indicated that the site is subject to a No Further Remediation (NFR) letter issued by the Illinois Environmental Protection Agency (IEPA) after appropriate cleanup and encapsulation activity. They have also indicated that they will be working with an environmental consultant to ensure that the conditions of the existing NFR and any environmental issues that arise in connection with the development are addressed in full compliance with IEPA standards and regulations

RECOMMENDATION

The Staff Development Committee has reviewed the Petitioner's request and recommends approval of the 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, subject to the following:

General Conditions:

1. This approval shall include the 1,254 square feet of commercial space located on 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 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 AM to 3:00 PM, Monday through Saturday with no deliveries on Sunday; and the residential, 7:00 AM to 6:00 PM, Monday through Friday and 9:00 AM to 2:00 PM 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 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, etc., 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.

STAFF DEVELOPMENT COMMITTEE REPORT

To:	Plan Commission
Prepared By:	Latika Bhide, Development Planner
Meeting Date:	July 9, 2014
Date Prepared:	July 3, 2014
Project Title:	Parkview Apartments
Address:	212 N. Dunton Ave.

BACKGROUND INFORMATION

Petitioner:	Parkview Dunton LLC
Address:	900 W. Jackson, 2W Chicago, IL 60607

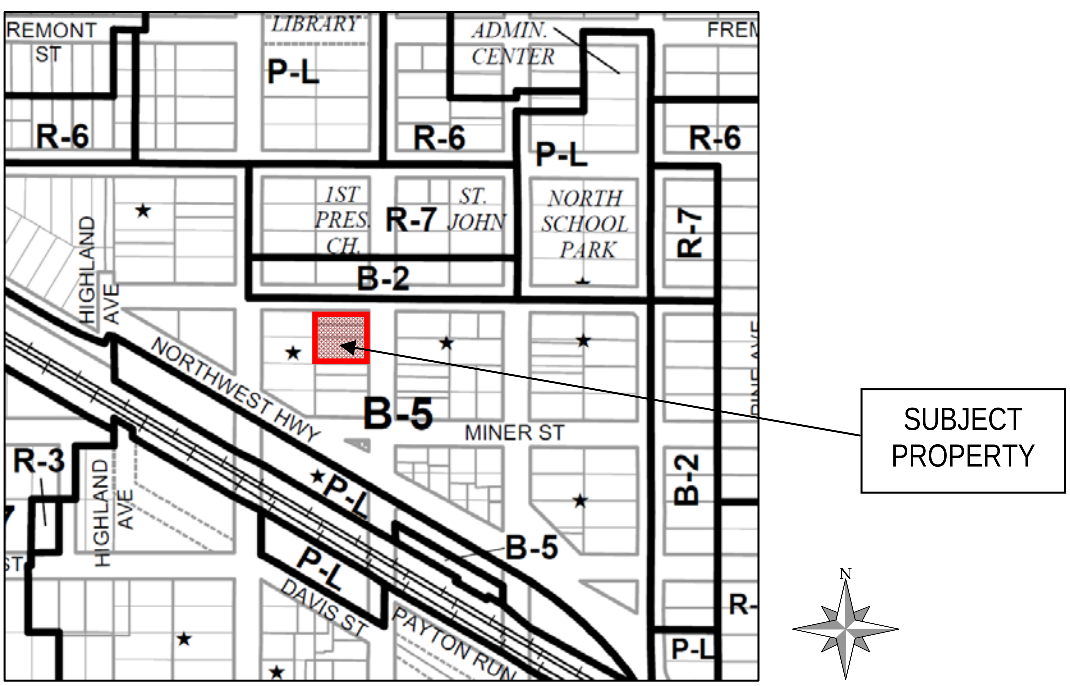
Existing Zoning: B-5, Downtown Business

Requested Action:

- 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 54 interior parking spaces.

Variations Required:

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 setback (west), 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;
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".



Surrounding Land Uses

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2, General Business District	Religious Institution	Government
South	B-5, Central Business District	Commercial	Mixed Use
East	B-5, Central Business District	Multi-Family Residential	Mixed Use
West	B-5, Central Business District	Multi-Family Residential	Mixed Use

Summary:

The subject site, which is currently zoned B-5, Central Business District, consists of three land parcels that have a combined area of approximately 0.4 acres (17,424 square feet). The proposed action, if approved, would allow the petitioner, Parkview Dunton LLC, to redevelop the site with a mixed-use residential/commercial development. The plan as proposed would include a total of 45 dwelling units (16 one-bedroom, 24 two-bedroom, 5 three-bedroom) that would be located on floors three through seven as well as approximately 1,254 square feet of leasable commercial space on the first floor. Parking is located on the first and second floors. The proposed commercial space would encompass the northeast corner of the building with frontage along Dunton Avenue and Eastman Street. Access to the garage would be provided in two locations, one each on Dunton and Eastman.

The following chart provides a breakdown of the proposed development versus the previous development that received Preliminary PUD approval in 2007:

Table I: Development Characteristics

	CURRENT PROPOSAL	PREVIOUS PLAN
Floors	7	8
Dwelling Units	45 rental	49 condo
Parking	54	75
Commercial Space	1,254 SF	3,778 SF
Variations Chapter 28	South Setback; West Setback; Loading Space; Drive Aisle Width.	South Setback; West Setback; Density.

Plat and Subdivision Committee

The Committee met on May 14, 2014 to discuss this project. The Committee was generally supportive of the request but advised that additional commercial space and on-site parking should be explored. A copy of the minutes has been included in the Plan Commission packet.

Neighborhood Meeting Summary

The Petitioner held a neighborhood on May 20, 2014 to discuss the project with area residents. Approximately 30 people attended the meeting. Several items were discussed including the building material, building height, setbacks and parking. Other issues discussed included impact of any excavation, construction noise and mess, project cost, impact on the value of surrounding properties, etc. The Petitioner felt that development team answered the questions to the satisfaction of the attendees.

Zoning and Comprehensive Plan

A Preliminary Planned Unit Development for this property was approved previously by the Village Board in 2007, however that PUD has since expired. This plan has many similarities in terms of massing, architecture, and density, but it does vary from the previous plan in that this is a rental apartment building with less parking and less commercial square footage. The previous development was proposed to have two levels of underground parking, retail space on the first floor and residential units on floors two through eight.

The petitioner has indicated that 19 units in this development will be available at affordable rates, consistent with Village Policy. To confirm the correct zoning classification for this project, staff asked the petitioner to verify that this project would be a mixed-income, mixed-use apartment development and not an Institutional development. The petitioner verified in writing that the project is proposed as a mixed-income, mixed-use apartment development. During the Housing Commission meeting on July 1, 2014, the petitioner stated that they will have “on-site managers”. As a result, staff has requested detailed clarification from the developer regarding how many on-site managers will be present, where they will be located, the hours they will be present and what services would be provided?

For the Commission’s reference, the terms ‘Apartment’ and ‘Residential Institution’ as defined in the Zoning Ordinance are listed below:

Apartment: A room or suite of rooms in a multiple-family structure, which is arranged, designed, used or intended to be used as a single housekeeping unit. Complete kitchen and bathroom facilities, permanently installed, must always be included for each apartment.

Institution, Residential: A housing facility owned, supervised, managed or controlled by an organization that qualifies as “institutional-non-residential.” Such housing facility shall be used for dwelling purposes only and be limited to members of, or persons under the supervision or control of the institutional organization such as, but not limited to elderly, students, clergy, disabled, etc.

Two variations are being sought for the south and west setbacks, and a third variation is being sought for drive aisle width. The setback variations are substantially similar to the previous approval with the exception of the expansion of the second floor in the current plan. The residential units for the previous development were located on floors two through eight. Therefore, greater setbacks of 24’-11” on the south side and 24’ on the west side were provided for the earlier development starting on the second floor. The petitioner must provide written justification for each variation based on the hardship criteria that is outlined in the Village’s Zoning Ordinance, more specifically:

- 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.
- The plight of the owner is due to unique circumstances.
- The variation, if granted, will not alter the essential character of the locality.

The proposed action is consistent with the goals and objectives of the Village’s Comprehensive Plan, which designates the subject site as Mixed Use, as well as the Downtown Master Plan, which was approved by the Village Board in January 2007.

Building Design

The project was reviewed by the Design Commission on May 27, 2014. Overall, the design is a very nice traditional composition with good massing and rich materials and in keeping with the Design Guidelines. The petitioner has incorporated architectural details which fit in nicely with the Downtown environment. Massing has been addressed by providing context appropriate setbacks along the south and west property lines. The proposed palette of exterior materials is rich and nicely coordinated. The Commission recommended the use of a darker mortar color in the brick sections

Density

The plan as proposed offers a variety of different size dwelling units and interior layouts, which adds to the uniqueness and character of the development. According to the Village's Zoning Ordinance the maximum number of units allowed is based on the bedroom mix and the size of the property. Based on the Petitioner's bedroom mix, which consists of 16 one-bedroom units, 24 two-bedroom units and 5 three-bedroom units, a lot area of 16,900 square feet is required in the B-5, Central Business District. The lot size of the proposed development is 17,424 square feet.

Building Height

The code allows a maximum 90-foot building height. The proposed height of this project is 88’ 8”. In addition to meeting code for height, the upper levels 3 to 7 are setback some 25 feet from the west and from the south lot lines, thus providing open space between the proposed building and 201 N. Vail to the west.

Building Setbacks
With respect to the yards, there is no required setback from the front (north and east) property lines. However, the Petitioner is seeking the following variation from the required side yard (south) setback:

- A Variation from Chapter 28, Section 5.1-14.6, Required Minimum Yards, to allow a reduction to the required side yard (south) setback from 39.6 feet to 1’3”.

Downtown developments need to provide a combined side yard setback that is not less than 30 feet or less than 30% of the average width of the lot, whichever is greater. The linear frontage for the entire site is 132 feet along Eastman Street and 132 feet along Dunton Avenue. Therefore, the side yard setback requirement is 39.6 feet from the south property line. The proposed development does not have any windows or openings on the first two levels of the south façade. Any future development on the property to the south will be required to comply with exterior wall fire rating, opening protection, etc. as stipulated in the Building and Fire Codes. Staff does not object to this variation as the upper levels 3 to 7 are setback 24’ 9”. However the petitioner shall respond to the variation criteria to justify said variation.

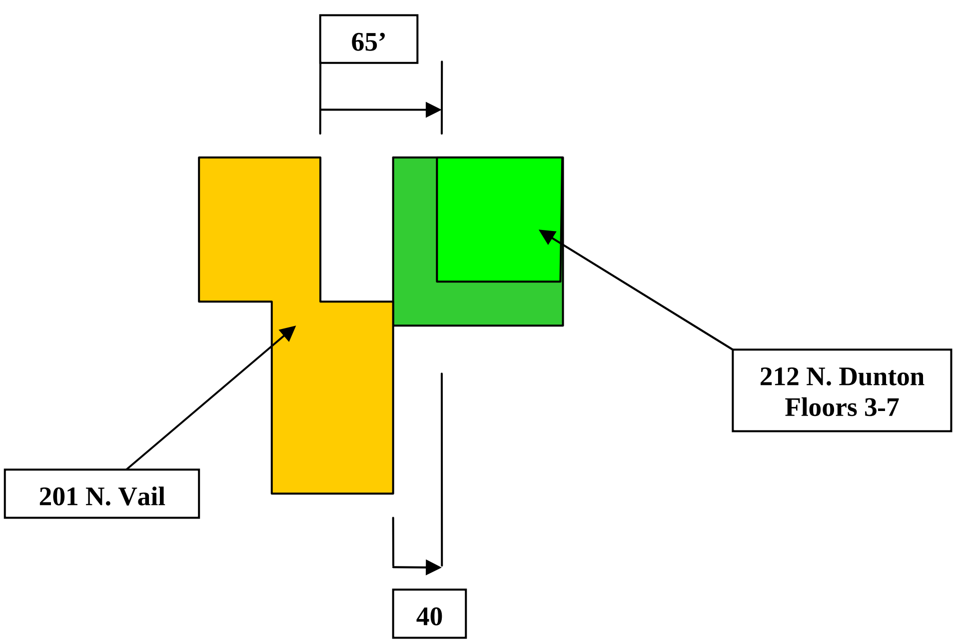
The proposed upper level residential (as measured at the southwest corner of the building) will be approximately 40 feet from the nearest corner of the 201 N. Vail Building. When compared to other developments in the Downtown, the Village Green on Vail Avenue building is approximately 39 feet at its closest point from the adjacent Village Green-Campbell Courte Building.

In addition to the side yard setback, the Petitioner is also seeking the following variation to the rear yard setback:

- 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 feet to 25’4”.

Downtown developments are required to provide a rear yard setback for residential uses located above the first floor that is no less than 30 feet in depth, which would be the required setback from the west property line. Pursuant to the site development plans, the proposed setback for floors 3 – 7 is 25’ 4”. Staff does not object to this variation as the proposed upper level residential setback along the west property line would provide a building separation of approximately 65 feet from the adjacent 201 N. Vail Avenue Building. As previously mentioned, other high quality developments in the Downtown, such as the Village Green Development, have less separation than what is currently being provided by the Parkview development. The petitioner must provide a response to the variation criteria in order to justify the variation.

Setback Diagram: Relationship of Proposed Building to 201 N. Vail



Drive Aisles
The interior drive aisles are less than the required 24 feet, thus the following variation is required:

- 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 feet to 20' 2".

The petitioner shall respond to the variation criteria to justify said variation.

Commercial Tenant Space
The petitioner has provided 1,254-square-foot commercial space at the corner of Dunton and Eastman, which is significantly less than the previous development plan, which was 3,778 square feet. Providing viable commercial/retail space on the north side of the Downtown is necessary in order to maintain retail continuity as well as to expand the economic base of the Downtown. Further, it is important to eliminate a dead zone in the retail street fabric. Staff as well as the Plat and Subdivision Committee recommended to the petitioner that the proposed commercial space should be expanded by reconfiguring the first floor parking. Since the parking provided is exactly at code, additional parking could be provided by moving some of the mechanical space to a basement level.

The petitioner has indicated that in order to maintain appropriate construction costs, which will facilitate reasonable rents and a large affordable component - all construction means and methods must be justified. Because of the previous contamination on this site, the addition of a basement for mechanical equipment would add additional costs and concerns including soil conditions, underpinning for neighborhood building structures, and required additional stairs and elevators. Additionally, the petitioner feels that the proposed retail fulfills the goal of bringing life to this corner, without unduly compromising the financial viability and affordable component of the project.

Staff recommends that the petitioner should continue to explore ways to expand the commercial space. Petitioner should explore the possibility of expanding the commercial space westward and possibly locating portions of the utilities sub-grade in the south-west corner of the building to compensate for the four parking spaces that must be relocated.

<u>Site Related Issues</u>
The key site related issues identified include storm water detention, the burying of overhead utilities, loading requirements, and construction staging and phasing.

Storm Water Detention
The Petitioner shall pay a fee in lieu of on-site detention pursuant to the standards established by the Village of Arlington Heights. Paying a fee in lieu of on-site detention is typical of Downtown developments.

Utilities
There are seven overhead utility poles in the rear (west) yard that are located on and off site between the subject site and adjacent property (201 N. Vail Avenue) to the west. The Petitioner shall bury the overhead utilities, however this may require obtaining approval from the ownership of the 201 N. Vail Avenue Building before any of the off-site utilities can be buried. This must also be coordinated with Com Ed. In addition, all generators, transformers, switch gears, gas and electric meters, etc. be fully screened.

Loading Requirements
The proposed development is required to provide one, 10 foot by 35 foot loading berth. Since a dedicated loading berth is not proposed, the following variation is required:

- A variation from Chapter 28, Section 11.7, Schedule of Loading Requirements, to waive the required loading berth for the development.

The Staff Development Committee supports the aforementioned variation for the following reasons: 1) delivery vehicles and residential move-ins can use Eastman Street; and 2) given the size of the commercial space the number of deliveries will be minimal. However, consistent with the previous approval for this property and as has been done with other developments in the

Downtown, such as Metro Lofts and Metropolis, the Staff Development Committee would recommend that delivery/loading operations shall be restricted as follows: *Retail stores*, 7:00 AM to 3:00 PM, Monday through Saturday with no deliveries on Sunday; and the residential, 7:00 AM to 6:00 PM, Monday through Friday and 9:00 AM to 2:00 PM on Saturday with no deliveries on Sunday.

Construction Staging and Phasing
The Petitioner has provided a preliminary construction staging plan. A final staging plan must be provided with the Final PUD submittal. The petitioner expects construction to commence in early 2015 after permits are issued and expects the construction to last approximately 12 months.

Environmental Remediation
The Village assisted the property owner with certain costs associated with the remediation which took place in 2009/10. A focused 'No Further Remediation' letter was issued by the IEPA; however any future development of the site will require compliance with the terms of the NFR letter. The petitioner shall provide an analysis of any constraints and what will be required to be submitted to the IEPA in order to construct the proposed building.

Traffic and Parking
A traffic and parking evaluation which updated the previous study provided based on the previous plan was completed by KLOA provided as part of this application.

Parking
The proposed development requires a total of 54 spaces. The plan as proposed has a total of 54 parking spaces, thereby meeting code.

Table II: Parking Summary

Parkview Condominiums			
	Square Area / # of Dwelling Units	Parking Required	Parking Proposed
Retail space	1,254 SF	0 Spaces	0 Spaces
1 Bedroom Units	16 units	16 Spaces (1.00/unit)	54 Spaces (1.2 /unit)
2 Bedroom Units 3 Bedroom Units	24 units 5 units	30 Spaces (1.25/unit) 8 Spaces (1.5/unit)	
TOTAL	45 units	54 Spaces	54 Spaces
Surplus (Deficit)		*0 spaces*	
Average Spaces/Unit: 1.2			

Parking for the retail customers is available on street or within the Village garage, which is located at the northwest corner of Arlington Heights Road and Miner Street. Future merchants/tenants will need to procure permits, if available, from the Village for employee parking within a public parking garage. Day-time parking for employees should be accommodated within the development. The proposal does not include any guest parking. KLOA has indicated that that though there are no formal guidelines on guest parking, the general rule is 10% of total parking demand, which translates to 5 guest spaces for this development. Since the North Garage is at capacity for overnight residential parking, the petitioner has indicated that they are pursuing partnerships with surrounding property owners for overnight guest parking access. The petitioner shall provide updated information regarding the overnight guest parking access at the meeting.

Market Study
The Petitioner has provided a market study for the proposed development. The report indicates that the proposed development provides a very desirable product and would fill a much needed gap in the provision of affordable housing in Arlington Heights. The petitioner has indicated their intent is to apply for an allocation of Low Income Housing Tax Credits (LIHTC) to provide financing for this project. The parameters of the affordable housing component of the project are based on the requirements of the LIHTC program. Out of the 45 rental units, 19 units (42%) will be available as affordable units, for residents with a maximum income of 60% of Chicago Area Median Income. The LIHTC program also provides minimum income levels for units in order to insure affordability. Financing through the LIHTC program would result in affordability guidelines that are consistent with those

of the Village and the added benefit that the program would be carefully monitored by the Illinois Housing Development Authority and the Internal Revenue Service for the first 15 - 30 years of the building's operation.

RECOMMENDATION

The Staff Development Committee has reviewed the Petitioner's request and recommends approval subject to resolution of the following:

1. The Petitioner must provide a satisfactory solution addressing the guest parking arrangements for this development.
2. The southernmost window, along Dunton Street, proposed for the retail space should be vision glass and not spandrel glass.
3. The 19 units are to be maintained as affordable in perpetuity under the Village's affordable rental housing guidelines consistent with the Housing Commission recommendation.
4. The petitioner should continue to explore ways to expand the commercial space. The Petitioner should explore the possibility of expanding the commercial space westward and possibly locating portions of the utilities sub-grade in the south-west corner of the building to compensate for the expansion of the retail space.
5. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development and compliance with the required parking standards.
6. An additional shade tree (Honeylocust) shall be provided on Dunton Avenue near the intersection between the crosswalk and the existing light pole.
7. 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).
8. 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.
9. Prior to 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.
10. Prior to Final Planned Unit Development approval, the Petitioner shall provide a confirmation letter from Commonwealth Edison stating that the overhead utilities can be engineered underground and are feasible to bury.
11. The Petitioner shall coordinate the burying of all the overhead utilities with Commonwealth Edison. In addition, all generators, transformers, switch gears, gas and electric meters, etc., shall be fully screened.
12. 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.
13. Delivery/loading operations shall be restricted as follows: *Retail stores*, 7:00 AM to 3:00 PM, Monday through Saturday with no deliveries on Sunday; and the residential, 7:00 AM to 6:00 PM, Monday through Friday and 9:00 AM to 2:00 PM on Saturday with no deliveries on Sunday.
14. 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.
15. Future merchants/tenants commercial/retail tenant spaces shall procure permits, if available, from the Village for employee parking in the public parking garage.
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.

____ July 3, 2014

Bill Enright, AICP
Deputy Director of Planning and Community Development

C: *Diana Mikula, Interim Village Manager*
All Department Heads

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

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. BHIDE: 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 <u>approval</u> 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.)

APPROVED

PLAN

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

COMMISSION

RE: PARKVIEW APARTMENTS; PC #14-013

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 9th day of July, 2014, at the hour of 7:30 o'clock p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

BILL ENRIGHT, Deputy Director
LATIKA BHIDE, Development Planner

CHAIRMAN LORENZINI: It's 7:30. I'd like to call to order the meeting of the Plan Commission. Would you please all rise and recite the pledge of allegiance with us?

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Thank you. Roll call. Mr. Enright?

MS. BHIDE: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

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.

COMMISSIONER WARSKOW: Here.

MS. BHIDE: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Thank you. Okay, the first item on the agenda is the approval of meeting minutes for Quinlan & Fabish Music from June 25th.

COMMISSIONER DROST: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. All right. The second item on the agenda is public hearing Parkview Apartments, PC #14-013. Have all the proper notices been given?

MS. BHIDE: Yes.

CHAIRMAN LORENZINI: And before we get started with the Petitioner, we've got quite a few people here tonight. Just so you know how this works, first of all, we'll have the Petitioner come up and present his project. Then we'll go to the Village's Planning Department to give the Staff report. Then each Commissioner will ask questions of either the Staff or the developer. And then after all the Commissioners ask the questions, then we'll go to the audience and we'll give everybody a chance who wants to say something. You'd be welcome to it, I just ask that you keep them brief. And if somebody said the same thing, again I'd just ask that you keep it brief.

And then after everybody has had the chance to speak who wants to speak, then we'll come back to the Commissioners for further questions and deliberations. And then we'll take vote on it. And whatever we vote tonight is just a recommendation to the Board of Trustees. They have the ultimate say-so on whatever happens.

So, having said that, Petitioner, would you please stand up and come forward? And anybody else who may be testifying, why don't you bring them, too? And we'll swear you all in at once. Raise your right hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: All right, thank you. And Petitioner, come forward and state your name and spell it and give your address for the court reporter please.

MR. ACOSTA: My name is Rolando Acosta, R-o-l-a-n-d-o A-c-o-s-t-a. My address is 2949 West Gregory Street, Chicago, Illinois. I along with my partner, Michael Ezgur, have the pleasure of being the attorneys and representing Parkview Dunton before this body tonight.

CHAIRMAN LORENZINI: Okay, thank you. Would you please give us a brief overview of the project?

MR. ACOSTA: Yes, sir. This project is really a revisiting of a prior project that came before this body and was approved on this exact site but did not go forward. It's a slightly revised project in various ways, which I will highlight, and the architect will come out more specifically as he goes through the drawings. But as originally improved, this was to be an eight-story building containing 49 units and 72 parking spaces if I remember correctly, sitting on the site, with similar variations to the ones requested in terms of setbacks but with a density variation to go from the 45 units to 49.

Today, what we're presenting before you is a seven-story building, so one story shorter, 45 units which complies with the code and eliminates the need for the density variation, with 54 parking spaces which is what the code requires for this building. It was previously a condominium, it is now proposed as a rental development, so an apartment building. It will also comply with the Village's guidelines for affordable housing containing 15 percent of the units in perpetuity as affordable housing pursuant to the Village's guidelines as to income and rental amounts.

The building itself sits on the southwest corner of Dunton and Eastman as all of you know. The proposal is consistent with the Village's Downtown Master Plan. It's also consistent with the B-5 regulations that apply to the site, it had to comply to all these regulations except for four areas which are the specific four variations that have been requested. And those are two setback variations to the west and to the south, primarily at the ground floor. In efforts to try to maximize the ground floor, maximize the parking and the uses on those floors, we occupy almost the entire site at grade.

Above the second floor, the building sets back both to the west and from the south, achieving a much greater setback, very close to what is required, and providing similar separation from adjacent buildings as other developments have. So, that's part of the context. Those are two of the variations.

In addition, there is a request to reduce the aisle width on a portion and only a portion of one of the drive aisles. It's really primarily due to a column that is in the way and it reduces the aisle width at that location, the architect will identify specifically where, but to bring that aisle width down to 20 feet.

And then lastly, there is a requirement within code for one loading berth to be provided on site. Given that the building is planned to have approximately 1,250 square feet of retail which is a relatively modest amount, it seemed like the space within the ground floor was better occupied by parking for that retail, and that the loading dock really would have little purpose for the building itself. Loading can be provided on street within restricted hours, and we understand that Staff has a recommendation as to the restricted hours, which are acceptable to us.

So, those are the four variations. They all really arise from the same set of circumstances. This site has some below-grade challenges in terms of environmental conditions. They were partially cleaned but partially remaining, so that makes it difficult to go down and actually secure more space below grade as was previously proposed. There is also a topographical change as you go southwest on the site of about 4 feet which presents some challenges, presents one opportunity which is an easement, we take advantage of a rise to get farther up and access the second floor parking. But for the remainder of the site, for providing parking, for providing retail, for providing lobby space where you need flat grade, there are challenges that are presented by the topographical change.

So, we believe those are unique to the site. They present us a hardship in terms of having to comply with the strict letter of the code. And finally, the end result here is a building that still meets the Downtown Master Plan, generally complies with the ordinance, provides at-grade retail, provides the code-required parking spaces, and has reduced the height from the previous proposal by one full story.

With that, what I'd like to do is have the architect walk you through the plans so you understand in more detail what I have described. We obviously will be available to answer any questions that each of you have. Thank you. Rob?

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

MR. LOSSELYOUNG: My name is Rob Losselyoung, last name is L-o-s-s-e-l-y-o-u-n-g, project manager with Tinaglia Architects.

CHAIRMAN LORENZINI: Address?

MR. LOSSELYOUNG: Address is 814 West Northwest Highway, Arlington Heights, Illinois. As was stated before, we are very excited to be here with this project. It's a project that we initially worked on and had approved back in 2007. And unfortunately, that project didn't move forward, but we're here and happy that we have a new client now that is looking to have this project again move forward.

As was previously stated, it is different in that it is no longer a condo. We are looking to do a rental apartment building with substantially the same building massing as was proposed on the initial project. We have eliminated one floor, lowering the height of the building. We have also, rather than having 49 units, we are down to 45 units. We have brought the parking up from below-grade to two stories on grade. And then we have also reduced the amount of retail within the project in order to accommodate the parking requirements for the project.

Initially, our proposal did not include retail at the southeast corner of the project at Eastman and Dunton. But working with Staff recommendation, we eliminated four extra parking stalls to provide approximately 1,250 square feet of retail space on that corner for a pedestrian feel. But while smaller than what was there, it was a sacrifice for what we were hoping to have for guest parking spaces.

The building itself is a, we looked towards the Heritage Gallery at the museum as an inspiration, albeit on a much larger scale. But in terms of the stone base, the brick body of the building with matching mortar color to the brick, and then the overhanging cornice line at the top, are all elements that could be seen on the Heritage building itself.

The site that we have with the 4-foot of grade drop from the south, I'm sorry, the northeast corner to the south, I'm sorry, the northwest corner to the southeast corner is approximately 4 feet. And as was previously mentioned, it allows us to better access for the ramp off of Eastman up to the second floor parking. And we could show that better with the site plan here.

Our main entry is right here off of Dunton. And then we have our first floor parking entrance here for the lower level. And then we have the upper second floor level parking access off of

Eastman here. And then as you could see, the parking itself, the footprint of the building sits on most of the site, but the upper story steps back approximately 25 feet on both the south and west sides, one, to allow better separation, more consistent with what the Village currently has at other projects from the existing condo building to the southwest, as well as consideration for the current fire codes.

Accessing the first floor off of Dunton right here, you come into the parking garage which we have stalls along the south side here, and then a ramp up to additional stalls within this area. The retail space is here in the corner. And then we come into our lobby vestibule area here where there are elevators, one set of stairs here and a second set of stairs here.

On the second floor, we have the ramp that comes up the second floor with the parking here. And then this is, as was previously mentioned, this is the only area with the 20-foot-2-inch width request we're asking for the variance, and that's to access these spots back in this area. Everywhere else primarily meets the code within 6 inches of the 24-foot requirement. That's the only real area that we're asking for relief on.

This is a typical floor plan. Each floor plan will have 9 units ranging from the smallest unit here being a one-bedroom which is approximately 790 square feet, to a three-bedroom unit here in the main corner of Dunton and Eastman. Most units will have balconies, there will be two on each floor and two not. And the three-bedroom unit will have two balconies.

And I think with that, I'll turn it over to Bill. Or back to the Chairman, okay.

CHAIRMAN LORENZINI: Thank you. And does that conclude your presentation?

MR. ACOSTA: It does for now. We're here for questions the Commission may have.

CHAIRMAN LORENZINI: Thank you. Can we have the Staff report please?

MS. BHIDE: Yes, thank you. Good evening. As you know, the Petitioner is here tonight seeking a preliminary PUD approval for the seven-story mixed use building with 45 residential rental units and about 1,200 square feet of commercial space, and 54 interior parking spaces along with some variations. The site was previously approved for an eight-story, 49-unit condo building with approximately 3,700 square foot of retail space. That approval has since lapsed. But the two plans are similar in terms of massing and architecture and density. The previous one did have two levels of underground parking.

That being said, this plan is requesting four variations. Two are for setbacks on the south side, which is considered the rear. The requirement is for 10 percent of the lot width, which is approximately 39.6 feet, and they are asking for a variation to allow 1 foot 3 inches on the first two levels. And as the Applicant stated, the building steps back for levels 3 to 7 up to 24 feet. And then on the west side which is the rear to allow again for those, for levels 3 to 7, a 30-foot setback to allow 25 feet. And Staff is in support of those variations.

The other two variations are for the drive aisle width from 24 feet to the 20 feet 2 inches, which is a pinch point on the second level, and a variation to provide a loading berth.

Just to briefly talk about some of the important issues, on the said commercial space, the Applicant is providing about 1,200 square foot of commercial space at the northeast corner of, but the language is the corner at Eastman and Dunton Avenue. And Staff is recommending that they explore the possibility of adding to that commercial space, and that is primarily to maintain the continuity of the retail corridor, expanding the economic base of the downtown and eliminating a dead zone in the retails out there by providing there a little retail. And I'll talk a little bit more about the recommendations as we talk about back in the recommendations.

The other issue is the guest parking. The original space was not required by code to provide any parking spaces. Based on the unit mix, which determines what the parking requirement is, this building is required to have 54 parking spaces which they are providing. However, there is no designated guest parking, and so we've asked them to address that issue. The Village does have a residential guest parking program. However, there is no capacity in the North Garage, so any overnight guest parking would have to be in the rear parking garage.

We had asked their traffic consultants to kind of provide a response to what the requirement would be for guest parking. And they have indicated that there are no formal guidelines, but as a rule 10 percent of the units, so about 5 spaces would be the requirement that would be generated. And then, you know, just for during the daytime, there is on-street parking, two-hour on-street parking available on the streets around this development, and the North Garage has four-hour free spaces with no restriction on the hours after 6:00 p.m.

And then, you know, lastly, to address the issue of affordability or affordable units, the Village has an affordable housing policy in place. And Plan Commission applications for multi-family planned unit developments are required to provide an assessment of the affordability. In the guidelines, based on the number of units in a development, which you know, more than 26 units, the recommendation is to provide 15 percent affordable units, which in this case would be 7 units.

The original application had indicated that 19 units would be provided as affordable. That was reviewed by the Housing Commission and they recommended approval. And consistent with the Village affordable rental guideline policy, they recommended that it be affordable in perpetuity. And Petitioner has this week indicated that they would commit to making 7 units, which is what is recommended by our policy as affordable in perpetuity, and that the other affordable units would be affordable as required by the regulatory and financial arrangements.

So, I won't go through all the conditions of recommendation, but I did want to highlight a few. The first one is that, you know, they address the guest parking requirements, and I know Petitioner had indicated that they are trying to work out some solution with the adjoining property so we'll let them address that. The other, recommendation number 3, Staff provided a memo this afternoon to the Commission, the original application called for 19 units and that was the Housing Commission recommendation.

So, before the Plan Commission tonight, there are two options. You could modify that recommendation number 3 to align with what the Petitioner is requesting, and then require that they go back before the Housing Commission before they go before to Village Board. Or the Commission can choose to vote on the 19 units remaining as was proposed.

And lastly, item number 4, in recommendation number 4 there, just exploring ways to, you know, expand the commercial space prior to final PUD. The Petitioner did indicate to us that the reason for limiting the commercial space was cost considerations. With the contamination, adding a basement would add significant costs. And Staff would like to, you know, one of our recommendations was to move the commercial space westward, and to accommodate for the loss of the parking spaces, move some of the utilities sub-grade. So, it wouldn't be a complete, you know, sub-grade basement, it could be a portion. The southwest corner of the site is not contaminated or has limited contamination as I understand. And so, we would like additional information, we would like them to explore that possibility and we'd like to see a cost analysis of what the differences in those costs are.

That being said, Staff is generally supportive of this project subject to resolving these two issues. Thank you.

CHAIRMAN LORENZINI: Thank you, good job. Do we have a motion to approve the Staff report into the public record?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Okay. I've just got a quick question. Just to be clear, so the original recommendation was 40 percent affordable housing, now they just recently requested to be brought down to 15 percent. And so, what are the two options we have?

MS. BHIDE: So, the two options the Commission has is you could just, you know, treat the request as was originally submitted and be consistent with Staff's recommendation number 3, that the entire 19 units be maintained as affordable in perpetuity. Or you can amend it and align it with the Petitioner's request that 7 be retained in perpetuity as affordable with the remaining consistent with other guidelines they would have to follow. But in that case, they would have to go before the Housing Commission again and get their recommendation because this is different than what was approved by them.

CHAIRMAN LORENZINI: And then they will come back to us?

MS. BHIDE: They have to come back to you but they would have to do that before going to Village Board.

CHAIRMAN LORENZINI: Okay, thank you. Okay, why don't we start with questions from the Commissioners? Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: Yes, just a couple of questions. I'd like the Petitioner to explain the reasoning and the consequences of the results if we do accept what you've proposed with the affordable housing. You're going to keep the 19 units as I understand it, 7 of them will be in perpetuity and the others will be up to 30 years which is required by LIHTC or we're reviewing that at the construction, as in front?

MR. ACOSTA: Essentially, the distinction comes from, exactly, the perpetuity requirement. We had planned to, would like to if the Village wishes us to, have 19 units in this building. Obviously it's subject to not only LIHTC but the Village and the Village Board, but those we never envisioned as in perpetuity. We actually envisioned somewhat of a flexibility consistent with the LIHTC program and the other aspects of a financing here. The 7 or the 15 percent, which we understand by Village guidelines must be affordable in perpetuity, we have no issue with.

So, that's sort of the reasoning, and it's a slight distinction between perpetuity and some flexibility as we go into financing and still meeting the Village-based requirement.

COMMISSIONER JENSEN: So, this is the way you would have proposed it, you know, in thinking through it before going before the Plan Commission, this is the proposal you would like to have made?

MR. ACOSTA: This is the 20-20 hindsight.

COMMISSIONER JENSEN: Okay. I'd like to go to the retail space because at the Plat and Sub meeting, there was discussion that that 1,200 and some odd square feet really wasn't much of a commercial space. It's essentially 30 feet by 40. You have essentially, what, one business there, maybe two at the most?

MR. ACOSTA: It's probably one storefront, not, you know, could be two, but really at 1,200 square feet it's probably one. We have done some market study that indicates there's two issues here. Obviously, as we add retail space to the ground floor, something else has to give. In this case, it probably would be parking because we have to figure out a way to accommodate the retail and we have to have a lobby and the other aspects of this.

We have a bit of a challenge with one of our financiers because of the great change that occurs on Eastman. And second of all, we have a bit of a concern that, you know, we are trading, it's a balance in here between a desire to have as much parking as possible in the building, have the retail space that everyone wishes we had on the ground floor, and also doing so in a market-responsible manner. We know from the prior efforts to develop this site that going below grade is expensive, albeit much more expensive if we hit the contaminated areas as opposed to the clean areas, but it's still more expensive than building at grade.

So, there are challenges with sort of moving mechanicals down to the lower level, not that we won't store them, not that if we can't find them to be cost effective we wouldn't do that and then add a use on the ground floor. But we think we've struck the balance between giving enough retail to add that presence on the corner and not essentially creating more retail than is really needed or without causing some ramifications, negative ramifications on the project.

COMMISSIONER JENSEN: Thank you. I guess that we've heard this question initially, we'll go to Staff on the retail space then. Is there a code or anything that requires retail space to be part of a project of this nature?

MS. BHIDE: Yes, there is a requirement that there be retail on the first level. The code does not come out and specify what percent though.

COMMISSIONER JENSEN: So, this would technically meet, the 1,254 square feet would technically meet what code requires?

MS. BHIDE: Yes.

COMMISSIONER JENSEN: And if they didn't want to do any retail, they would need a variance, is that --

MS. BHIDE: They would need a land use variation at that point, yes.

COMMISSIONER JENSEN: Yes. I mean I have the same problem I had at Plat and Sub in making sense out of the 1,200 square-foot retail area when we're really struggling with the parking. We have the right number of parking spaces for the residents but we have a problem with the 5 spaces that we'd like to have for guests. So, I guess I'm struggling a little bit, wondering where that tradeoff, the sense of that tradeoff.

We have a lot of vacant commercial space in that area, and in fact in Arlington Heights in general and so forth. So, I guess I'm having a little trouble seeing why we would want to, you know, pursue putting more commercial space that's really not that attractive, you know, one 30 by 40 square-foot space.

So, I guess I'd ask the Petitioner then, going back to them, how committed are you to the retail space?

MR. ACOSTA: The honest answer is, if we had our druthers, we'd probably convert it to parking. But we also are trying to be sensitive to, you know, the Village's wishes. So, if the Village prefers us to have it as retail, we'll keep it as retail. If the Villages prefers to have us as parking, we're happy to go that route understanding that there is an official variation needed.

COMMISSIONER JENSEN: And how likely are you to able to get agreements with others around you to take care of the deficit of 5 spaces for guest parking?

MR. ACOSTA: We don't want to presume what the future holds, but given, you know, that there's a couple of churches around us where for a large period of the week there's available parking, I understand that there are some days of the week that it becomes difficult, we think we'll be able to get some agreement for some spaces at least for a portion of the time. As I understand it, the critical question really is the overnight.

COMMISSIONER JENSEN: Okay. Another area of questioning is, is there a problem with burying the utilities? Is that area contaminated where you'd need to have the utilities buried?

MR. ACOSTA: It is not, there's an area on site where the utilities, and Staff has noted it, that the utilities could be buried without touching what we believe to be contaminated. So, it's still expensive, there's a lot to be, you know, it's probably very expensive for either parking or retail space that results from a burial of utilities. And we're not sure that that equation would work.

COMMISSIONER JENSEN: I guess at this point, I'll reserve questioning until later, until we hear from the rest of the Commissioners and from the public.

CHAIRMAN LORENZINI: Thank you. Commissioner Warskow?

COMMISSIONER WARSKOW: Yes. To both the Petitioner and the Village, there seems to be some ambiguity about the contamination. Are there portions of that site that are clean for sure according to

IEPA?

MR. ACOSTA: I'm looking to the architect and the civil engineer to ask.

(Mr. Acosta confers with Petitioner's architect and the civil engineer.)

MR. ACOSTA: The south end of the site is clean, according to the reports that we have.

COMMISSIONER WARSKOW: So, there is no need to go back to IEPA and do any confirmations on that? Can plans be made to modify and assume that portion of the plot is clean?

MR. ACOSTA: I think if you were to ask us to excavate the basement, we'd want to double check that we can excavate a basement without touching contaminated soil. In terms of the building that is currently proposed, we think we are compliant with the existing IEPA rules.

COMMISSIONER WARSKOW: I read that there is an asphalt barrier 5 feet beneath the surface. Is that across the entire plot, that asphalt barrier?

MR. ACOSTA: I believe it is.

COMMISSIONER WARSKOW: Okay. So, that would have to be handled as well.

MR. ACOSTA: Essentially, our foundation, if you can think of the foundation as an asphalt barrier, that becomes the barrier.

COMMISSIONER WARSKOW: Okay. I think Commissioner Jensen has addressed the other questions I have at this point in time.

CHAIRMAN LORENZINI: Commissioner Ennes?

COMMISSIONER ENNES: While you are up there, what is the nature of the suspected contamination on the other part of this?

MR. ACOSTA: Oh, I'm going to have to turn it over to the -- can you address it?

CHAIRMAN LORENZINI: Your name and spell it please and the address.

MR. HAVLIR: Daniel Havlir, Northwestern Engineering Consultants, the civil engineer on the project. 675 North North Court, Palatine.

MR. ACOSTA: Spell your last name please.

MR. HAVLIR: H-a-v-l-i-r. I'm a civil engineer, not an environmental engineer, but I have read the environmental reports. And it shows the northerly half of the site was contaminated and cleaned in the last five or six years. It did not show any contamination on the south half of the site and it did not seem that they did any more things other than testing.

The asphalt barrier you mentioned, that's on the north half of the site. And I forgot your exact question.

COMMISSIONER ENNES: The suspected cause of the contamination.

MR. HAVLIR: It was the previous dry cleaners on the site. And one of the reports said that the owner of the dry cleaner reported a leak in one of his dry cleaning machines in the past 30 years.

COMMISSIONER ENNES: So, that was remediated to a certain level as 5-foot?

MR. HAVLIR: Yes, yes.

COMMISSIONER ENNES: And the EPA didn't require any testing on it?

MR. HAVLIR: The EPA was satisfied, the reports I read, the EPA was satisfied with the remediation work that was done.

COMMISSIONER ENNES: Okay. That's all I have for you. For the Petitioner's attorney, who are the principals of the Petitioner?

MR. ACOSTA: Colin Davis is the principal of Parkview Dunton. He will have partners as we move forward, but currently it is a single purpose LLC that was created for this transaction with one owner as the sponsor.

COMMISSIONER ENNES: And the Petitioner owns the property?

MR. ACOSTA: The Petitioner is under contract to purchase the property.

COMMISSIONER ENNES: And it's subject to this approval?

MR. ACOSTA: It is subject to general, I think we may be beyond due diligence and be sort of speak hard on the contracts. But it is, we still haven't closed. We are to close at the end of this month.

COMMISSIONER ENNES: To develop the property to the level that the Village wants to see it with additional retail, possibly parking at a lower level, and this is probably more of a question for your architects, but is the cost of that feasible depending on the purchase price?

MR. ACOSTA: I'll give you the portion I know of the answer to that question which is it's not really dependent on the purchase price because the cost, as I understand it from the prior exploration, so the prior development did have two levels below grade, as a result they did have some cost estimates as to what it would take to go below grade. And they were maybe multiple millions of dollars. The purchase price here does not reach that magnitude.

COMMISSIONER ENNES: Okay. You've made a decision or the developer has made a decision to change this from a condo project, which we originally set and approved to a rental project. What was the reason for that change?

MR. ACOSTA: It's really current market conditions. I mean rental projects are projects that can be financed today. And also, the location of this site, given its location in Downtown Arlington Heights, the proximity to transit makes it very attractive to renters. They saw this as a very viable opportunity here. And also, it's a, you know, it's a product mix. There's a lot of condominiums in the immediate vicinity but, you know, during the last cycle of real estate we didn't build a lot of rental property, so there's still a high demand for rental.

COMMISSIONER ENNES: From some of our development, it appears that there is a permanent need for both.

MR. ACOSTA: Fortunately, yes.

COMMISSIONER ENNES: For Staff, who is requiring the 40 percent affordable? Where does that requirement come from? I've never seen that in any other project.

MS. BHIDE: My understanding is that's the Low Income Housing Tax Credit requirement. The LIHTC program requires 40 percent of the units to be affordable.

COMMISSIONER ENNES: But our Village requirement is substantially lower?

MS. BHIDE: It is 15 percent based on the number of units they have.

COMMISSIONER ENNES: Is this higher level of affordable housing, is this something the developer wants? And if so, why financially?

MR. ACOSTA: The Low Income Housing Tax Credits do provide a benefit in the financing of the project because it does provide equity essentially to the project, through the sale of Low Income Housing Tax Credits, it would generate equity for the development. The developer does have as part of its makeup to build affordable housing, so it likes to include it in all of its projects. These were the numbers that were generated that we thought worked in terms of the mix in the building, understanding that we still have the market rate component here so we don't want to overwhelm the market rate component, but we want to provide some level of affordable housing.

We did a market study for the area and found that there's an extremely high demand, approximately 9,000 to 10,000 unit demand for affordable housing. And you know, what I like to always remind, because affordable housing is a very broad term, you know, it can go from, for some people, public housing which is free housing to, you know, different levels of affordability. And we really look at this as workforce housing is the words that we use because these are entry level. The individuals who will live in these units will have to have income, will have to have verified income, verified job history.

The lowest level of income that qualifies here is $35,000.

So, if you think of, I always think of my daughter who is about to graduate college and I guess I'd be very happy if she had a $30,000 a year job right coming out of college, and that's someone who could live here. Take advantage of Downtown Arlington Heights. Take advantage of the train as a means for transportation. And actually afford this on her salary as opposed to her salary with my subsidy, which I'm trying to get away from.

So, that is entry level, sworn officers sometimes, teachers, are the people who tend to populate these units. And that's after background checks, after credit checks. They have to go through the regular screening, actually more than any tenant. So, it is affordable but it's really entry level housing, and it gives you a continuum in the Village from, you know, high end housing which you well deserve and have to some entry level housing for those in need.

COMMISSIONER ENNES: I understand that we need it, I just don't know that I agree with the need to have that high of a concentration in one building as opposed to spread out throughout the community.

I have another question at this point that I'd like to direct to your architects.

MR. ACOSTA: Sure.

COMMISSIONER ENNES: I understand you had been involved with the original proposal that we considered several years ago and the current proposal?

MR. LOSSELYOUNG: I was not personally involved with the original proposal but our firm was, yes.

COMMISSIONER ENNES: Okay.

MR. LOSSELYOUNG: So, I'll try to answer your question.

COMMISSIONER ENNES: Do you have information, can you tell me what the difference between the cost value in that original proposal that we approved to go forward and the current proposal?

MR. LOSSELYOUNG: I do not know that myself, I apologize.

COMMISSIONER ENNES: Would you suspect that it would be substantially lower now than it was before?

MR. LOSSELYOUNG: The only savings really comes with the removal of the two lower levels of parking below grade. That was a $3.3 million price tag for that portion of the building. The building itself in terms of its materials and construction means is again virtually identical to the original building.

COMMISSIONER ENNES: It didn't double the cost?

MR. LOSSELYOUNG: No. I think we're still right --

MR. ACOSTA: We're about $15 million in construction cost. And so, that would be another 3, yes.

COMMISSIONER ENNES: For the current building?

MR. ACOSTA: Yes.

MR. LOSSELYOUNG: For the current building, yes.

COMMISSIONER ENNES: Okay.

MR. LOSSELYOUNG: And I believe the original one was at about 20 because of another story and then parking below grade, yes.

COMMISSIONER ENNES: Okay.

MR. LOSSELYOUNG: And I apologize, if I could clarify something you mentioned before? I don't think, you had mentioned the ramp was parking below grade. That's not something that we really want to pursue again. Just to do that, you would need to take virtually most of that site up again to do that, to get a ramp down to that additional parking.

What we've been asked is can you move the, basically this equipment here in the southwest corner down to the lower level. There are a couple of complications with that. Again, it's a cost analysis that we need to perform. Because the building on floors 3 through 7 steps back on the south and west side, we could not utilize one of our existing two stairways to get down to that space, so we would have to provide an additional stairway which in essence would take up one of the parking spots that we're trying to gain.

So, realistically, by moving equipment down to the basement, we're only going to gain two stalls. Whereas with the retail space, if that was to be eliminated, we could gain three stalls in that area. So, even a compromise with the two would only get us the 5 that is being recommended as the 10 percent ratio for guest parking.

COMMISSIONER ENNES: Okay. Thank you. Staff, I have one other question. The difference between the original proposal, the condominiums and the few more units, and the current proposal with one less floor, why the significant difference in the parking required?

MS. BHIDE: The parking requirements are generated based on the unit mix, so the number of bedrooms in the unit. And I am not aware of what the mix was when --

MR. ENRIGHT: You know, irregardless of the mix, whether it's condo or rental, the parking requirement is the same. We have found in various studies of the downtown and other areas of town that typically condominium projects actually require more, not by code but just practically versus rental.

Having said that, the Parkview development had more parking because they just provided more parking. This development is proposing meeting code exactly, 54 required, 54 provided. The Parkview condominium development that didn't go anywhere with the two underground parking levels, they provided more parking than code. So, that's the difference.

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

CHAIRMAN LORENZINI: Thank you, Terry. Commissioner Green?

COMMISSIONER GREEN: I have a lot of the same concerns but the questions have already been asked and I think answered. But I have a question for Staff about all this what if, what is the developer going to do. Typically, when we come to a Plan Commission meeting, we have a proposal before us that we can vote on. And you're saying that, well, maybe they can do this and maybe they can explore this and maybe they can come up with some more retail here and maybe they can come up with some more parking.

And I guess what I'm a little bit not understanding is why isn't that before us? And what is going to force them to do whatever they may want to do? Because then they come back and say, well, we can't add to the parking, we can't have the retail and we want to leave it the way it is. So, I guess it makes it harder for me to vote on something here tonight because it's not complete.

We have too many questions here. In your report, I'm looking at questions, these are questions. I'm looking, actually I wish there were answers to those questions. It would make it an easier project to look at here tonight.

So, that's, Bill, maybe you can address this.

MR. ENRIGHT: You have the answers from the Petitioner. They're saying they can't go underground because it's going to be too expensive. We just want them to prove it in writing and give us the numbers.

Now, they've mentioned, the architect has mentioned about three and-a-half million dollars to do this to go underground. That's building the underground parking as well as assuming additional environmental remediation which would very likely be required if they did go deeper than what they want to.

So, I think it's pretty clear what the developer is willing to do here and that's what you do see before you tonight.

COMMISSIONER GREEN: Okay, I just want to be clear because I hear a lot of these questions being asked and I see there's no answers to them.

MR. ENRIGHT: Well, sure, but what we're, you know, remember, this is a preliminary PUD process. And for the public who, you know, probably doesn't quite understand understandably, there's a two-step process. First is preliminary approval, then it has to come back to the Plan Commission even if this gets out of tonight's meeting to Village Board eventually, and then it has to come back again to the Plan Commission for final PUD. So, a lot of these questions that we brought up, the reason we wanted to get it to public hearing is because we want to hear what the Plan Commission had to say with this tradeoff between guest parking versus commercial. How do we deal with that? We want to hear your opinions and get the rationale on that as well. You may make that decision tonight and that issue is resolved.

So, a lot of this is really dependent upon what you think is important to the project rather than Staff, you know, forcing the issue on certain issues, because there's legitimate points to be made about the commercial. There's probably 8 and-a-half percent vacancy rate on the north half of downtown. That's primarily in two spaces, one of which is right across the street which is the former Pioneer Press space which is about 5,000 square feet which is a difficult space to lease because of the grade differential. There's about a 3-foot difference between the sidewalk and the spaces themselves, so it's a tough space to lease no matter what. I think it's been vacant ever since Pioneer Press ceased operations.

But the downtown as a whole has about 8 and-a-half percent vacancy rate which is similar to shopping centers. So, to say that the Village has a high vacancy rate, really not true compared to most other communities. And it's pretty consistent with vacancy rates over the last 25 years that I've been here. So, but there are spaces and when they're larger spaces people notice it.

So, but there is a legitimate, you know, claim here that, you know, is additional retail above and beyond what they're providing really going to matter or make a difference for that part of the town? If this were at the corner of Campbell and Vail, we would be insisting upon a lot more commercial space here because that's a high commercial corridor. The north part of downtown is very residential, you know, there is some retail but it's primarily residential in terms of percentage of square footage devoted to the uses. And certainly here at this corner, with the churches across the street, there is obviously likely never to be any commercial there. Two of them on North Vail doesn't have any commercial. So, it's not a great commercial space.

So, there is an argument to be made whether or not more is needed. And there is a tradeoff on the guest parking. We do have a guest parking permit program. We don't have a lot of space in the North Garage, we do have space in the Vail Garage, it's three blocks away but you could park there overnight if you're visiting for a couple of nights. It's not untenable. So, there is guest parking available and we do have permits for that.

COMMISSIONER GREEN: So, isn't there a downtown plan that would like to see the north side of the tracks improve?

MR. ENRIGHT: There is no question about that. We want to see, you know, various lots in downtown, on the south side and the north side. We've got a couple of banks on the south side of downtown, it would be nice if those developed. You've got a vacant lot on the west half of the downtown on the south side, that's been vacant for years because the developer hasn't moved forward with anything.

So, yes, there's always future opportunities for development, both on the north and the south half of downtown. But keep in mind, at one point, before, you know, 1997 or 1998, the north half actually experienced a lot more development than the south half had.

COMMISSIONER GREEN: I understand that. I was here for that. Also, the Design Commission agrees with that thought of having more commercial space there because of the change in the elevation. They want everybody to think there is more commercial there, the way the elevations are put together. And I think that, as a minimum, that's a great idea because when you move the parking to above grade, it becomes a box. You're looking at walls. And so, it doesn't have the appeal that the condo project had where it put the parking below grade.

So, okay, I just wanted to get that out there on the record because I would like to see, you know, we know there is no contamination on this half of the site. I think they need some more guest parking. I think that's an important part of this project. And I would also like to see more commercial. So, there we go, another question. But that's all for right now, thank you.

CHAIRMAN LORENZINI: Thank you, Bruce. Commissioner Drost?

COMMISSIONER DROST: Just tying in to some of the conversation here, Bill, you were the facilitator for the Downtown Task Force, and one of the things that, you know, I looked at on the drawings was the garage opens up onto Dunton, their garage door. Was there any thought or discussion to put it on the Eastman side and maybe make that retail so that it looks a little bit more attractive and trying to promote some of the recommendations that the Downtown Task Force had made?

MR. ENRIGHT: Well, we do have --

COMMISSIONER DROST: A half decade ago.

MR. ENRIGHT: Right. Well, they do have entrances at both, and they provide access to the different levels. So, and that's the way the plan works out to make it functional. It's pretty minimal in terms of the amount of space taken up by the garage door on Dunton. You know, we see that in the downtown, I mean if you look at right out the window here, 77 South Evergreen, their access to their private parking garage is right on Evergreen on a retail street. Look at, you know, your building, although yours is behind. You look at the other buildings around there in the Village Green project right across from Jewel, they have an entrance right onto the street.

So, it's not uncommon in downtown. You have to provide access somewhere, and it's typically directly from the streets.

COMMISSIONER DROST: Yes. Well, I mean that was sort of the, sort of from an attractiveness, you know, trying to make it more pedestrian friendly and, you know, entice those retailers, primarily retailers that we would be looking for in that location.

A couple of economic questions maybe to ask. On the mix of the residents, we're going to have one smaller bedroom, 700 square feet, up to three-bedroom homes. How many residents do you expect that this project will attract? What's your range?

MR. ACOSTA: Total population in the building?

COMMISSIONER DROST: People that would be there, the population of the building.

MR. ACOSTA: I mean the small one-bedroom is probably a single, maybe a double but really probably a single individual, where the three-bedroom obviously can accommodate a family. So, it could accommodate, you know, a husband and wife and a couple of kids. I actually haven't totaled up how many. Again, if I put, you know, a family of four in each three-bedroom and maybe a family of three in each two, and then go down to singles or one and-a-half persons just to --

COMMISSIONER DROST: Yes, but I'm looking at, you know, your experience in the small space, are you going to have a single mom with a child or are you just going to have, you know, like your daughter as our exploration type person?

MR. ACOSTA: The single, one-bedroom, small one-bedroom is probably single individual.

COMMISSIONER DROST: Single, yes.

MR. ACOSTA: Can you have a single mom with a small child, yes.

COMMISSIONER DROST: Or dad.

MR. ACOSTA: Or single dad, too, I was a single dad, so I'm happy to use that. You could, but realistically when that child gets a little bigger, you're going to want the space.

COMMISSIONER DROST: Yes, but I'm just trying to anticipate what kind of density --

MR. ACOSTA: So, you're really looking at probably young, younger individuals in the single one-bedrooms.

COMMISSIONER DROST: Yes.

MR. ACOSTA: And then I'll call them slightly older but still young, at least from my perspective, individuals who are young couples perhaps taking up the two-bedrooms.

COMMISSIONER DROST: Living the dream in Arlington Heights.

MR. ACOSTA: Living their dreams in Arlington Heights.

COMMISSIONER DROST: And so, the rental mix, what kind of rentals will be --

MR. ACOSTA: In terms of prices?

COMMISSIONER DROST: Prices, monthly rent.

MR. ACOSTA: Yes. So, the monthly rentals for the, just typical market rate monthly rentals are $1,300 for the one-bedroom, $1,600 for the two-bedrooms, $2,100 for the three-bedrooms. The affordable rates, if you wanted to know those, and I may have to cheat but I think it's, let me check --

COMMISSIONER DROST: Just a guess.

MR. ACOSTA: It's about $750, $850 and about $1,000 for the affordable rates.

COMMISSIONER DROST: And that's paid, it's not a market rental reduced by contribution from a state agency?

MR. ACOSTA: No, what occurs is, as was referred to earlier, the LIHTC, the Low Income Housing Tax Credit, because that provides you a subsidy in terms of the construction dollars, that's sort of the payment for the subsidy is that you are required then to rent to individuals that meet these income limitations, $35,000 if you're talking about the one-bedroom, and you are required to rent them at that amount. And that amount is actually consistent with the Village's own guidelines. So, the $700, $800 and $1,000 came from the Village's guidelines.

So, it's not a voucher, it's none of that. It's just, it's built into the financing.

COMMISSIONER DROST: Okay. I just wanted to get some sort of sense on the economics. But the pricing, rental pricing seems to be pretty good, I mean strong.

MR. ACOSTA: Yes. No, it's a strong market and we believe the strong market is there and we have a very big incentive to actually make the mix work properly because we have a good number of market rate units that are going to rent at we believe some good rates.

COMMISSIONER DROST: And in the garage space, are we going to have bicycles? Bicycle space?

MS. BHIDE: There are bicycle racks being provided, yes.

COMMISSIONER DROST: And then as far as any of the construction materials and methods, any green aspects to it? Are we doing anything green?

MR. LOSSELYOUNG: We're still pursuing that.

CHAIRMAN LORENZINI: Would you come if you're going to speak at all please? Sorry to --

MR. ACOSTA: We're still pursuing the green aspect.

MR. LOSSELYOUNG: We're still pursuing that.

COMMISSIONER DROST: We're pursuing a lot of things.

MR. LOSSELYOUNG: I think he can speak more to it but part of the financing, too, there are benefits that come into green buildings, so that's something that we're looking at.

COMMISSIONER DROST: Okay. Yes, I just wanted --

MR. ACOSTA: In terms of the, I mean I'd like to address for one second the comment of what we're pursuing. We think we've struck a correct mix between, the correct balance between parking spaces, retail space, you know, cost on this project. We don't want to confuse that with appearing stubborn. So, clearly if the Village desires us to explore, I think Mr. Enright said it properly, if the Village says, you know, we'd like the balance to be struck this way, we are happy to pursue it.

So, while we're trying to appear flexible, I don't want you to think that we're also indecisive. We think the 1,200 square-foot space is sufficient and meets market and meets your code. We think the 54 parking spaces with potential overnight parking on adjacent properties satisfies the need. But that doesn't mean we're not going to explore something you wish us to explore.

COMMISSIONER DROST: Well, that's enough for me for right now.

CHAIRMAN LORENZINI: Thank you, George. Commissioner Dawson please.

COMMISSIONER DAWSON: Hi. Have you looked into what type tenant you think would fit well into this commercial unit?

MR. ACOSTA: I don't think we have actually fully explored the possible tenants. We are assuming it's probably, I want to call it office or service type use that will come into the space. And 1,200 square feet is not an unusual space in terms of size, but it's, you know, it could be a small office of some sort is what we likely think that would use it.

COMMISSIONER DAWSON: Okay.

MR. ACOSTA: Probably not a restaurant.

COMMISSIONER DAWSON: Not for 1,200 square feet. What was the reasoning behind reducing the floors from 8 to 7?

MR. ACOSTA: We essentially wanted to try to keep it in the codes with the 45 units, and at this point everything sort of fit. There was really no reason to add another floor. It gave us either too many units or way more parking than we needed.

We are talking, if you go back to the tradeoff or the discussion about retail and parking, we're talking in one sense 5 parking spaces which is not that more, or perhaps another 1,000 square feet of retail which again would just seem to be like that was excessive, adding costs without adding benefit.

COMMISSIONER DAWSON: The additional floor, what does that have to do with the additional retail?

MR. ACOSTA: Well, if I added another floor, I mean we're out of unit count, so at this point 45 units is what is permitted by code. Any more than that would require a variance. What I was just suggesting is if I had more space, perhaps that could accommodate more things in this building.

COMMISSIONER DAWSON: Oh, I see what you mean. I was just curious if there was any thought into whether adding on an additional floor since that was previously approved and considered would allow you with the income to look into the $3.3 million and digging out and having additional parking space underneath. I'm not a contractor, I don't, I leave that to other people up here. I was just curious.

I know there's some height, once you get a certain height it's incredibly expensive to go over that and I don't know what height that is for construction. I was just curious. I would really, really like to see more commercial space here. And you know, to remove that commercial space, you'd receive three units which I can see the benefit of that. And to me, the size of the space, the 1,200 square feet versus three units, I would go either way on that. It doesn't seem like maybe it's enough commercial space. If we can't get more, maybe it's better just to make that parking.

But the north end of town I would love to see developed more, and so to have more availability for a commercial space I think would help with the viability of it. We have a lot of older construction on the north end of town, which maybe doesn't lend too much to more of the retail type tenant that would populate that area. So, if we had newer construction there, more newer construction with more retail, I think it might help develop it.

But I can see your issues and I can understand why you're doing what it is you're doing. I just happen to live walking distance from the north end of town, and those of us who live up there are always wishing we had more restaurants on our end instead of having to cross the tracks, because we're lazy.

I was just curious about the, in the report at the Housing Commission, you stated that, though you said don't hold me to it, that there would be 12 two-bedroom and 3 three-bedroom. So, previously I was on the Housing Commission and I'm hoping, I see Nora on the audience, I hope she'll speak to it later, but we found at the Tandem development that the two-bedroom for the affordable housing was very, very popular. So, I'm very happy to see more of a heavy reliance on two-bedroom versus putting it all into the one-bedroom. But I was curious, if you only have 5 three-bedroom units, why would you dedicate 3 of them to the affordable housing component? Have there been more thoughts about that?

MR. ACOSTA: It was just the suggested mix and a look at sort of the demand. The demands skews a little higher for family units for obvious reasons. As you got the little larger units, your market rents tend to escalate. As you can see from my 13, 16, 21.

COMMISSIONER DAWSON: Right.

MR. ACOSTA: So, I was trying to address that. And then of course, your ratios are based on the 19, and then based on LIHTC guidelines. So, you're trying to balance economics, affordability, costs and guidelines.

COMMISSIONER DAWSON: From the affordable housing viewpoint, that's terrific. You're dedicating more than half of your three-bedroom which would be the money maker, you know, generating more money for you to an affordable housing component. So, the affordable housing side of myself applauds you, then the business person side of myself wonders what you're thinking. That was just a general question because you could generate more income off of those.

But I think it's terrific that you've really focused the affordable housing where it's needed as opposed to trying to put it into those single bedroom or those units where, you know, maybe aren't as needed for the community as some of these two or three-bedroom units. But I just, I don't have any more questions, I'm curious to hear what the audience has to say. Thank you.

CHAIRMAN LORENZINI: Thank you, Susan. Commissioner Sigalos?

COMMISSIONER SIGALOS: Most of my questions have been answered already or have been asked. I have a question and I don't know if Tinaglia architects can answer this. But if you have contaminated soil on the site, don't you have to remediate that? I mean even though you are not, you have it within the footprint of this building.

MR. ACOSTA: There's been remediation on the site. So, there's been already some remediation that has occurred on the site.

COMMISSIONER SIGALOS: Okay. But I'm hearing that there's contaminated soil on the north end.

MR. ACOSTA: Well, the remediation only went to a certain level. So, if you keep going down on the site, you're going to go below the level of which remediation was done.

COMMISSIONER SIGALOS: Okay. So, your remediation is below where you're going to have foundations, footings, underground utilities and so forth, so you're not going to be going into contaminated soil?

MR. ACOSTA: That's correct.

MR. LOSSELYOUNG: That's correct.

MR. ACOSTA: I believe it's 5 feet down? Yes, right. So, 5 feet down has been remediated. If you're below 5, you're going to hit contaminated soil.

MR. LOSSELYOUNG: On the north side.

MR. ACOSTA: On the north side.

COMMISSIONER SIGALOS: The other thing is I'd like to see more commercial development also, but then I'm also hearing the, I think I understood Bill Enright to say that maybe there isn't a great need for commercial there. Maybe the need for the addition of parking spaces is stronger. Is that correct?

MR. ENRIGHT: No, I don't think that's entirely correct, and that's not exactly what I said. We would like to see the 1,200 square feet. We think the need for guest parking can even be met in the Vail Garage with the overnight guest permit parking system we have which I think is $2, $2.25 or $2.50 a night, and all you have to do is prove that you live in the downtown and go buy some here and then give them to a guest. You could put a date on there and they could stay in there and they can park in the permit spaces. But they'd have to do it in the Vail Garage.

This retail space was again added, as we definitely want to see the 1,200, but I do think that, you know, looking at the lay of the land here, any more than 1,200, there could be an argument that you may just end up with a vacant space, too, and no one wants that either. It's not Vail and Campbell where you have a lot of activity and a lot of restaurants and so forth and pedestrian movements. On the north half of downtown, it's a different atmosphere on the north half of downtown. We've got a lot more residential in relation to the square footage of built space. So, and you've got the churches across the streets, you're never going to probably have an opportunity there to have retail.

So, you know, we'd like them to explore more but, you know, the reality is that, you know, we definitely think the 1,200 should be there, but you know, the Plan Commission may decide that, you know, they'd rather see guest parking in these three, you know, potentially three spaces if the retail is eliminated. Do you want that or would you rather see 1,200 square feet that would likely go to an office type user or a service type business and could remain vacant? You don't know. I mean just because things are vacant now doesn't mean they're going to be vacant five years from now.

COMMISSIONER SIGALOS: Regarding the parking, has the Petitioner attempted to get some kind of agreement with the church parking lots across the street?

MR. ACOSTA: We have an open dialogue, yes, with the First Presbyterian Church I believe is the church across the street. So, yes, we've opened a dialogue with them. We believe we can get some guest parking. I'm not going to tell you I'm going to have it 365 a year because I know that Sundays are a big concern for the church which may have an impact on Saturday night because the worry is also always that the person can park there on Saturday night and leave by Sunday morning. There are some still days that we know are of concern to the church. We're happy to explore that.

There is parking lots around us that are really not used at night. And we are satisfied also just to direct people to the Vail Garage and say, you know, it is three blocks but if you're staying overnight, it is $2 which is rather inexpensive to do so. We think that's probably more efficient which is why we think we sort of draw the proper balance but we're willing to listen.

COMMISSIONER SIGALOS: Also, at Plat and Sub in the report, you talked about having onsite management.

MR. ACOSTA: Yes.

COMMISSIONER SIGALOS: Can you explain that? And where would onsite management be and what is their role?

MR. ACOSTA: Yes. We're actually required by the financing to have onsite management, so we would have to locate a small office for them.

COMMISSIONER SIGALOS: And I don't see anything in this that has this label.

MR. LOSSELYOUNG: It's on the third floor plan.

MS. BHIDE: There's only a typical floor plan there.

MR. LOSSELYOUNG: Yes, I apologize. Yes. If I can --

MR. ACOSTA: Can you show --

MR. LOSSELYOUNG: On the second floor --

CHAIRMAN LORENZINI: Can you speak into the mic please?

MR. LOSSELYOUNG: Oh, I'm sorry. On the second floor, right in this area, we have a proposed office for that management of the building.

COMMISSIONER SIGALOS: And that onsite management is required because of the affordable housing component?

MR. ACOSTA: For 15 years, yes, sir. I understand that for 45 units you typically wouldn't have onsite management, this is just a small building. It just sort of comes with the territory. So, they're there to, you know, as any property manager would be except ours is on site to make sure this building runs properly.

COMMISSIONER SIGALOS: And this is what, like a 9:00 to 5:00 office?

MR. ACOSTA: It's like a 9:00 to 5:00, yes, sir.

COMMISSIONER SIGALOS: Can this rental building some day be changed to condos?

MR. ACOSTA: Well, according to at least the recommendation, it could. But the some day would be a very, very long time. For now, I believe we're restricted for about 30 years, so I guess 35 years from now.

COMMISSIONER SIGALOS: Would that require Village approval?

MR. ACOSTA: The Staff I think has suggested a condition that we come back to the Village for that, and we have no objection to that condition.

COMMISSIONER SIGALOS: Well, the reason I'm asking is related to the Timber Courts project that started out as condos and had an affordable housing component. My daughter was one of the first ones to move into that building, she's a schoolteacher, graduated from college and it was just perfect for her and she qualified. But then because of the downturn in the economy, they were unable to sell them. So, then they turned those into apartments. And I think when the developer turned those into apartments, I don't think the Village was even aware of it at that time, I don't think the developer ever came back to the Village and requested permission to do that.

And that's why I'm asking if this can be a same situation only in reverse where it goes from apartments to condos.

MR. ACOSTA: But pursuant to the Staff's recommended condition, we would be required to come back to you. And I could also tell you per the financing here, we wouldn't be back for 30 years because you actually can't do that once you make it a Low Income Housing Tax Credit project. You would be breaking the law.

COMMISSIONER SIGALOS: Okay. And am I to understand then the affordable housing count, whether it be either 19 units or 7 units, and you get a tax credit based on the number of affordable housing units in this development, is that correct?

MR. ACOSTA: Yes.

COMMISSIONER SIGALOS: So, if you had 19 units of affordable housing, you're going to get a much greater tax credit?

MR. ACOSTA: Yes, sir.

COMMISSIONER SIGALOS: Could that be changed later on to now you want to have 7 units, now you've already gotten the tax credit?

MR. ACOSTA: No. So, once you're in, you're in. Once you're in, you're in for 30 years.

COMMISSIONER SIGALOS: I have no further questions at this point.

CHAIRMAN LORENZINI: Thank you, John. Commissioner Cherwin?

COMMISSIONER CHERWIN: Thanks. Thanks for answering the questions here. I'd like to just follow up a little bit on the issues of, talk a little about the affordable housing issue that several folks have brought up. I think I just want clarification on a few things. I think I heard before that, I forgot who mentioned it but is there a requirement, I wasn't aware of a requirement of a threshold percentage for your LIHTC finance. You said 40 percent or nothing?

MR. ACOSTA: I don't believe there is a requirement such as you're, you know, at a certain point it doesn't make sense because it's a cumbersome project so we're not going to do it for two units.

COMMISSIONER CHERWIN: Right.

MR. ACOSTA: I don't believe there's a requirement.

COMMISSIONER CHERWIN: Okay.

MR. ACOSTA: Matter of fact, sometimes it varies, which is one of the reasons that we've asked for the flexibility because our goal when we started this was to have 19 units. When we go through the financing, it may be that the way the LIHTC works out we can't afford 19 units, for example. So, we wanted to commit to the 7 because that's the Village requirement. The other needs to, we need to have the flexibility to be able to fluctuate with your financing.

COMMISSIONER CHERWIN: Okay, I just wanted to verify that. And then, I know there was some talk about the valuation of the property and the building or how that would, and my understanding would be it wouldn't necessarily be comparable to a condo, just for the replacement value of the building. If I'm appraising it from the Assessor's Office, I would be looking at that building from the capitalization of the income stream coming from that building.

MR. ACOSTA: Typically, a rental property is done from a capital income stream.

COMMISSIONER CHERWIN: Right.

MR. ACOSTA: As opposed to condos, which are done by --

COMMISSIONER CHERWIN: So, the number of units in that property would affect the, or I'm sorry, the number of affordable units in that property, 7 versus 19, the cap on that rental would affect the valuation on that property because you're capping the income?

MR. ACOSTA: If the Assessor went by a pure as opposed to like replacement cost analysis, if he just went by pure income, of course the income is lower.

COMMISSIONER CHERWIN: Okay. And then I just, I looked through the Housing Commission notes and, you know, there was some question raised as there is tonight about the difference between the 15 percent and 40 percent. The stated guideline for the Village is 15 percent and that's, you know, as you can see on my name tag I'm the new guy, so I wasn't around for the, you know, all the thought that went into 15 versus 20 versus limitless. You know, at some point I think, you know, as John mentioned, you're looking at 40 percent, you're qualify basis is going to be much larger on the amount of money you're getting in the subsidy for the development based on 19 units, and like you said it's not going to make sense below a certain threshold, maybe two units. So, you're being reimbursed on those credits based on the larger amount, the 40 percent, financially speaking that's going to give you a better subsidy from the development costs than would, say 15 percent, is that correct?

MR. ACOSTA: Yes. The more affordable we have, the larger the LIHTC.

COMMISSIONER CHERWIN: So, I guess what I'm saying is, you know, 15, if the stated guideline in the Village is to have 15 percent, for good reason, we want affordable housing in the Village, but if we put a policy out there that says 15 percent and we go over that policy from 15 to 40, I mean it's not like 15 to 16 or 15 to 17, 15 to 40 is a big jump. And you know, the concern I have is if we put a policy out there and we make a jump that's more than 100 percent over what we stated, what good is even having a policy if we're not going to abide by that? I mean was that discussed in the Housing Commission?

MR. ACOSTA: I think the policy is a minimum and not ever perceived as a maximum. I think it was a requirement that they wished everyone to add 15 percent --

COMMISSIONER CHERWIN: Right. No, I understand.

MR. ACOSTA: But they're not saying we don't want you to have 16 percent or 17 or 40.

COMMISSIONER CHERWIN: Right. But I guess what I'm saying is it's clarified as a guideline for 15 percent, so there's an 85 percent window. Is that, Mr. Enright, is that the policy, essentially it's a minimum? But anything up to 100 percent is workable from affordable housing?

MR. ENRIGHT: The workable part is really the developer who's saying that with their, you know, their financing. I don't know they're not, you know, if it makes sense to do something that's, you know, would be 100 percent, probably wouldn't. The Village policy has recently changed. It used to be 20 percent. And through evaluation and through multiple developments that have, you know, come to the Village over the last ten years or so, maybe 15 years, 20 percent was deemed to be too cumbersome to require.

And keep in mind, usually when we're dealing with developers, it's like pulling teeth to get affordable housing. Most of them don't want to do it. This developer is in the business of doing it, so it hasn't been like pulling teeth. In fact, they proposed doing as many as 19, which exceeds the minimum threshold, the requirement that the Village has.

Again, it's not a requirement, it's just a policy. The Village does not have this codified. The Board has never adopted an ordinance. It's a policy, so it is optional. However, it can be taken into consideration as part of the zoning review, and this is a planned unit development, so it can be required of a developer to provide the minimum amount, which in this case would be 15 percent.

So, Staff would be satisfied with 7 units here because that meets the requirement. If they want to do more, then you know, certainly they can. I mean there is no Village law that says you can't provide rents at certain rates. I mean we don't tell Dunton Tower to keep their rents, you know, way up here. We don't tell Hancock Square to keep their rents way up here. There is no Village law that gets involved with that.

Additionally, Dunton Tower, by the way, as I mentioned it, three blocks over has 40, 4-0, affordable housing units. No one even knows that. Most people don't. In fact, when I moved into the Arlington Heights, I lived there in the fourth floor, it would have been 25 years ago. So, you know, we don't regulate these rents because that's not what the government does. We can regulate or require a minimum amount as part of the zoning action, it's a tradeoff, you know, consistent with Village policy. And that's what we're doing and requiring.

COMMISSIONER CHERWIN: Yes. And that would be my, my biggest concern was just if the Village had a policy and they're trying to make that policy meaningful, you know, there's got to be some connection, you know. That would be my main concern is, as we think through the review in the later stages of this, if we're going to have a policy, it probably makes sense to, you know, understand if we're going to deviate from that policy, maybe have a clear understanding what the benefit is of going from 15 to 40, you know, for the Village. And we know what it is for the developer. At some point that starts to diminish but, you know, certainly as you mentioned, you're going to benefit from a larger development subsidy.

MR. ACOSTA: Well, I mean, I think I will just address the benefit to the Village. I mean to some extent, the study we've done shows a demand of about 10,000 units. So, whether we do 7 or 19, we are relatively speaking a drop in the bucket. Most developments don't have these units. Most developments I suspect, Mr. Enright can confirm, pay. If they're required to, they're going to pay their way out. It's what most of my clients do.

So, if everyone is paying out, someone has got to actually provide them or we're just going to end up with money and no units. We thought we were striking a good balance, we are suggesting. We're trying to accommodate, you know, it's almost like the retail and parking kind of concept here where we have proposed what we believe to be the proper balance. But we also are smart enough to know that we don't know everything and we have to listen to others and others' desires, so we want to be flexible and take into consideration what this Commission says and what the residents of this Village say.

COMMISSIONER CHERWIN: Okay. I think that's it. We talked about the commercial space and all that. I guess the issue on this, on the commercial space, I know we talked a little bit about what the Design Committee offered and, you know, the potential of raising the building. I understand where you are with the environmental issues and going deeper. But if you put it up, was there any aesthetic consideration given to, you know, having that on the second floor with, you know, whether it's design elements or anything that could make it something other than a bland second floor that's windowless? I just, I didn't know if that's economically viable. I don't want you get, to not explore all options I guess if it's viable.

MR. ACOSTA: I think they tried to sort of vary the second floor appearance with the facade, so it's not just a blank strip of brick as you can sort of see from this.

COMMISSIONER CHERWIN: Yes. I guess what I'm asking though is --

MR. ACOSTA: Can it be taller? If we make it taller, which I think is what you're suggesting, sort of double high retail space at the corner perhaps?

COMMISSIONER CHERWIN: No, I was just suggesting that if there was some thought for potentially going higher to accommodate more commercial space on ground floor one, are you able to put parking on the second floor and make it aesthetically doable? Is that an option?

MR. ACOSTA: I think the second, we've already got parking on the second floor and it's full. So, if we were going to go up, we'd have to go now to three.

COMMISSIONER CHERWIN: Next, third floor, I'm sorry.

MR. ACOSTA: Now I have parking on a floor that has units, so that parking on that floor kind of doesn't work. This is sort of the issue I was addressing earlier that it's really inefficient to put 5 spaces on the third floor and then have 8 units because the ramping by itself will --

COMMISSIONER CHERWIN: But in that circumstance, what I'm saying is if you were to add another level, move those units to the top to an added level.

MR. ACOSTA: Yes, but what do I do with those when now I have an entire third floor of parking which is now way more than I need? I've wasted some money and that concerns me.

COMMISSIONER CHERWIN: Okay. So, thank you, sir.

CHAIRMAN LORENZINI: Thanks. Don't go away yet.

MR. ACOSTA: I'm on the podium, Mr. Chairman.

CHAIRMAN LORENZINI: I'm still trying to get my head around how this tax credit works. So, at a minimum, you'll provide 15 percent affordable housing units.

MR. ACOSTA: Yes, sir.

CHAIRMAN LORENZINI: But you could go up to 40 percent.

MR. ACOSTA: Yes, sir, if that's what, you know --

CHAIRMAN LORENZINI: What's going to determine whether you go from 15 to 40? If you get these tax credits?

MR. ACOSTA: It's really the structure, and it is to some extent an application and negotiation process with the state to get the credits. That's who holds the credit.

CHAIRMAN LORENZINI: It's a state program.

MR. ACOSTA: Yes, it's a state program. It's a federal program administered through the state. So, the credits are federal, federal income tax credits.

CHAIRMAN LORENZINI: You get credits on what?

MR. ACOSTA: You get credits against your federal income tax. So, what happens is the federal government generates these credits, administered through the state just like many federal programs. The state allocates the credits to projects. If you have allocated credits, you then can syndicate those credits, so big corporations come in and purchase the credits and then return it for the credits, you know, their side of the equation. They get a dollar for dollar reduction in their federal income taxes, and they pay for those credits by providing us cash, which is equity for a project.

CHAIRMAN LORENZINI: So, if you're going to 15 percent, are there any tax credits involved in that scenario?

MR. ACOSTA: We would still pursue tax credits, yes, sir.

CHAIRMAN LORENZINI: Okay. So, you can get tax credits at 15, 20, 25, 30?

MR. ACOSTA: You can. It's just that this is somewhat of a cumbersome transaction, so at a certain level the, I hate to use the words because I am one, the lawyers and accountants cost, well, so there's a certain threshold level where it just doesn't make sense because the syndication costs are such that it's not viable. So, you wouldn't do a tax credit syndication for 2 units. It's just --

CHAIRMAN LORENZINI: Okay. So, since this is a federal program administered through the state, there are certain rules I'm sure you have to follow in renting these units.

MR. ACOSTA: Yes.

CHAIRMAN LORENZINI: So, there's definitely a need out there for these units, as John's daughter used and your daughter can probably used and Bill used one time. But is there any way it could be targeted to the people in Arlington Heights, the need?

MR. ACOSTA: I can't, unfortunately, I don't believe I can discriminate by where your residence is on your driver's license. Typically, what happens is you do get people from the immediate area because it is, you know, Mr. Enright, when he first moved into town is looking for a unit, these units are available and they're marketed through one normal marketing efforts and people come in. That's --

CHAIRMAN LORENZINI: So, people find out about it through your marketing then?

MR. ACOSTA: Yes.

CHAIRMAN LORENZINI: And how, what is, describe your marketing efforts. Where do you go with those? How do you deal with marketing?

MR. ACOSTA: You would, it's essentially the same marketing efforts as you would do for market rate units. But you also would try to approach local businesses. So, schools, I'm not familiar with how much your sworn personnel make, but you go to the Village, you go to institutions in town to let them know that they're here because you're trying to draw a particular population.

CHAIRMAN LORENZINI: So, you don't have to necessarily put newspaper ads out in the whole six county regions?

MR. ACOSTA: No, you wouldn't. It would make no sense.

CHAIRMAN LORENZINI: Well, it's a --

MR. ACOSTA: Yes. Remember, we also are, you know, we are in Arlington Heights, we have a building, we still have to manage this building. So, you're going to want to try to get as high quality a tenant as you can that meets your income guidelines.

CHAIRMAN LORENZINI: Okay. Thank you. Bill, is there any issues with school impacts, you know, bringing more kids into the area and the school, is there a problem with anything like that, any concerns about that?

MR. ENRIGHT: Well, certainly residential developments are required to pay a contribution fee which is effectively an impact fee per unit based on the number of bedrooms. So, there would be a substantial impact for use for the schools, 25 and 214, as well as the park district and the library. As far as projections, you know, we found that, you know, we've done studies of all our downtown developments and the number of schoolchildren is very minimal in these types of developments. You know, I can't tell you exactly how many kids that are going to be generated by this particular development, but typically a development of this sort will not generate nearly as much as a single family home.

So, you know, based on our experience in downtown, when you talk about the number of units as a ratio of the number of kids, it's going to be very low. But you know, it depends who comes in, too, I mean, you know, a lot of these are one-bedroom and two-bedrooms. Certainly the ones, you probably won't find a lot of children. If you do, it will be babies probably.

But pursuant to the market study the Petitioner submitted, they're not expecting a lot of families here other than maybe the larger units. And that's been our experience, you know, in our downtown.

CHAIRMAN LORENZINI: Okay. And just a clarification to what I said earlier, if we recommend the 15 percent, then it goes back to the Housing Commission and comes back to us. And if we recommend the 40 percent as is proposed now or what's written now, since it's a preliminary, it doesn't go to the Trustees next?

MR. ENRIGHT: Well, it does. I mean the preliminary PUD, if the Plan Commission makes a recommendation, whatever it is, it then gets forwarded to the Village Board for preliminary consideration, and then comes back to the Plan Commission. However, getting the Housing Commission reinvolved, since the Petitioner as of this week has restated to an extent what they're committing to, previously it was 19, now it's 7 with the possibility of more with downtown financing, this should go back to the Housing Commission before it goes to Village Board in either scenario so that the Housing Commission can look at the same thing that you're looking at tonight.

That may or may not include coming back to the Plan Commission, and that's something that you should decide tonight. You may decide that you would rather hear from the Housing Commission before you make a recommendation, in which case they wouldn't have to come back to you before it goes to the Village Board. Or you could make a recommendation tonight if you chose and say, well, you have to go back to the Housing Commission before you go to the Board but you don't need to come back to this body. So, it really depends on whether or not you feel comfortable in making a recommendation on that aspect of the project.

There's other aspects to this project that we want to hear from you, too. You don't have to make a recommendation tonight. Typically, the Plan Commission does at the first hearing that they have, but you know, you can have more than one, you know, meeting on this if there's unanswered questions. You could say, look, we're okay with the project but we want this to go back to the Housing Commission next month and then come back to you for more deliberation and a vote.

CHAIRMAN LORENZINI: Thank you. Okay, that wraps up --

COMMISSIONER JENSEN: May I ask something?

CHAIRMAN LORENZINI: Oh, yes.

COMMISSIONER JENSEN: I'd like to get a little more clarification because you raised an issue, Mr. Acosta, when you indicated that we have federal funds flowing through the state and there's an allocation process. And as I read from Wikipedia where I get most of my knowledge, it's not certain that everybody who applies is going to get that allocation of credits, tax credits. You may fall short of that, they may run out of money before they get to your project.

MR. ACOSTA: Yes.

COMMISSIONER JENSEN: Is your project still able to go ahead without any LIHTC funding?

MR. ACOSTA: We'd have to look for a substitute source, but the answer would be, technically speaking, yes. Our commitment is that no matter how we go forward, if we make a commitment on the, you know, 15 percent, we will keep our commitments. It is a competitive action, so the state does have limited credits because the federal government allocates a limited pool, and you have to go through a competitive process.

Now, there's typically one to two rounds a year, so even if you are not allocated credits in the first round, you may be allocated credits in, you can continue to reapply. So, we could possibly get two rounds of applications in one year, one calendar year, and be unsuccessful in the first one and be successful in the second one.

COMMISSIONER JENSEN: And so, but you feel confident, even if you got no money from LIHTC, you could line up some additional financing?

MR. ACOSTA: My client feels confident, yes.

COMMISSIONER JENSEN: Sure.

MR. ACOSTA: It's obviously harder, it's more equity.

COMMISSIONER JENSEN: What I read here, it says that when you make an application, you can either have 20 percent of the residential units be affordable and that's for those who have income that's 50 percent or less of the area median gross income, or you can have 40, and they have to be with income of 60 percent or less of the area median gross income. It doesn't talk here, and maybe this is where it's not complete, about a range of being able to go somewhere between 20 and 40. It says these are the two options, you can choose one or the other.

MR. ACOSTA: I believe there could be a range, but you may not be able to go below, and I'm not the foremost expert on Low Income Housing Tax Credits so I don't want give the impression I am, we obviously would be going, you know, our target is that 50 percent of median income, that is essentially what the Village's guidelines are. So, we would be applying under that 20 percent.

COMMISSIONER JENSEN: So, you would have at least 20 percent of the, I mean you'd have to if you wanted the --

MR. ACOSTA: If we had the credit, once you got a waiver and got it for 15.

COMMISSIONER JENSEN: Okay, so you'd need to go to that. Okay, that clarifies that for me.

COMMISSIONER DROST: I've got one, sort of a question for Bill. Putting it into kind of a perspective, too, when we're looking at 45 units across the street from the First Presbyterian Church, within the downtown area, we have about 1,200 residential units now, 1,100-1,200.

MR. ENRIGHT: More than that, it's about 1,600.

COMMISSIONER DROST: Is it 1,600? So, that's a perspective. And then within the downtown area, we've always had the tradition of having subsidized housing like Goedke House and Green Castle and Dunton Tower. Out of that percentage of the 1,600, how much, how many would you say are subsidized? And that's not including places like where there was a TIF, which is a form of subsidization.

MR. ENRIGHT: Well, Goedke House which is just on the west edge of downtown, you know, way behind the community Jewel, that has about 100 units, and that's all senior, low income housing that's run by county. And it's been there for a long time. So, it's about 100 units out of 1,600. Dunton Towers as I mentioned earlier, because they have industrial revenue bonds, 20 percent of those units, so that's 40. So, that's 140. Green Castle I think has about 80, Green Castle about 80. And Latika, would it be the same as Goedke?

MS. BHIDE: Right, senior and disabled.

MR. ENRIGHT: Senior and disabled. So, that's about 80. So, you know, right there you're about 220 out of 1,600.

COMMISSIONER DROST: So, you're getting to that 15 percent.

MR. ENRIGHT: Roughly, yes, that's right.

COMMISSIONER DROST: Looking at it in the macro way with the downtown area. Okay, I just wanted to, you know, sort of make people understand this isn't the first time we've had subsidized housing in the Village, and more specifically concentrating in the downtown area.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: I have one more question before we go to the audience. Counselor, do you anticipate that the Petitioner would be going, since the subject of property taxes was brought up, do you anticipate that the Petitioner would be going for any type of abatement based on this development, based on the subsidized housing?

MR. ACOSTA: The county's code doesn't actually have, it does have a class 9 but we would not qualify for the class 9. So, we would be treated as a regular commercial building with the tax credit.

COMMISSIONER ENNES: Okay. So, it would be your understanding, based on your budgeting, this property, whatever the value of it is going to be, would be taxed the same as other properties in the area?

MR. ACOSTA: It would. There is obviously, as the gentleman pointed out earlier, there may be some differential because if you do it on a revenue basis --

COMMISSIONER ENNES: Yes, absolutely.

MR. ACOSTA: But otherwise, it's the same basis.

COMMISSIONER ENNES: Okay.

CHAIRMAN LORENZINI: Are there any other Commissioner questions at this point? If not, let's go to the public comment. I ask that, certainly if you want to speak or ask questions, feel free to come up. But I ask that you try and keep your comments brief because I'm sure there are probably a lot of people who want to speak tonight.

So, why don't we start on this side of the room, my left, your right? We'll start on the first row and work our way back, and then we'll go to the other side. Anybody in the first row? Yes, sir. If you would please state your name, come up to the mic, state your name, spell it and give your address?

QUESTIONS FROM AUDIENCE

MR. CARLSON: My name is Duane Carlson, I represent 201 North Vail. So, probably at least half of the people in this room I'm speaking for. So, we prepared a statement. We had a meeting regarding the issues that we feel that are important to us and I would like to read that statement. And keep in mind, by me reading this statement, we're going to eliminate half of the people asking questions or raising their hands.

CHAIRMAN LORENZINI: Okay.

MR. CARLSON: As the representative of Town Place Condominium Association located at 201 North Vail, we would like to speak on behalf of our homeowners concerning the Parkview project at 212 North Dunton. We appreciate the recent neighbor meeting that was held at the library by the representatives of the developer on May 20th. While this meeting indicated that the developer was interested in forging a good relationship with neighbors, many questions went unanswered and some of the plans of the developer were not discussed. There was no mention of the proposed affordable housing plan, nor were we informed of the upcoming Housing Commission meeting which took place on July 1st at Village Hall.

A major concern is the size of the building on a small lot. The developer is petitioning for a number of variances. Side and rear variances are concerning for the neighbors, but perhaps the most troubling is the variance to eliminate any type of loading dock or a street loading zone. With a 45-unit rental building, there will be a significant amount of move-in and move-out traffic. Not having a designated loading area off the street will create additional congestion and parking issues in the neighborhood. Dunton Avenue is a major thoroughfare. The delivery trucks, the US mail truck and other cars will block the street, cause traffic congestions and many accidents.

This small parcel with no outside parking should not be developed as a high-rise apartment complex. There is no available parking on the north side of Northwest Highway outside the public parking garage or the church lots. There is a large parcel on the southwest side of Northwest Highway that could accommodate a project of this size. The public garage on the south side is the only available parking in the downtown area. It would make sense to build this project where there is adequate space and available parking.

The parking issue is the main concern. It is the Plan Commission's responsibility to address the parking any time that a new development is proposed. Looking back 18 years when Town Place building was approved leads us to question whether the Commission did their due diligence. Town Place has been left with inadequate parking for the number of residents. This was not designated as a senior housing building and should have had more parking designated before the Village granted approval.

Now we are looking at a similar situation with 212 North Dunton. A rental project with one, two and three-bedroom units will create even more parking issues on an area that is already struggling to meet the current needs. Based on an average of two cars per unit, this will put approximately 40 more vehicles in need of parking outside of the building. It is our understanding that the Village's North Garage and Evergreen is already at capacity for monthly overnight parking, leaving the owners of these 40 vehicles to park several blocks away at the Vail Garage.

This only speaks of the overnight parking concerns. The daytime parking concerns on the streets surrounding the project is another area that has not been addressed by the Petitioner. Existing businesses and residents currently lack adequate parking for customers and visitors. Adding 45 more residents will only make this situation worse. Restaurants such as Javier's may lose business since some of the people may go elsewhere if they cannot find parking.

There are many health and safety issues we need to address. One, the balconies will be protruding over the streets and sidewalks. Things falling off the balconies may cause injuries and, consequently, liability issues. Our building on 201 North Vail was required to have inset balconies for that reason.

The two driveway entrances to the parking garage will exit to the sidewalks. Pedestrians will have difficulty seeing the cars since the building is right next to the sidewalks. This is for pedestrians and bicyclists, many of whom are seniors and young children. We don't want these people to be hit by cars. Since there will be a lack of parking, guests including elderly will have to park in the garage on Vail and Sigwalt to find parking, then they will have to cross the railroad tracks and go three blocks which would be dangerous for many people.

Lastly, and perhaps the least talked about issue, is the relationship of the Petitioner to the Village Board. It is our understanding that the Petitioner is a member of the Village Board of Trustees. While I'm sure Trustee Tinaglia will remove himself from any votes on his project, his influence on the Design and Plan Commission cannot be ignored. As Trustee, Mr. Tinaglia knows the well established rules for construction of buildings in Arlington Heights and chooses to ignore and override them. We feel that it is inappropriate for Tinaglia Architects to have any involvement in this project. If Trustee Tinaglia is truly concerned with the communities of Arlington Heights, he should use his influence to stop this project and send it back to the Petitioner to resolve the numerous serious issues that have been raised by neighbors.

Just in our building, every young couple in our building has two cars. And the building that they're proposing with 45 units and there are going to be 24 two-bedroom units and 5 three-bedroom units, we find it in our experience that there's going to be two cars, so there is going to be 35 to 40 vehicles, not including the guests, that are going to be trying to park in this area. The church lots are full. People in our building who went to the church lots and tried to get overnight parking cannot find it. So, if the church lots allocate some spaces to this development, that means the commuters and other people who are in there are not going to be able to park there. That's one of the issues.

I feel that the previous project should have no bearing on the present project. We keep going back to saying, oh, the previous project; well, things have changed in the past number of years that this previous project was brought to the Commission. Now, there's other problems and there's more parking issues in the area.

As the Commissioner here in your neighborhood, can you imagine having additional 40 vehicles parked on a four-block radius, or actually a one-block square radius? Can you imagine trying to put in additional 40 cars in your neighborhood and telling your guests, oh, you've got to park across the street three blocks away? And you're going to tell grandma and grandpa, a lot of the elderly people in their building have visitors, they have card games, they have things that they do on a daily and weekly basis, and we're not going to accommodate them. And these are all taxpayers who live in the community and support our community, and we feel that we're not getting what we should. And to put this project on such a small parcel of land with no outside parking is not going to service the community or the restaurants in the area.

And to have retail space and no parking for retail space, how does that work? I understand the Commission would like to have additional retail space. We don't have parking for the retail spaces we have. Egg Harbor Café, you go to Egg Harbor Café on the weekend and they're turning away customers. Uptown Café, turning away customers because there is no parking for them.

You add 40 additional parking spots, or cars in this area, Saturday and Sunday, and Sunday school during the week, numerous young children, I see them on a daily basis, young children going to the churches and everything else, and blocking the streets with people moving in and moving out and deliveries without having a driveway, it's dangerous. It's dangerous for these young children. It's dangerous for all the elderly people in here, not to mention myself and other people. This is a dangerous situation that you're proposing without the parking.

If you were to add the underground parking, then it would be a feasible project. I can understand that because you would be adding 20 some additional spaces, which would leave possibly 10 cars that would have no parking. And again, and one of the other issues that I'm concerned with is something that you brought up, Bruce. There is not enough information available to have a vote on this project. They're constantly changing things.

Within the past month, the first meeting we had, no affordable or low income housing. My wife and I go to the Housing Commission meeting, which was advertised the day of so nobody else was there, we go to that meeting and all of a sudden there is affordable and low income housing. Actually, it's not low income housing even though the attorney representing them brought that up as being low income at one point, it's affordable housing. We don't have a problem with affordable housing, we have a problem with the parking issues that it's going to create.

And lastly, the income level, the attorney today brings up that the lowest income level is going to be $35,000. Well, in the Daily Herald and what was brought up last week to the Housing Commission, the income level was $24,000 to $32,000 which would be for the affordable housing units. On a weekly or monthly basis, this project is continually changing, and I just am concerned that as it goes forward, if you approve a project of this magnitude, as it goes forward, the attorneys and/or the people who are building the project is going to change. And at that point, who is going to suffer?

Look around this room. Half of the people are at 201 North Vail. We are going to suffer. Our families who come and visit us are going to suffer. Our friends who have no parking are going to suffer. Thank you for listening to us.

CHAIRMAN LORENZINI: Appreciate it, Mr. Carlson. Anybody else in the first row? Yes, ma'am. Name, spell it please and address.

MS. MENZIES: Hi, my name is Vivian Menzies, M-e-n-z-i-e-s. My address is 212 West Fremont in Arlington Heights. And I live just a block or two away from this development.

And I really came today initially kind of in support of the affordable housing aspect. I thought that might be the biggest issue. I wasn't sure if that's something that I would be in favor of, but I was listening to this project and seeing the numbers, there's just a huge need for it. And I support it from that aspect.

But I think the previous speaker brought up a really great point about the parking. I think there's such a push to get this development done, and to get a project on this parcel that people just want to forget about the parking issue. And the reality is in one-bedroom apartments there are going to be two cars. This isn't Chicago where my daughter lives and doesn't need to have a car. People that live in the suburbs in one-bedroom apartments are going to have two cars. So, it's an issue that I hadn't really thought of or thought wasn't that big of a deal. But I do think it's important.

On the other hand, I also think this is a beautiful project and I really appreciate the architecture of it and the way it kind of echoes the look of the Historical Society building. I think it's a great looking project. I hope there is a way to work out some of the parking issues because I would like to see it go ahead with the affordable housing. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody else in the first row? Second row, anybody? Third row? Fourth row? Yes, sir. Come forward. State your name and address and spell it please.

MR. EDWARDS: Good evening. My name is Bob Edwards, E-d-w-a-r-d-s. I live and have lived at 1237 North Dunton for the past 12 years. And I'll get to the bottom line which is I've been a resident of Arlington Heights for 38 years. Unfortunately, I've never been a homeowner in Arlington Heights. I moved in to Stonebridge Apartments on Rand Road on October 18th, 1976, on October 31st, 2002 moved into the house we're renting now.

That being said, I feel no less a resident of Arlington Heights than any homeowner. I'm fortunate enough right now to earn my income in Arlington Heights as does my wife. Our daughter who is 26 years old and has survived two bouts of leukemia graduated from Bursey after attending Thomas Middle School and Ivyville. We are presently happily renting the home, which we had hoped to own at 1237 North Dunton from Our Saviour's Lutheran Church.

Those of you who might be members of theirs are probably aware they have an expansion program, which will come before the Board sometime later this year. And one of two things will happen, our house along with three houses immediately south of us which are owned by the church will either be bulldozed to facilitate the expansion of the church, and should the congregation decline that option, and we're meeting on September 7th, those four houses will be put on the market simultaneously. I won't bore you with the details, but I've lived through and been bypassed by no fewer than four or maybe five real estate booms in my life in Arlington Heights. That being said, I don't consider myself a victim. This has been a great town to live in, village to live in, it's been a great village to raise my child, and my wife and I would like to spend the rest of our lives here.

I came tonight to learn about the project at 212, and I also came to tell you we've got reservations about a rental project, that there's certain rhetoric that attaches to an affordable housing. I'm a geezer, and so to me affordable housing goes back to the days of open housing. I don't see this as being an open housing project and I will tell you this. When you take the waiting list, shouldn't this project find a way to have the serious issues that you've all pointed out and serious obstacles that will have to be worked on, when you find a way to make this project viable, and I hope you do, I would like to be on the waiting list to pay full market price for one of the three-bedrooms because I can tell you it will be the deal of the new millennium. And to continue to live in Arlington Heights paying full market rate I think would be a steal.

Obviously the people who own homes here have concerns that are realistic concerns, that are legitimate concerns. I will say this, those of us who rent, whether by choice or by necessity, we still support the local businesses. We had dinner this evening tonight at Dunton House, I get my haircut at Sorentino's and have for 25 years. As I said, we both work in the Village.

There are real issues that were raised tonight. And as somebody who has spent his whole career discerning the difference between nice-to-know questions and need-to-know questions, I would respectfully say that all of you on the Commission as Mr. Carlson and Mrs. Menzies have raised a number of need-to-know questions. And one need-to-know question I would like to take back to the Petitioner would be have you worked the numbers on doing this without an affordable housing component to see what the market is? Because I can't believe that I'm the only guy in Arlington Heights who still wants to live here who has both the desire and the ability to pay what I would consider to be a reasonable market rate for all 45 of those units. And I know we're late, I know you want to get moving, I'm closing my remarks with that. Thank you.

CHAIRMAN LORENZINI: Thank you, sir. Anybody else on this side of the room, the right side of the room? Okay, let's go to this side of the room. Anybody in the first row? Anybody in the second row? Yes, sir. State your name and address and spell it for the court reporter please.

MR. HORNAK: My name is Steve Hornak, H-o-r-n-a-k. I have the building adjacent to the proposed project on the south side. And my question I guess would be for the architect. What would be the impact to my building, the foundation? There's a portion of the building that's probably a hundred plus years old, and I'm just curious, when the foundation comes down that still exists from the old structure that was there, what will happen to my foundation?

CHAIRMAN LORENZINI: Please step to the microphone.

MR. LOSSELYOUNG: Thank you. We will work with our structural engineer to ensure that this property is not damaged at all. There will be procedures put in place to make sure that all accommodations are put forth to not damage or cause any, you know, potential damage to this property. But it does mean that we have considerable cost in providing thicker and bigger foundations on that side to accommodate the structure that we're proposing in order to not have any issues with the neighboring project.

MR. ENRIGHT: If I can answer that? The Village has on contract a structural engineer that looks at projects of this magnitude. So, that would be something that the Village would call Siegel, as well if this goes forward through the building permit process to ensure that they're taking the right precautions to protect adjacent buildings.

MR. HORNAK: Thank you.

CHAIRMAN LORENZINI: Anybody else in that row? How about the next row? The next row? Anybody else, that's, yes? Name, spell it and address please.

REVEREND PHILLIPS: I'm Jeffrey Phillips, I'm pastor St. John United Church of Christ in Arlington Heights. Phillips with two L's, Jeffrey, r-e-y. 308 North Evergreen Avenue is the address of the church. We are just a half block east and across the street from the proposed development.

I just want to speak briefly to the values of our faith as it applies to mixed income housing. Jesus was always on the side of what were called the poor and today might be called the working poor or lower income. We're especially impressed that this development is especially, the affordable housing part is especially for people who are in the workplace working. And I think Jesus would be on the side of that.

Secondly, people of faith are always interested in the physical as well as the spiritual welfare of human beings. And that includes basic human rights such as healthcare and food and a place to live and safety and security. And housing is one of those basic fundamental human rights that is also a spiritual value.

Thirdly, diversity. Diversity has many faces, many kinds of aspects but diversity of income is certainly one of those. And Arlington Heights or any community in America should have all kinds of diversity including diversity of income. It makes us stronger as a village to have people who live together who have various kinds of income as it enriches our perspective on how different people live.

Lastly, hospitality and welcome. These are perhaps the most fundamental values of any religious system. If you go to a Buddhist monastery, you are welcome. If you go to a Benedictine monastery, the rule of St. Benedictine is you are received as Christ, you are welcome. I think these are good values in the public sphere as well, and they are supported by the concept of affordable housing.

So, I rise to speak in support of that and wish you well in your deliberations.

CHAIRMAN LORENZINI: Thank you. Anybody else on this side of the room who want to speak? There's a, oh, anybody else? Yes, come forward. Name, spell it and address please.

MR. MULCAHY: Lawrence Mulcahy, M-u-l-c-a-h-y, resident of 201 North Vail. I do support everything that Duane Carlson said previously on behalf of the owners. I would like to just make two quick points.

First of all, I have owned my unit in 201 North Vail for 18 years. When I bought my unit, there was a two-story development next to us on the proposed property. I was very happy with a two-story building. I never in my wildest dreams imagined that I would be looking off my balcony, I would be looking 40 feet across from me and seeing another balcony. I didn't sign up for that.

With regards to parking, we've heard a lot about parking tonight. Just one minor point that hasn't been brought up. With the proposal, it seems to me as if you will also be losing between 2 and 4 parking spots on Eastman and Dunton to accommodate the garage doors. So, I just want to bring that point up, okay?

CHAIRMAN LORENZINI: Thank you. Anybody in the back row?

REVEREND LANG: My name is Alexander, Reverend Alexander Lang, pastor of First Presbyterian Church of Arlington Heights, 302 North Dunton.

I just want to speak real quick to, first of all, I reiterate my colleague's comments that we very much support the affordable housing side of this. In terms of the parking though which is a big issue that we're talking about this evening, we were approached, a member of our congregation works closely with the developer, came to us and asked us if we could help out as a permanent solution to this problem. We came back and we said no, we cannot. We have close to 700 people coming to worship on a Sunday morning, that cannot work out. And so, it's important that you know that they came to us through a member of our church, we have not had any contact with the developer besides that.

So, up to this point, I just want you to know that, when you're thinking about this, we want to promote the idea of affordable housing, but we cannot help you with any type of permanent parking solution over there. So, I just thought it was important that we lay it out for you all. Thank you.

CHAIRMAN LORENZINI: All right, thank you. Anybody else? Yes, ma'am. Name, spell it and address please.

MS. COFFMAN: Hello, my name is Karen Coffman, the last name is C-o-f-f-m-a-n. My husband and I are former residents of 201 North Vail. My husband, the children and I are out here tonight in support of my mother-in-law who lives at 201 North Vail.

And my question is about the safety of developing on what's obviously a contaminated site. So, if there are future problems, if residents become ill or whatever might happen, who is responsible? Is it the developer or is it the Village of Arlington Heights?

MR. ENRIGHT: It's not the Village of Arlington Heights. It's the responsibility of the property owner. Well, listen, the Village doesn't own the property, it's the ownership, the current ownership, Lloyd Baldwin, who is responsible for his property.

Having said that, the site has been remediated to a certain extent. And if the developer does build, it's my understanding that they do have to submit to the IEPA a plan that shows that they are meeting the guidelines for the IEPA. If you build a structure here that covers most of the site as they are proposing, that's the best thing other than removing all the contamination. Putting concrete here and keeping any contaminated soils down so it doesn't percolate up is the best thing you can do rather than keeping it as it is now.

Now, there is an engineered barrier there, meaning there is a membrane that does work to keep the contaminated soils down and any, you know, effluent that might come up. So, the site is a lot cleaner and safer now than it was because of the $750,000 of remediation that did occur a few years ago. But if the developer builds here and builds a solid concrete building, which is what they're proposing, that's going to even be better.

MS. COFFMAN: Okay, so the developer might say that they own five feet down but, it seems that way to me. It's interesting when the site was going to be cleaned up completely, that it would be an ownership of the condo building. And now that it's not going to be cleaned up it will be rental?

CHAIRMAN LORENZINI: Well, I mean they're going to meet whatever laws are required. I've dealt with this in my own job and you can leave contaminated soil on site if it's cleaned up to a certain extent, if it's below a certain level and they have a barrier there. And they're going to have to meet whatever Illinois EPA regulations are requiring. Whether it's a building or it's a rental or it's a condo, whatever is there, they have to meet certain regulations that's set by the EPA.

MS. COFFMAN: Okay. So, I mean I'm just concerned for al the residents and the Village of Arlington Heights because it's a wonderful place. My husband and I enjoy living here. My husband grew up here. My mother-in-law has lived here for 50 plus years. So, I just wanted to raise that question because as a parent, my concern is the safety of this development.

CHAIRMAN LORENZINI: Thank you. Anybody else? Okay. Now, we'll go back to the Commissioners for further deliberations, further questions, or motions.

COMMISSIONER DROST: You know, one question of Reverend Phillips. Is there available parking at your church? We'll see about the hospitality.

REVEREND PHILLIPS: Nothing like having your own words used against you.

COMMISSIONER DROST: Well, that's our train of thought.

CHAIRMAN LORENZINI: By the way, there's a number of other folks from St. John here today in support of the concept of public housing, or affordable housing, sorry.

We are pretty much in the same situation as First Presbyterian Church. We have had offers over the years from businesses and also residential developments asking for overnight parking. And we always have to turn people down not only because of the need that people not stay overnight on Saturday night because Sunday is our big day, but also because of the snow removal. We need basically both our south lot and our west lot completely empty of cars for effective efficient snow removal.

We would probably be interested in looking at daytime parking as an option. We have about 10 units of parking on our south side that are not used for Metra commuters that would be available for daytime parking. We could talk about that.

COMMISSIONER DROST: Thank you.

CHAIRMAN LORENZINI: Any other Commissioners?

COMMISSIONER DAWSON: I have quite a few questions based on the comments from the audience. Bill, is there a 'no further remediation' on this property? Just to clarify.

MR. ENRIGHT: Yes, there is. There is a 'no further remediation' letter issued by the IEPA based on the fact that there was remediation conducted several years and a membrane was placed which is a barrier five feet underground with new soils put on top. There was a condition more or less though on that, that if the site develops, they have to comply with the IEPA rules and regulations and continue to have the engineered barrier.

Certainly, a big building like this, big or small, one story or seven, would certainly I would think suffice as an engineered barrier because it's basically, for lack of a better word, entombing any environmental contamination in the soils below.

COMMISSIONER DAWSON: Okay. And then for the developer, will there be any revisit into the environmental issues given the, recently I've had multiple, or maybe multiple is extreme but I've heard from clients that the IEPA is looking more into vapor issues than it used to a few years back. I'm curious if you're going to be doing additional environmental testing which may require more, not remediation but to address the vapor if there is a vapor component.

MR. ACOSTA: I'm not aware that we'd be required to do more testing but, you know, obviously if you touch, first of all, if you touch the membrane, that's rough, you have to go back through the process because you're going to pierce the barrier. In terms of vapor, I would think that a concrete slab is, I'm trying hard to use a good word but I mean concrete slab is about as vapor resistant or as much vapor protection as you can get. So, I think we will cover all issues in terms of vapors up or the other problem being groundwater coming down.

COMMISSIONER DAWSON: So, there may, I didn't mean to imply that there is a requirement. I am not aware of any new requirement, but I have heard rumblings that this is something that's being looked at, more so now than it used to previously, and that some people are going back and looking to vapor issues. And I was just curious, if you were going to be looking into that further, and clearly I'm no expert on what is and is not an appropriate way to address vapor, I'm not trying to state that I am, and that may absolutely be the point but I'm just trying to clarify for people in the audience who might be concerned about the environmental contamination aspect, that it will be relooked at and --

MR. ACOSTA: I mean whatever we do here, I mean I just think it would be subject to IEPA rules.

COMMISSIONER DAWSON: Right.

MR. ACOSTA: So, you know, we're going to be following those rules. We believe the engineered barrier better known as the foundation slab will be sufficient. But I mean we can always change with the government.

COMMISSIONER DAWSON: That's what I thought. So, going back then to the parking issue which is, you know, I guess in my opinion, I don't live in that downtown area, I do live a few blocks away and I prefer to walk downtown, but at times when I try to drive into the downtown to pick up food or what have you, it is, street parking is a problem. I am curious though about a statement, and maybe you can address it, I think you might be able to address it. There was a statement made that the parking garage located there at Evergreen and Miner is at capacity. Is that the case? That's not my experience with that parking garage.

MR. ENRIGHT: Well, it depends on what you're talking about. I mean Hancock Square uses up a lot of that at night. We don't allow rooftop parking because of the winter conditions, we've got to get there and plow. So, the rooftop is mainly daily pay for commuters, at nighttime it's empty.

The first level has, you know, various levels of usage. I mean there's a lot of four-hour parking there. If there's events at North School Park, it can fill up, but because we have vacancies out there and there isn't a whole lot of retail, I mean yes, there's retail, the most successful retail is probably, you know, Egg Harbor area when they have their parking lot in front. And that's always very busy as we know for years. But the farther you get away from that, the farther north you go, you know, up towards the churches, there's less demand. There just isn't any commercial up there.

So, the garage itself though is, in terms of permit parking that we can sell for residential development, is close if not at capacity, primarily because of Hancock Square. They're the only ones we have an agreement with because that dates back to 1987 when the project was built. And they've actually increased their parking. So, there has been an increase in need for that development. Of course that's a little different, it's rental but there's pretty high rental rates there. So, that's also a function of how much parking is needed.

So, as far as we're concerned for guest parking, you know, for daytime parking, there's four-hour parking on the first level. So, if a guest came, they could park there. Overnight, we would more likely look to providing overnight parking for guests in the Vail Garage two blocks to the south. In terms of permit parking for residents of this proposed development, we don't see the availability in the North Garage to meet that need if there is a need in the North Garage.

Having said that, this development does meet code. It doesn't mean code doesn't always fit what's out there as the residents of 201 North Vail have testified now about what they're saying. We've had a couple of people ask us about parking in the North Garage, so we're working with them on that, our financial office. But having said that, that is a condominium building which tends to have a higher parking demand than the rental properties do.

Again, this project does meet code. Our concern mainly is, you know, where would the guest parking be. I'd like to have some on the north side or in this development potentially, but the developer has indicated that that's just financially not feasible.

COMMISSIONER DAWSON: Okay. That's not something I'd understood before. I guess I had imagined when I first heard the project that there will be parking available there. So, it is concerning to me, though I'm a big proponent of walking and I don't like hearing the complaints in the Village about there's not enough parking because it frustrates me that people aren't willing to walk a few blocks.

That being said, I'm not elderly, I don't have limitations on my walking so I don't want to imply that everyone should be able to walk. But it would seem to me that, especially from a safety issue, that if we could keep more parking available on the north side so people aren't crossing the tracks, that would be better. And learning that that really isn't an available option is a concern.

That being said, the idea of the affordable housing component downtown is very attractive. It's very difficult to get affordable housing downtown, primarily because of the expense of building a building downtown. So, what's concerning, initially when I was thinking through this, I was seeing the 19, and there is benefit associated with obtaining 19 affordable housing units downtown. Now I'm hearing that it might only be 7, that we don't know, it would fluctuate.

So, to me, the tradeoff on the impact on parking in that area might not be worth it for only 7 affordable units downtown. But I'm curious as to what your thoughts would be about having an agreed upon in the resolution or in the motion on a minimum that you could not go below. Like for example, it would be a minimum 12 units or 15 units, that your flexibility would be capped at a certain point.

MR. ACOSTA: I mean it's always hard when you have to make a decision for someone else. I mean I think we'd like flexibility. We're the ones who started with the 19. Our first reaction to the 19 was really two issues. I mean to be honest, first we heard some concern about the number, the 40 percent, and some people referred to it. So, we're trying to address that and be responsive and responsible.

Simultaneously, we need some flexibility because, you know, things are unknown as you go into the financing world and no one ever has financing in place when you show up at this stage because it's a cart-horse problem. So, we'd like some flexibility. I can't tell you that the flexibility that you're suggesting would not be acceptable to us though. So, if you're limiting our range of flexibility to a different range other than the one we're proposing, I think that's something we'll try to work with.

COMMISSIONER DAWSON: I guess it seems to me, initially when Commissioner Green was stating that there wasn't enough information here, I thought maybe there was enough information that we could move forward beyond it. But listening to the comments related to parking and with the proposal to potentially go down to 7 and your statement that maybe we couldn't come to some sort of agreement today leads me to believe that there might be a need to delve into this a bit more. I mean my hesitancy with this project, as much as I believe and very much want to see this project go forward, is the very genuine concern about parking. And while we do have people who have parking issues in other areas of the town, I think now is an opportunity to say we have to learn from past issues that we've created by not thinking through the parking issue and maybe take a step back and think through alternatives.

I don't think losing the retail space to gain 3 parking units is really going to do us any good at all. 3 parking units isn't going to address what is potentially the problem. So, I would be more in favor of sending this back for further discussions, and I'm just one person, but for further discussions related to parking, having more of a solution related to parking, more of an understanding of what we would be, the benefit we'd be gaining in relation to affordable housing before voting on this tonight. So, that's just my opinion.

MR. ACOSTA: I appreciate that. Please understand that we, the range of parking demand has ranged from, I believe the Staff was talking about roughly 5 spaces to cover guest parking, obviously the gentleman from 201 Vail was talking about 40 spaces. We don't agree with that 40-space number because we think there's a lower incidence of car ownership in rental units than condominium units. And I believe Mr. Enright has some data that would support that and his experience in the Village, but I don't want to speak for him.

We think the 5, you know, the parking for the visitors was a reasonable request that we want to kind of explore for how we can accommodate it without an extraordinary expense. Maybe there is one way to accommodate it without an extraordinary expense of going into the basement. But as I said, you know, when we had this discussion amongst ourselves in the project team, I said this could be the most expensive parking spaces that's every built if we have to go down into the soils to build it.

COMMISSIONER DAWSON: I don't disagree.

MR. ACOSTA: I don't think that has to be done.

COMMISSIONER DAWSON: I completely sympathize with the ramifications of digging into contaminated dirt. I understand that.

I'm not saying that I think there's a perfect solution here. All I'm saying is that parking is a problem in this area. And I do frequent the area. When I do try at 5:00-6:00 o'clock to pick up dinner from Javier's or what have you, it has been difficult to find parking that is right there, immediately there. Do I have to walk a couple of blocks? Yes, and again, that's, I think that's okay for me. It's not okay for everyone. And we're hearing from people in the area that it's already very difficult for them.

So, I just think it would be worthwhile to revisit it from my perspective.

MR. ACOSTA: Understood.

CHAIRMAN LORENZINI: Why don't we keep going this way? John?

COMMISSIONER SIGALOS: I'd like to follow up with what Commissioner Dawson was saying. I want you to understand I'm fully supportive of subsidized or affordable housing. We definitely need that. But I can't support a project that you say, well, we can't afford to go down deeper and to provide parking, but we need to go and leave the local people with this parking problem. That doesn't make sense to me at all.

Have you looked at maybe just excavating down a lower level half of a ground level and not a full level? To maybe add 15 spaces down there? Has that been looked at?

MR. ACOSTA: I think I'm going to have the architect address this.

MR. LOSSELYOUNG: The structure that would be necessary to go down and the ramping that would be necessary to go down to bring us below grade for that extra parking would basically require us to take the whole site again as we had done initially. To, you know, to build a ramp down to gain only a few spaces would, from what I understand in early discussions we've had with the client would almost be, again, financially impossible to do.

COMMISSIONER SIGALOS: I'm not suggesting only a few spaces. I mean I'm suggesting the south half of this building footprint is clean, that you could ramp down there and you could gain maybe 15 spaces.

MR. LOSSELYOUNG: Yes, but again, to ramp down, we have to be able to get down to that area and then have a drive aisle that accommodates --

COMMISSIONER SIGALOS: Well, that's part of the cost of this development. I mean I don't see how we can approve something that's going to leave the neighborhood with a parking problem because you can't afford it. So, maybe, I mean again, I don't want to say that I'm against the affordable housing because I certainly support affordable housing.

MR. LOSSELYOUNG: One thought that we've been looking at this afternoon is something that we need to talk with Staff about is Eastman is having a, as you go west on Eastman, it dead ends into that office building. It is a very wide street currently that has parallel parking on both sides. One of the things we would like to work with Staff on is that availability perhaps to eliminate the parallel parking on one side and provide 63 angled parking along the other side. We think that by doing that, there could be an increase of additional spots without impacting any driveways or access points to the existing building. So, that is a possibility that --

COMMISSIONER SIGALOS: Well, I'm all for you looking into things like that. But again, we brought this up at Plat and Sub back in May, and why at the last minute are you now still looking at it? It seems like maybe you ignored it for the last couple of months.

MR. LOSSELYOUNG: We still, you know, are looking at it from the standpoint that we were meeting the code requirements, the number of units, the parking units that are required. You know, our point was that we did not see the need for the retail, that we wanted to have those 3 extra stalls there, and we were looking perhaps to see if we can move the mechanical equipment to the basement and gain 2 stalls there giving us the 5 extra stalls that are being recommended during the traffic study for --

COMMISSIONER SIGALOS: But again, I read the Staff report at the Plat and Sub, I believe the Staff report for today's hearing, you heard the comments at the Plat and Sub meeting that's been fairly clear that the concern was for parking. And I'm not convinced that you've done any further exercise in trying to provide additional parking in this project.

MR. ACOSTA: I think we've looked at it. We haven't found more, we have not come up with a good solution that we don't think is cost prohibitive. That's not to say if we keep looking we won't find it.

COMMISSIONER SIGALOS: At this point, what you presented to me tonight, again, I don't know how I could approve this with the limited parking that you have there.

CHAIRMAN LORENZINI: Jay, any questions?

COMMISSIONER CHERWIN: Yes, thanks. You know, yes, I mean for me, similarly, I think the two issues on this, you can keep on because I think this parking issue, we need some more resolution around that before I feel comfortable allowing it to go forward.

I brought the affordable housing issue before. Like I said, it's part of the, you know, I think the plan of the Village that the affordable housing element is an important one as I think my colleague here has noted. My concern is just getting some clarity from the Housing Commission on, you know, the benefits of it.

Certainly there are probably some costs associated with that that I don't know necessarily about, but the Housing Commission is probably in a better position, and I'd like to have them at least say, well, we're going to, you know, to support a much higher level than our stated level. And you know, we talked about obviously some of the subsidies involved with the developer and their incentives to go higher potentially and the Village's incentives to go higher than 15 percent.

But I mean, personally, I'd just like to see more analysis done by the Housing Commission in terms of if we're going to deviate from it significantly, are there, if it's all upside, great. If it's not only upside, let's hear them.

CHAIRMAN LORENZINI: Thank you. Bruce?

COMMISSIONER GREEN: I have no problem with the affordable housing, but you still have a parking problem whether you have 19 units affordable or 7 units affordable. The parking to me is a problem and I agree with my fellow Commissioners here that this does not address that problem adequately for me. So, I think that, I'm sorry that it's a site that has bad soil but, you know, explore something that's going to solve the problem I think and you'll have a much more viable project.

I think it's, everybody, I agree with the statement that everybody is anxious to see something this good looking go in there. Not that I'm taking anything away from the architect, being an architect myself, the other building was better looking, I'm sorry. It had retail all the way across on the first floor and it had parking underground. So, it had more amenities to it. But this is a good looking building and I applaud the effort that went in it to get to this point.

Just help us solve this parking problem that comes along with it and I think you have one darned good project.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: I agree with my fellow Commissioners in regard to the parking. I think we need additional parking there. Between their comments and also the comments from the audience about the property. As buildings like this mature, the number of, the parking requirement I believe increases, as children mature, other partners come in. And yes, the first move in there might be a single guy but all of a sudden you got a wife, you got older children that have cars, and I think that we will see what 201 is experiencing where they have a parking problem. And I think we have to be looking for this improvement into the future.

Something I haven't heard is in regard to the retail. Bill, I think you made a good argument as far as, yes, there is vacancy on the north side of town. The building that was in this location before was retail, so we did have a little retail. We have a lot of residents that live in that area. And if you look back at the period prior to the development of downtown, we had high vacancy rates there. That was part of the reason for the redevelopment. And I think that's part of the reason for the development here.

I think we need, with these buildings that go up in the area, we need additional retail. And I think part of the solution is going to have to address something about going down into the ground to get to this parking and not decreasing the percentage of retail on the first floor.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: I'm going to sound a lot like the previous Commissioners. I can't say strongly enough how in support I am of the affordable housing and how good it makes me feel to hear all of the support for that in this room today.

I'm new on the Commission. I don't know the precedent of demand for parking that's above code, but I know that you have residents who are currently in the area who have been loyal to our community and we need to address those issues.

I'm also somewhat concerned about this fluidity of numbers. Reading the packet and hearing you talk tonight, I just really don't have a good handle on what that percentage is going to be. So, I really want to see this project go forward, I would just like to have more discussion on it.

CHAIRMAN LORENZINI: Lynn?

COMMISSIONER JENSEN: You know, I think most of us are about in the same place that it would be very hard to approve this at this point. For me, having the amount of retail that you have there, even though I know Staff's version to that, I think it's a token thing that's meaningless and I wouldn't be in support of that small amount of retail. So, I think I would either rather have no retail or I'd like to have really an expansion of the retail. And so, I think you've got some things you've got to do related to the commercial space here.

And clearly you have some issues with respect to parking that everyone has gone through. I would like to ask Bill, Mary Jo asked me, I didn't know the answer, do we ever require anyone to have parking above code?

MR. ENRIGHT: You absolutely can. It's a planned unit development, and if you believe that meeting code is not sufficient, then you can certainly require more parking, absolutely.

COMMISSIONER JENSEN: Well, I think that there's been some good cases made and people need to either bring some data back or they need to make adjustments in the plan. The plan actually though needs to have some specificity. I think you need to fix the number of affordable houses you intend to, or apartments you intend to have in this facility because, I know you want the flexibility, but it's hard for us to, you know, make any sense of the tradeoffs. So, I think you've got to fix the number of that, you've got to deal with the apartment issue, and again straighten the retail out before anyone of us can actually vote for this.

CHAIRMAN LORENZINI: Bill, the amount of parking spots being supplied, does it meet code?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: Okay. And what's the 5 spots you talked about for visitors?

MR. ENRIGHT: That's, you know, the code doesn't distinguish between, in the ratios between guests and residents or the commercial space. And the reason the commercial space doesn't require it is because it's such a minimal amount in downtown. So, there is no distinction. The 5 comes from the Petitioner's traffic consultant which estimates based on the number of units here that typically by, you know, industry standards, the people that know parking inside out that study this, you typically want to have about 5 percent of your total parking allocated to guest parking. They have 54 spaces none of which can be allocated to guests because they are all allocated to --

CHAIRMAN LORENZINI: The 5 percent would be the traffic engineer's recommendation, it's not necessarily code.

MR. ENRIGHT: Right, their traffic engineer, I believe it's KLOA.

MR. ACOSTA: Can I just say something? It's actually 10 percent.

MR. ENRIGHT: I'm sorry, 10 percent.

MR. ACOSTA: So, 5 spaces.

CHAIRMAN LORENZINI: So, here is the problem I have. Developer comes to town, spends a lot of money looking at something, he's meeting code, then all of a sudden we tell them, well, even though you meet code, you got to do something else. And you know, the numbers we've been batting about here, 45 additional spaces only, okay, so maybe he goes back and he comes back next month and he comes up with 45 more spaces. Then somebody else says, well, really it should be 60.

Now, the problem I have is the developer wants to come to town, he's meeting code, and then we're throwing all kinds of additional stuff on him. But I agree, there's a practical part to it that we as Commissioners have to make a judgment and make a recommendation to the Board of Trustees, well, maybe it should be an additional 5 or 10 or 15 spaces, I'm not sure.

Now, the issue about the driveways, does that meet code? And the loading zone was brought up, is that a code issue?

MR. ENRIGHT: Well, they need a variation for the loading, for lack of providing the loading zone. But quite frankly, a lot of our downtown developments, high rises don't have loading zones either. So, that's not uncommon.

With respect to the driveways, we are requiring that they have emergency lights adjacent to doorways. The gentleman is right that they are right up against the sidewalk which is similar to a couple of developments, I mean 777 South Evergreen is the same thing and they have the light that comes on. So, you know, you have to be cautious obviously that the light will come on assuming it's working and flash to notify you the garage door opens. So, that will be required.

CHAIRMAN LORENZINI: And a comment was made about the height of the building blocking some views. Well, that is still within code?

MR. ENRIGHT: Yes.

CHAIRMAN LORENZINI: So, again I'm struggling, the developer has come here, he's meeting code, he wants to do a development, he wants to do affordable housing which is required by law. You know, each Village has to have as much affordable housing, that's not my point. But as Bruce mentioned, there is a lot of questions still out there on how we're going to resolve things.

And so, I guess I would like to see some attempt to try increase parking. The parallel parking or the angled parking is I know one solution. So, I would, and as John said, you know, we asked for a lot of this before, it doesn't seem like, this wasn't, or at least the parking issue wasn't developed any further. So, that's what I'm struggling with right now.

COMMISSIONER JENSEN: We also had commented at Plat & Sub on the commercial. That was an important point that was made that we didn't think the 1,200 square feet was a sensible amount of commercial space. And so, I think that, too, is an issue that really hasn't been adequately addressed and there was --

COMMISSIONER GREEN: I would just like to make one more comment to the developer and the team here. I think what we're saying is that, at least I can speak for myself on the parking issue, I'd like to see you guys go back and work on it. I don't want to sit here and tell you I want 48 more spots and I want 20 more spots, I don't want to do that. I would like you guys to come back to us with some kind of a solution that makes sense to what you've heard here tonight. But I don't want to dictate what that is.

We know you have code and, we just have issues with the neighborhood and everybody drives. I go by there twice a day, your building, everyday. So, you know, do a little more homework and maybe these questions will all be answered and everybody will happy. But at this point, I don't really want to tell you guys how many you need. You have to work with the architect and the design and that should tell you what you can get.

COMMISSIONER DROST: Yes, as part of a solution and going back to the Housing Commission and reducing the number from 19 to 7 and maybe some flexibility in there, and then maybe dealing with some of the issues related to the parking and that count -- might even like it.

COMMISSIONER DAWSON: Just to clarify, I'm not looking for 40 more spots to suddenly become available. I just think that even though it is meeting code, it's going into an area that currently has parking limitations, and that has to be considered. I'd like to see the Village, if the Village wants the project to go forward, as do I, try to come up with some compromises that we can try to alleviate a little of the parking logjam because as someone in the audience pointed out which I hadn't thought through, I think it was you, we're losing 4 spots. I hadn't thought about that until that was raised which is a very good point.

So, you're meeting code because you're adding 45, but we're actually losing 4, so we're actually in a deficit to some degree. So, I very much want the project to go forward, I just think that a little bit more time and effort is needed working with the Village to try to come up with a way that we can show more availability in parking.

COMMISSIONER DROST: Yes, the math that I, you know, back on the envelope, you're spending about $330,000 a unit, correct? And a $15 million project cost?

MR. ACOSTA: It's actually $20 million project.

COMMISSIONER DROST: Oh, $20 million.

MR. ACOSTA: $15 million was the construction cost, I have to add land and then soft.

COMMISSIONER DROST: I mean it is going to be a project that has value and there will be real estate taxes, and hopefully with enough commercial on other, we'll get a little sales tax out of it. And everybody will be happy.

MR. ACOSTA: Mr. Chairman, I was going to ask just a question just as we go back so we study all options, how do people feel about height? Because the young lady had commented earlier, you may add something on top, sometimes it's hard to go down, but I mean, and I don't know what the answer here will be but I want to give direction to the architectural team and give some limits to that direction so I don't come back with something that, while sausage is not tasty as --

COMMISSIONER DROST: Well, I think one of the things, Tinaglia has experience in the downtown area. I mean he's done the Wing Street building. He knows what going down two stories means and he knows what going up nine stories means as far as from a project cost standpoint. So, I think you've got an advantage there, you know, as far as the experience. But you are in the Village of Arlington Heights, so we've got to speak to --

MR. ACOSTA: Heights?

COMMISSIONER DROST: Heights, yes.

CHAIRMAN LORENZINI: I feel a little uncomfortable giving you a recommendation.

COMMISSIONER DROST: And that's really not our job to give you that kind of guidance.

MR. ACOSTA: I appreciate that.

CHAIRMAN LORENZINI: Does anybody want to make a motion to --

COMMISSIONER GREEN: I would like to make a motion to, what, postpone?

COMMISSIONER DAWSON: Continue?

COMMISSIONER GREEN: Continue this, continue is the right word I think, this hearing until next time.

CHAIRMAN LORENZINI: Well, how about the motion to take the 15 percent recommendation and go back to the Housing Commission? Is that the one, Bill? Take the 15 percent recommendation and go back to the Housing Commission for their approval and then come back to us and maybe study some of these other stuff --

COMMISSIONER GREEN: I was going to say based on what we've been talking about here or something --

CHAIRMAN LORENZINI: I think one of the lawyers can put this in good words.

COMMISSIONER DAWSON: There are some members in the audience who keep raising their hand. I thought you should clarify that that portion is closed because they keep raising their hand.

CHAIRMAN LORENZINI: Yes, we need to move on and wrap this up, we've got other business. So, we closed the public comment portion of this. So, does anybody want to --

COMMISSIONER GREEN: I made that motion.

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: Okay.

MR. ENRIGHT: Before you make a motion --

COMMISSIONER DAWSON: We've already made a motion.

MR. ENRIGHT: Before you vote on it, typically you would want to continue to a date certain so that the public knows when that date is. Otherwise, I might have to check with our legal staff, it may require a re-notification because the public won't necessarily know when it is although we will post it on our website and anybody can call and ask us once we know. I don't know how long it's going to take but --

COMMISSIONER DAWSON: Well, when is the next Housing Commission date?

MR. ENRIGHT: Well, the next Housing Commission date is August 5th, so we can go back to them assuming there's a quorum, I don't know if we know that yet. We don't know that yet.

COMMISSIONER DAWSON: So, our next after that will be the 13th.

MR. ENRIGHT: That's correct.

COMMISSIONER ENNES: How long does Petitioner think it will be to address the other issues?

MR. ACOSTA: I think with some hard work we could be back before you on the 13th.

MR. ENRIGHT: And again, if it's not quite ready, then it could be continued to another date and we would post that on our website so the public wouldn't just show up here and then just go home because it got continued again. So, I would suggest doing it, you know, continuing it to August 13th.

COMMISSIONER GREEN: Continuation to August 13th.

COMMISSIONER WARSKOW: Can I just clarification on this motion before we proceed? So, we're telling the Housing Commission that we recommend them going down to 15 percent affordable housing?

COMMISSIONER DAWSON: Well, maybe I misunderstood. I think we were just sending it back to them to consider the request.

COMMISSIONER WARSKOW: Okay, because I just heard a specific number, the 15 percent, and I just want to have clarification on exactly what we're sending back to the Housing Commission.

CHAIRMAN LORENZINI: I think it started at 40 percent certain, now they're saying they'd like to go to 15 percent certain with the option of going up to 40 percent.

COMMISSIONER WARSKOW: So, we're asking that option?

COMMISSIONER DAWSON: No, I think all we're asking for is for the Housing Commission to discuss the request. We're not making a recommendation either way, and have the Housing Commission come back to us with their thoughts on that request. Right? Do we need to reword the motion? Do you think it's sufficient?

MR. ENRIGHT: I think we got it.

CHAIRMAN LORENZINI: Okay. Should we take the roll call vote now?

MS. BHIDE: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MS. BHIDE: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MS. BHIDE: Commissioner Drost.

COMMISSIONER DROST: Aye.

MS. BHIDE: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MS. BHIDE: Commissioner Green.

MS. BHIDE: Commissioner Green.
COMMISSIONER GREEN: Yes.
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. Okay. You need to work on a few things.
MR. ACOSTA: Thank you.
CHAIRMAN LORENZINI: Thank you. Okay. Bill, do we have anything? Any other business?
MR. ENRIGHT: There is no other business.
COMMISSIONER DROST: I'd like to make a motion to adjourn.
CHAIRMAN LORENZINI: Second?
COMMISSIONER GREEN: Second.
CHAIRMAN LORENZINI: All in favor?
(Chorus of ayes.)
(Whereupon, the public hearing was adjourned at 10:05 p.m.)

STATE OF ILLINOIS)
) SS.
COUNTY OF K A N E)

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

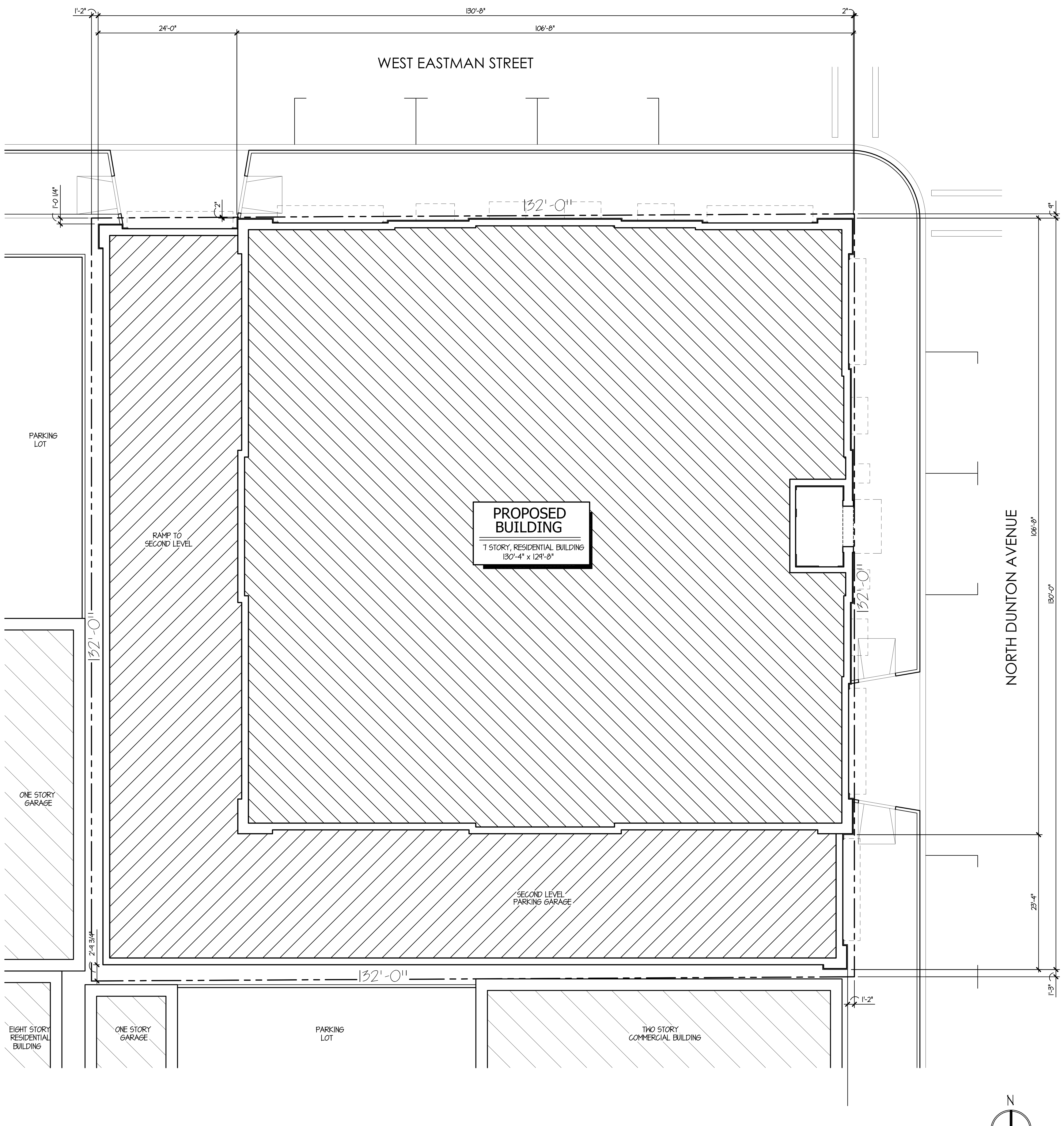
____
RONALD LeGRAND, SR.

SUBSCRIBED AND SWORN TO

BEFORE ME THIS ____________ DAY OF

_________________________, A.D. 2014.

____
NOTARY PUBLIC



ARCHITECTURAL SITE PLAN

SCALE: 1" = 10'-0"

PROJECT

PARKVIEW
212 N. DUNTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS

LOT / ZONING DATA

LOT AREA:	0.40 ACRES
	17,424 SQ. FT.
EXISTING ZONING DISTRICT:	"B-5" CENTRAL BUSINESS DISTRICT / P.U.D.
PROPOSED ZONING DISTRICT:	"B-5" CENTRAL BUSINESS DISTRICT / P.U.D.

BUILDING DATA

- DATA PER FLOOR / LEVEL:

- BASEMENT LEVEL	1,204 SQ. FT.
- GRADE LEVEL / FIRST FLOOR	16,617 SQ. FT.
- LEASEABLE RETAIL SPACE	1,314 SQ. FT.
- ASSIGNED PARKING	27 STALLS
- ASSIGNED PARKING w/o RETAIL SPACE*	*30 STALLS
- SECOND FLOOR	14,934 SQ. FT.
- ASSIGNED PARKING	33 STALLS
- THIRD FLOOR	11,125 SQ. FT.
- RENTABLE AREA	8,918 SQ. FT.
- # OF RESIDENCES	9 UNITS
- FOURTH FLOOR	11, 125 SQ. FT.
- RENTABLE AREA	8,918 SQ. FT.
- # OF RESIDENCES	9 UNITS
- FIFTH FLOOR	11,125 SQ. FT.
- RENTABLE AREA	8,918 SQ. FT.
- # OF RESIDENCES	9 UNITS
- SIXTH FLOOR	11,125 SQ. FT.
- RENTABLE AREA	8,918 SQ. FT.
- # OF RESIDENCES	9 UNITS
- SEVENTH FLOOR	11,125 SQ. FT.
- RENTABLE AREA	8,918 SQ. FT.
- # OF RESIDENCES	9 UNITS

- TOTAL ABOVE GROUND AREA	
- RENTABLE RESIDENTIAL AREA	44,590 SQ. FT.
- ASSIGNED RESIDENT PARKING	54 STALLS
- GUEST PARKING w/ RETAIL SPACE	6 STALLS
- GUEST PARKING w/o RETAIL SPACE	*9 STALLS
- RESIDENTIAL UNITS	45 UNITS

BULK DATA	PER ORDINANCE	AS PROPOSED
- LOT COVERAGE	N/A	95.4% = 16,617 SQ. FT.
- FLOOR AREA RATIO	N/A	500.3% = 87,176 SQ. FT.
- BUILDING HEIGHT	90'-0" ROOF HEIGHT	[7] STORIES / +88'-8"

YARD SETBACKS	PER ORDINANCE	AS PROPOSED
- FRONT YARD / EAST	0'-0"	0'-2"
- EXTERIOR SIDE YARD / NORTH	0'-0"	0'-2"
- SIDE YARD / SOUTH	0'-0" AT FIRST	1'-3" AT FIRST/SECOND
	30'-0" ABOVE FIRST	24'-9" ABOVE SECOND
- REAR YARD / WEST	0'-0" AT FIRST	1'-2" AT FIRST/SECOND
	30'-0" ABOVE FIRST	25'-4" ABOVE SECOND

DENSITY

- DENSITY ALLOWED

- ONE BEDROOM	17, 424 SQ. FT. LOT / 300 SQ. FT. = (58) UNITS
	(145) UNITS / ACRE MAX.
- TWO BEDROOM	17, 424 SQ. FT. LOT / 400 SQ. FT. = (44) UNITS
	(110) UNITS / ACRE MAX.
- THREE BEDROOM	17, 424 SQ. FT. LOT / 500 SQ. FT. = (34) UNITS
	(87) UNITS / ACRE MAX.

- DENSITY PROPOSED

- ONE BEDROOM	(16) UNITS x 300 SQ. FT. = 4,800 SQ. FT. LOT
- TWO BEDROOM	(24) UNITS x 400 SQ. FT. = 9,600 SQ. FT. LOT
- THREE BEDROOM	(5) UNITS x 500 SQ. FT. = 2,500 SQ. FT. LOT
	(45) UNITS = 16,900 SQ. FT. LOT REQUIRED
	(116) UNITS / ACRE PROPOSED

PARKING

- PARKING REQUIRED

- ONE BEDROOM	(16) UNITS x 1.0 STALLS PER UNIT = (16) STALLS
- TWO BEDROOM	(24) UNITS x 1.25 STALLS PER UNIT = (30) STALLS
- THREE BEDROOM	(5) UNITS x 1.5 STALLS PER UNIT = (8) UNITS
	(54) STALLS REQUIRED = 1.2 RATIO

- PARKING PROVIDED

- GRADE LEVEL GARAGE PARKING	(27) STALLS PROVIDED
- W/O RETAIL SPACE*	*(30) STALLS PROVIDED
- 2nd LEVEL GARAGE PARKING	(33) STALLS PROVIDED
	(60) STALLS PROVIDED = 1.33 RATIO
	*(63) STALLS PROVIDED w/o RETAIL SPACE = 1.4 RATIO
	- INCLUDES (3) HANDICAPPED STALLS

BUILDING CODE DATA

CONSTRUCTION TYPE:

TYPE '2A' [I.B.C. SECTION 403.2.1.1, ITEM #2, & SECTION 602.1, TABLE 601]
- NON-COMBUSTIBLE BUILDING MATERIALS
- BUIDLING TO BE FULLY SPRINKLERED

FIRE SEPARATION ASSEMBLIES [I.B.C. TABLE 508.4]:
- S-2 TO M = 1 HOUR
- S-2 TO R-2 = 1 HOUR
- M TO R-2 = 1 HOUR

TINAGLIA ARCHITECTS • INC
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ARLINGTON HEIGHTS • IL 60004
VOICE • 847 253 0002
DATA • 847 253 3063
www.tinaglia.com

TINAGLIA ARCHITECTS

CLIENT

PARKVIEW DUNTON, LLC
900 W. JACKSON BLVD., #2W
CHICAGO, ILLINOIS 60607

PROJECT

PARKVIEW
212 NORTH DUNTON AVENUE
ARLINGTON HEIGHTS, IL 60004

DRAWING TITLE

ARCH. SITE PLAN & DATA

FILE NAME 3786-6P
DRAWN BY RDL DATE 3.26.14

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	4.10.14	RDL
2	DESIGN DEVELOPMENT	5.1.14	RDL
3	D. C. SUBMITTAL	5.12.14	RDL
4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KQB
6	ADDITIONAL PARKING	7.11.14	KQB

JOB NO. 378614

SHEET NO. 1.P
OF 13

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

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CLIENT

PARKVIEW DUNTON, LLC
900 W. JACKSON BLVD., #2W
CHICAGO, ILLINOIS 60607

PROJECT

PARKVIEW

212 NORTH DUNTON AVENUE
ARLINGTON HEIGHTS, IL 60004

DRAWING TITLE

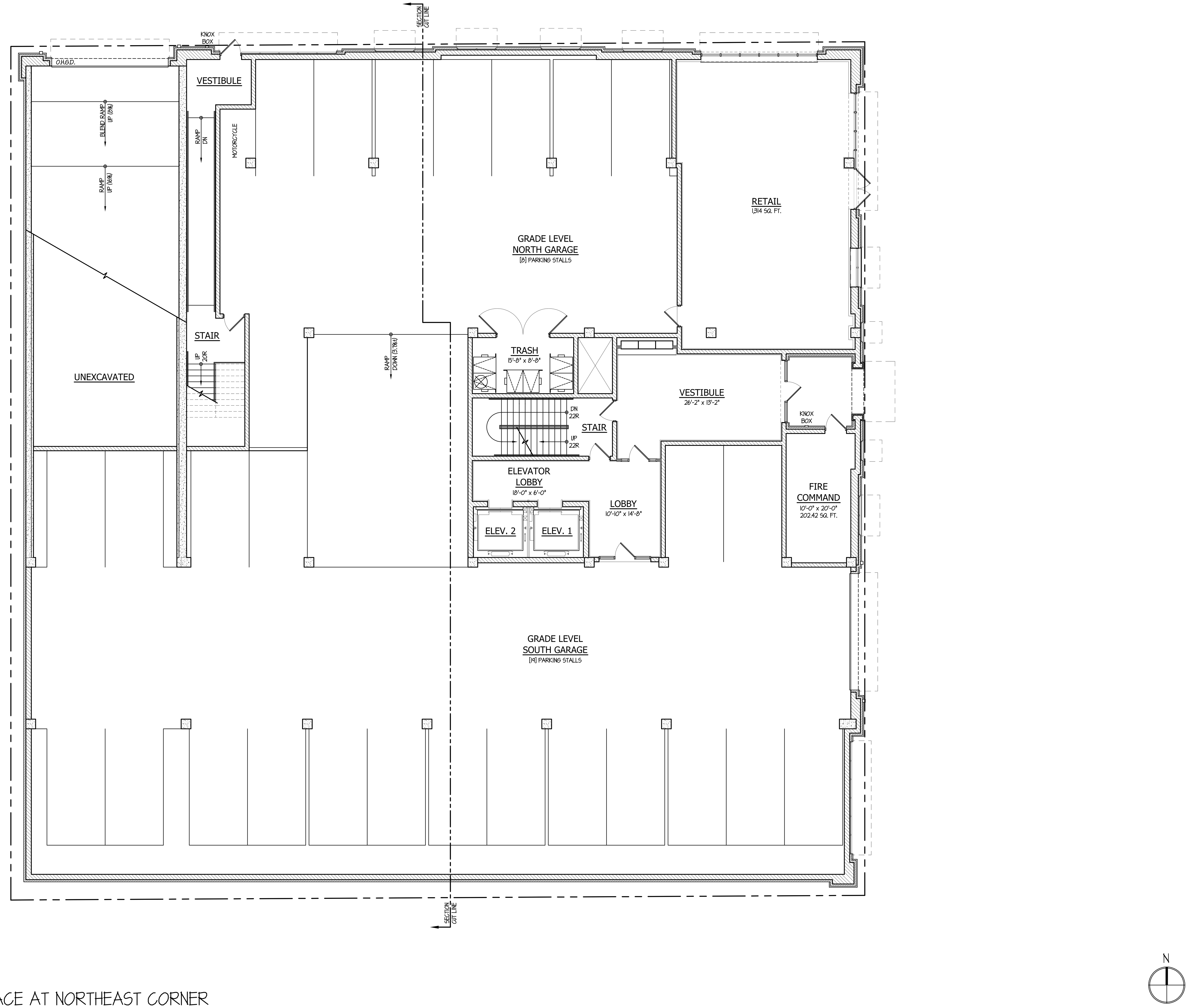
FIRST / GROUND FLOOR PLAN

FILE NAME 3786-7P
DRAWN BY RDL DATE 3.26.14

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	4.10.14	RDL
2	DESIGN DEVELOPMENT	5.1.14	RDL
3	D. C. SUBMITTAL	5.12.14	RDL
4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KQB
6	ADDITIONAL PARKING	7.11.14	RDL

JOB NO. 378614

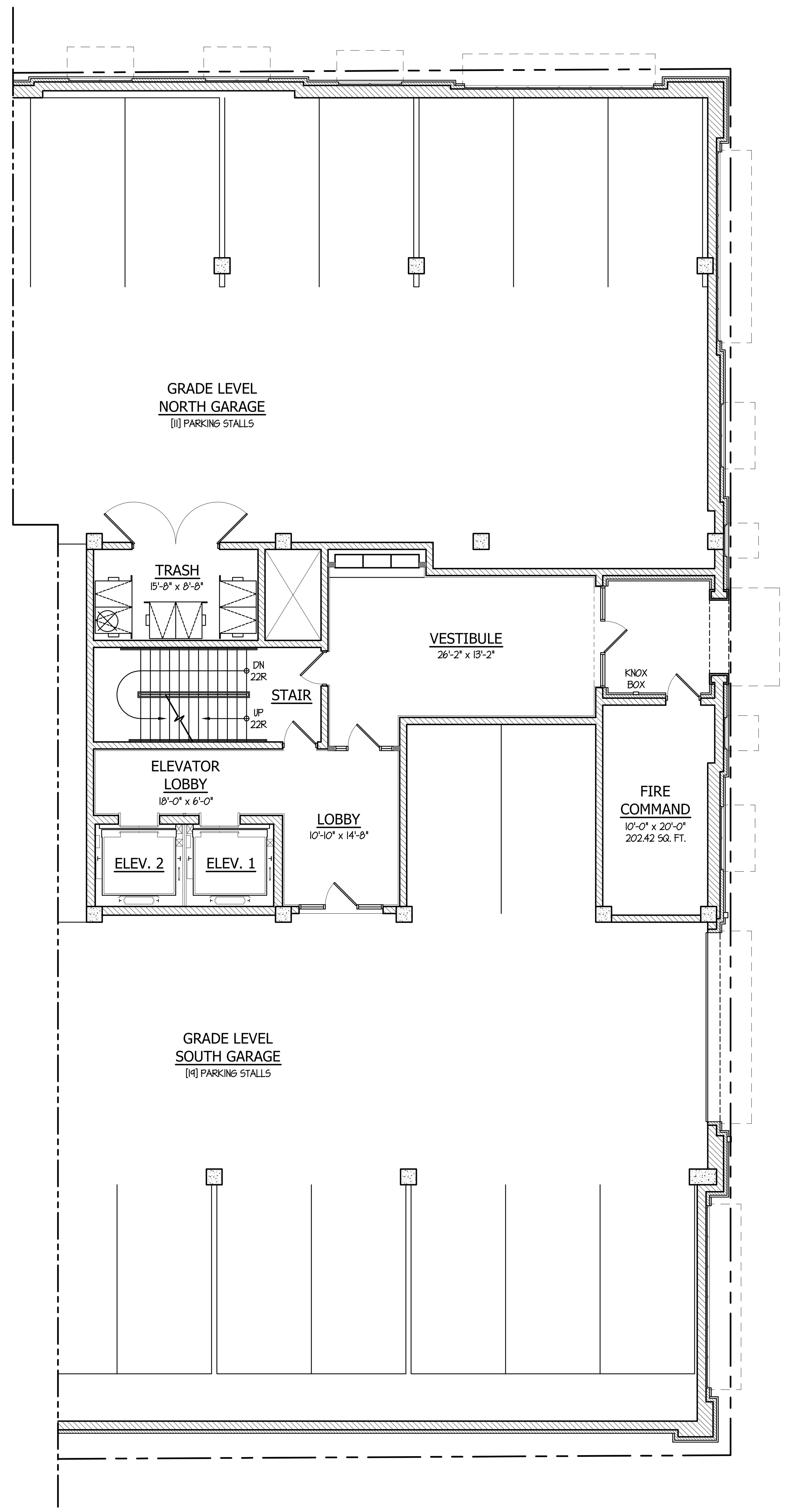
SHEET NO. 2.PA
OF 13



FIRST/GROUND PLAN W/ COMMERCIAL SPACE AT NORTHEAST CORNER

SCALE: 1/8" = 1'-0"

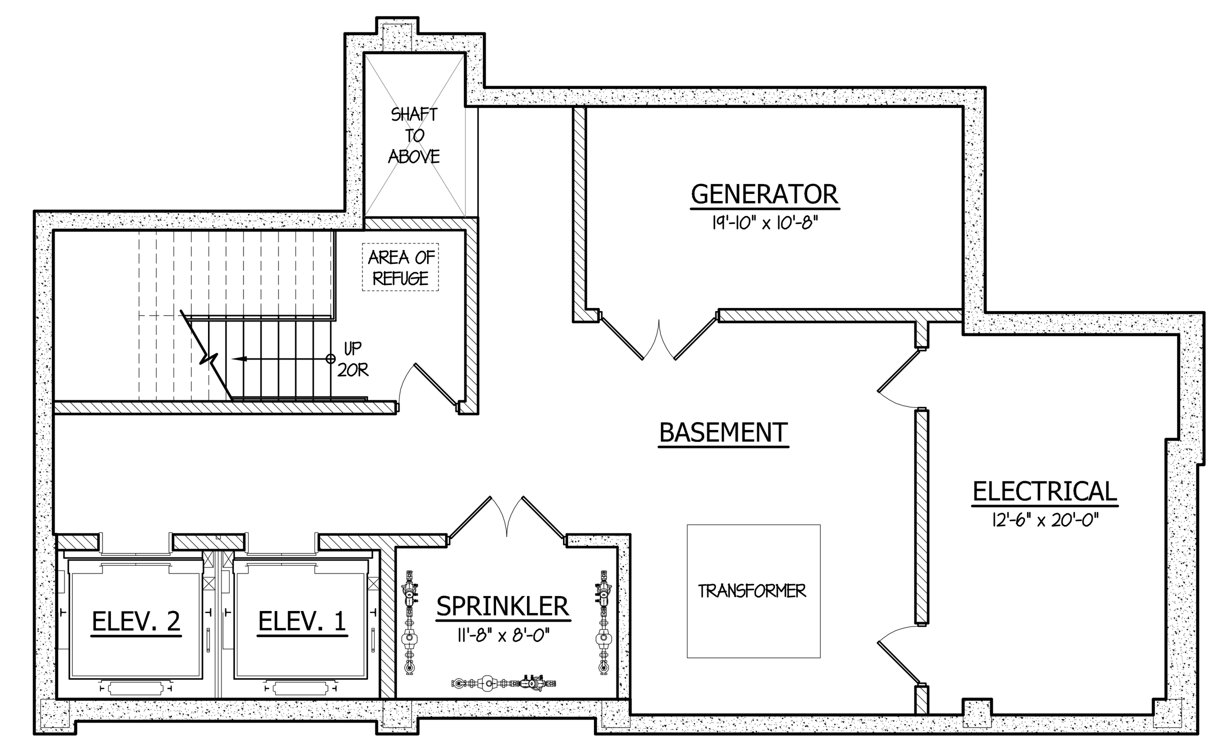
PROFESSIONAL DESIGN FIRM LICENSE #184-002934



N

PARTIAL FIRST/GROUND PLAN W/ ADDITIONAL GUEST PARKING AT NORTHEAST CORNER

SCALE: 1/8" = 1'-0"



N

BASEMENT MECHANICALS PLAN

SCALE: 1/8" = 1'-0"

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T I N A G L I A
A R C H I T E C T S

CLIENT

PARKVIEW DUNTON, LLC
900 W. JACKSON BLVD., #2W
CHICAGO, ILLINOIS 60607

PROJECT

PARKVIEW

212 NORTH DUNTON AVENUE
ARLINGTON HEIGHTS, IL 60004

DRAWING TITLE

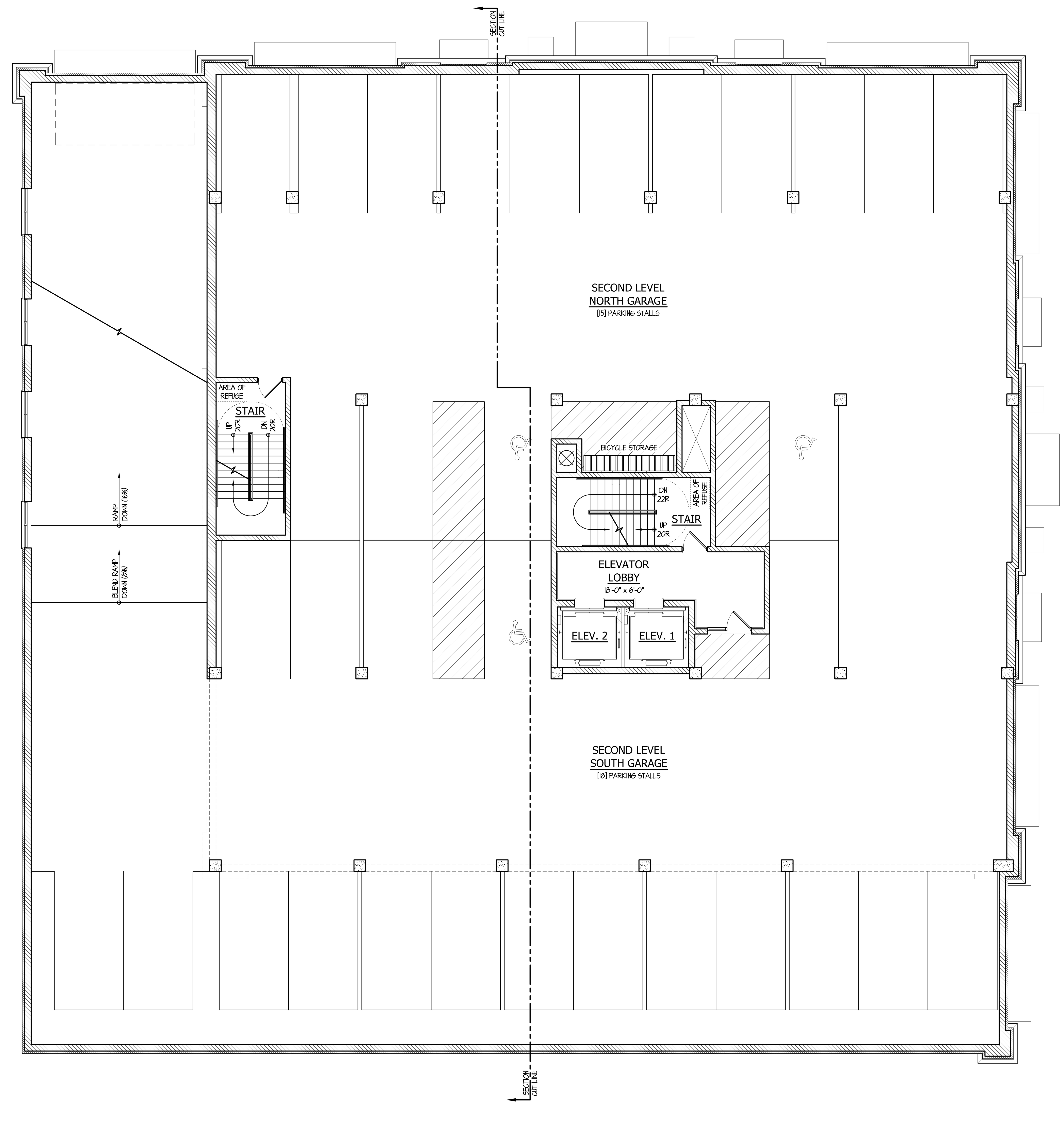
OPT. 1st FL. PL. & BSMNT. PLAN

FILE NAME 3786-7P
DRAWN BY RDL DATE 3.26.14

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	4.10.14	RDL
2	DESIGN DEVELOPMENT	5.1.14	RDL
3	D. C. SUBMITTAL	5.12.14	RDL
4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KQB
6	ADDITIONAL PARKING	7.11.14	RDL

JOB NO. 378614

SHEET NO. 2.PB
OF 13



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

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CHICAGO, ILLINOIS 60607

PROJECT

PARKVIEW

212 NORTH DUNTON AVENUE
ARLINGTON HEIGHTS, IL 60004

DRAWING TITLE

SECOND FLOOR PLAN

FILE NAME 3786-7P
DRAWN BY RDL DATE 3.26.14

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	4.10.14	RDL
2	DESIGN DEVELOPMENT	5.1.14	RDL
3	D. C. SUBMITTAL	5.12.14	RDL
4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KQB
6	ADDITIONAL PARKING	7.11.14	RDL

JOB NO. 378614

SHEET NO. 3.P
OF 13

Acosta Ezgur, LLC
217 N. Jefferson St.
Suite 601
Chicago, IL 60661

Author's Contact:
(312) 327-3350
Fax: (312) 253-4440
Michael@acotaezgur.com

August 7, 2014

Via Email

Mr. Bill Enright
Deputy Director
Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: Parkview, 212 N. Dunton Avenue; PC #14-013; July 9, 2014 Plan Commission Development Responses.

Dear Mr. Enright:

As a follow-up to the July 9, 2014 Plan Commission hearing on this matter and our various discussions with staff, Petitioner has re-examined various aspects of the proposed development in order to respond to the comments and questions raised. Toward that end, Petitioner states as follows:

1. **Parking.**

   Petitioner working closely with its architects, and at a project cost of over $300,000, have redesigned the building so that the mechanicals could be placed underground, which will create six additional parking spaces at grade, increasing the total parking for the project to 60 spaces. The project's traffic consultants at KLOA have re-examined the project and the entire Village of Arlington Heights downtown area, including review of the parking information for other residential buildings that was provided to them by VAH staff. They have confirmed that the proposed parking not only meets with the Village requirements, but also is sufficient for the development and its unique uses as a residential apartment building at this transit oriented location. A full copy of KLOA's report is enclosed.

   In addition, Petitioner, working closely with KLOA and staff, has developed additional parking enhancements for the project and the community. Staff has advised that fifteen additional parking spaces can be provided at the south- Vail garage on an overnight basis for residents in the building, if needed. Petitioner has agreed to bear the cost of providing such space. Staff also confirmed the availability of the north garage with sufficient capacity for daytime parking for the project.

Also, the Petitioner will commit one of its parking spaces to a car share company (for example Zip Car) to be used by all residents of the project. KLOA confirms that this will be very helpful in reducing the need for extra cars at the project.

2. **Loading- For move ins and outs and deliveries.**

After initial leasing, the development is anticipated to have five to six move-in/move-outs per year. Move-in/move-out activities have to be scheduled and coordinated with building management. Village staff has indicated that such low volume of move-in/move-out activity is typically accommodated at the curb with temporary signage or cones, provided that the Village gets adequate notice. As the move-in/move-out activities must be scheduled with building management, building management can coordinated with the Village so that the activity occurs at appropriate times through the use of such temporary signage or cones. The retail space is not anticipated to generate significant delivery activity and all such deliveries are anticipated to be with single-unit trucks that can be accommodated at the curb.

3. **Additional Commercial Space.**

Petitioner, working closely with its expert retail advisor, Brian Hellgeth of Brian Properties, has confirmed that while there is a lot of vacancy in downtown retail space, the retail provided in the development is of a size that is appropriate for a number of potential users. In discussing Hellgeth's findings with staff, the parties are in agreement that the retail space contemplated meets the VAH guidelines, and is acceptable for the project. Should the Village determine that more parking is preferable than providing any retail for the project, Petitioner would be willing to eliminate all retail and replace with additional parking.

4. **Costs to go underground for more parking.**

As stated above, Petitioner has already committed significant additional dollars to place mechanicals underground, creating six additional parking spaces at grade.

In response to inquiry on feasibility to build an entire level of underground parking, general contractors provided a budget analysis. To add a full basement for parking the budget premium would be at least an additional $1,835,000. This does not include any premium for further contaminated soils beyond the current budget, but it does contemplate that all of the basement excavation spoils are hauled off site. The project simply cannot absorb such additional costs.

5. **Environmental.**

The site is subject to an NFR letter issued by the IEPA after appropriate cleanup and encapsulation activity. K+, an environmental consultant, will work on the project to ensure that the conditions of the existing NFR letter and any environmental issues that arise in connection with the development are addressed in full compliance with IEPA standards and regulations. See attached K+ letter/proposal.

Upon review of all of the above, please let us know if there are further questions or comments. Thank you again for all your assistance in this matter.

Sincerely,

Michael Ezgur
Attorney for Petitioner
Enclosures

CC: Rolando Acosta, Esq.
Latika Bhide, Development Planner

Kenig, Lindgren, O'Hara, Aboona, Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Katie Kreifels
Parkview Dunton, LLC

FROM: Michael A. Werthmann, PE, PTOE
Principal

DATE: August 7, 2014

SUBJECT: Parking Evaluation
Dunton Avenue and Eastman Street Development
Arlington Heights, Illinois

This memorandum summarizes the results of a parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Arlington Heights, Illinois. The site is located in the southwest corner of the intersection of Dunton Avenue with Eastman Street. As proposed, the current development is to contain 45 apartments, 1,254 square feet of retail space and 60 parking spaces. **Figure 1** shows an aerial view of the site area.

The purpose of this study was to determine the appropriate parking ratio in accommodating the projected demand of the development taking into account the site's proximity to the Metra train station and downtown Arlington Heights.

Site Location

The site is located in the southwest corner of the intersection of Dunton Avenue with Eastman Street within downtown Arlington Heights. Land uses in the area generally consist of mixture of residential, commercial and office uses. The three parking garages serving downtown Arlington Heights are located within one block (North Garage) to approximately ¼ of mile (Vail Avenue and Evergreen Avenue parking garages) of the site. In addition, the Arlington Heights Metra train station is located approximately 600 feet south of the site.

It should be noted that given the site's proximity to public transportation and its location within the Arlington Heights downtown area as well as the mix of land uses surrounding the site, the proposed land use fits the characteristics of a Transit Oriented Development (TOD). A TOD is, by definition, a type of development that has mixed-uses integrated within a walkable neighborhood and located within ¼ mile from public transportation. Typically, a TOD is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking

Site Location Figure 1

Public Transportation

The area is served by two modes of public transportation: The Metra commuter rail and the Pace Bus line. The following summarizes the services provided by both modes to the area.

- *Union Pacific/Northwest Metra Train Line* provides service from Harvard to the Ogilvie Transportation Center train station in Chicago. The line provides 12 inbound trains and 12 outbound trains daily with all of the trains stopping at the Arlington Heights train station. The first inbound train departs Crystal Lake at 6:15 A.M. and the last outbound train departs Chicago at 12:30 A.M.

- *Pace Bus Route 696 - Randhurst/Woodfield/ Harper College* extends between Randhurst Mall in Mount Prospect and Harper College in Palatine with stops at the Arlington Heights Metra trains station, Cook County Courthouse, Motorola Headquarters, Schaumburg Convention Center, Woodfield Mall and Pace Northwest Transportation Center. The line operates on weekdays.

Proposed Development Plan

As proposed, the development is to contain 45 apartments, 1,254 square feet of retail space and 60 parking spaces with 54 parking spaces reserved for the residents of the development and six parking spaces reserved for overnight guest parking. The development is to contain 16 one-bedroom units, 24 two-bedroom units and five three-bedroom units. It is important to note that parking within the development will not be included as part of the leases for the apartments. An additional monthly fee will be charged to any tenant that desires to park within the development. In addition, bike storage will be provided within the development. Finally, the developer is willing to designate a parking space in the garage for a carsharing vehicle provided a company is willing to place such as a vehicle in the development.

Resident Parking

Fifty four of the 60 parking spaces will be provided for residents of the development. In addition, the Village has committed to provide 15 additional permit parking spaces at the Vail Avenue parking garage. The garage is located three blocks south and one block east of the site or an approximate seven to eight minute walk. If necessary, residents of the proposed development will be able to purchase monthly permits at the parking garage. The following summarizes the parking to be provided for the residents.

- A total of 54 parking spaces will be reserved for residents within the development which calculates to a parking ratio of 1.20 spaces per unit.

- With the additional 15 parking spaces in the off-site parking garage, the residents will have access to a total of 69 reserve parking spaces which calculates to a 1.53 ratio of parking spaces per units.

Guest/Employee/Patron Parking

Parking for residential guests and/or retail employees and patrons is to be provided via the on-street parking surrounding the development and the North parking garage located one block east of the site. Currently, two-hour parking is generally permitted on both sides of Dunton Avenue and Eastman Street within the vicinity of the site. Approximately 34 parking spaces are provided on Dunton Avenue between James Street and Northwest Highway and 22 on-street parking spaces are provided on Eastman Street between Evergreen Avenue and Vail Avenue. In addition, 47 four-hour parking spaces are provided on the first floor of the North parking garage. As such, over 100 parking spaces (both two-hour and four-hour parking) are provided within one to two blocks of the development. According to Village officials, reserve parking capacity is available along the area roadways and within the parking garage to accommodate the daytime guest/employee/patron parking demand and the loss of three to four on-street parking spaces that are required to accommodate the development's access drive.

Six of the 60 parking spaces will be reserved for overnight guest parking. Further, if necessary, additional overnight parking for guests will be provided via either the Vail Avenue parking garage or the Evergreen Avenue parking garage. Both of these parking garages are located several blocks south of the subject site or an approximate seven to eight minute walk. The Village offers overnight guest parking permits, up to eight at a time, to downtown residents at both of the parking garages.

Parking Requirements per Village Code

A review of the Village of Arlington Heights Zoning Ordinance requires residential developments in the Central Business District to provide the following number of parking spaces.

- 1.00 parking space per one-bedroom unit
- 1.25 parking spaces per two-bedroom unit
- 1.50 parking spaces per three-bedroom unit

Based on the Village's requirements, the 16 one-bedroom units require 16 parking spaces, the 24 two-bedroom units require 30 parking spaces and the 5 three-bed room units require 8 parking spaces for a total of 54 parking spaces.

Further the Village of Arlington Heights Zoning Ordinance requires retail stores in the Central Business District to provide one parking space for each 500 square feet of floor space in excess of 1,500 square feet of floor space. At 1,254 square feet of space, the commercial portion of the development does not require any parking.

As such, it can be seen that the 60 parking spaces to be provided within the development exceeds the Village's parking requirements.

TOD Parking Characteristics

Parking demand/requirements at a TOD development are reduced due to proximity to public transportation. Based on a 2008 report titled *Effects of TOD on Housing, Parking and Travel*, published by the Federal Transit Administration (FTA), the Transportation Research Board (TRB) and the Transit Development Corporation, typically TOD residents are almost twice as likely to not own a vehicle and own almost half the number of vehicles of other households.

Census Data Information

Based on a review of the Census 2010 data, as well as on an analysis prepared by the Center for Transit-Oriented Development in cooperation with the Center for Neighborhood Technology, the following is a breakdown of the vehicle ownership within proximity to the Arlington Heights train station and other vehicle ownership characteristics.

- Auto ownership of all households (owner occupied and rental) within ¼ mile of the Arlington Heights train station is 0.97 vehicles per household.
- Auto ownership of rental units within ¼ mile of the Arlington Heights train station is 0.80 vehicles per household.
- Seventy-five percent (75) percent of the total households within ¼ mile of the Arlington Heights train station have no vehicles or only one vehicle.

TOD Surveys

KLOA, Inc. also reviewed previous parking surveys conducted at condominium developments in Evanston within close proximity to transit stations to determine their parking characteristics. Based on these surveys the peak parking demand ranged from 0.90 to 1.05 spaces per dwelling unit with an average peak parking demand of 0.95 parking spaces per unit. KLOA, Inc. also reviewed a study conducted by the University of California Transportation Center of 31 different TOD sites in California and Oregon. The surveys indicated that the average peak parking demand was 1.0 parking space per unit. Therefore, all of this data validates the fact that TOD developments do have lower parking demands than developments located farther away from public transportation.

Institute of Transportation Engineers Parking Rates

In addition to the Census data and the TOD surveys, KLOA, Inc. also reviewed the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 4th Edition. Based on the Low/Mid-Rise Apartment (Land-Use Code 221) land use category, apartments have an average peak period parking demand of 1.2 vehicles per unit. It is important to note that the ITE rates include guest parking.

Future Parking Demand Evaluation

Based on the above, **Table 1** presents a summary of the estimated peak parking demand for the proposed development based on the three aforementioned sources.

Table 1
ESTIMATED PEAK PARKING DEMAND

	Estimated Peak Parking Demand		
Land Use	2010 Census Data	TOD Surveys	ITE Rates
45 Apartments	37 spaces (0.8 spaces per unit)	45 spaces (1.0 space per unit)	54 spaces (1.2 space per unit)

As can be seen, the projected peak parking demand for the proposed development will range from a low of 37 parking spaces to 54 parking spaces with an average of 45 parking spaces. It should be noted that the estimates based on the TOD Surveys and the ITE rates represent the total parking demand of the development including residents and guest. Therefore, based on the formation data/surveys, the 54 resident parking spaces to be provided within the development are sufficient to meet the peak parking demand of the residents.

As indicated previously, daytime guest/employee/patron parking will be available via the on-street parking (two-hour parking) and on the first floor of the North parking garage (four-hour parking). Over 100 parking spaces (both two-hour and four-hour parking) are provided within one to two blocks of the development. According to the Village, reserve parking capacity is available along the area roads and within the parking garage to accommodate the daytime guest/employee/patron parking. Six parking spaces within the development will be reserved for overnight guest parking. Further, if necessary, additional overnight parking for residential guests will be provided via either the Vail Avenue parking garage or the Evergreen Avenue parking garage.

Best Parking Practices

Best practices with respect to parking policies that are supportive of Smart Growth and TOD's include strategies that promote walking, biking and the use of public transit while reducing or eliminating the need for private automobiles. These strategies include the following:

- Incorporate transit-friendly parking design behind street-facing retail
- Manage/limit the amount of parking provided
- Reserve parking space for carsharing services
- Provide enclosed, secured storage facilities for bicycles
- Unbundle parking by separating parking costs from unit leases, which provides economic incentives for tenants to opt out of parking and make better use of alternative travel modes

Carsharing programs provide participants with convenient and flexible access to centrally-owned and maintained vehicles. Carsharing offers an alternative to individual vehicle ownership, which effectively increases the number of users per vehicle and contributes to lower auto ownership rates and reduced parking demand. According to recent North American studies and carsharing member surveys, each carsharing vehicle removes an average of 15 privately-owned vehicles from the community.

The incorporation of the above-noted strategies into a development is recognized by the U.S. Green Building Council in the form of credits towards LEED certification of the project.

Loading

As proposed, the development is not proposing to provide a loading dock. Loading for the commercial space and move-in/move-outs of the development will occur on the roadways fronting the development. Given the size of the commercial space, the number of deliveries will be limited and will likely occur via single-unit trucks as opposed to semi-trailers. As it pertains to the move-ins/move-outs, the Village indicated that they work with the buildings downtown by reserving a few on-street parking spaces, via signage and/or cones, when the building management provides them with proper notification of move-ins/move-outs. According to the developer of the development, they estimate that on average they will have approximately five to six move-ins and five to six move-outs per year.

Conclusion

Based on the proposed development and preceding evaluation, the following conclusions and recommendations are made.

- The 60 parking spaces to be provided by the developments exceeds the Village of Arlington Heights parking requirements.

- The proposed apartment development is located within 600 feet of the Arlington Heights Metra station and Pace Bus Route 696 stops. As such, given its proximity to public transportation and its location within the downtown Arlington Heights, the development has the characteristics of a TOD.

- TOD's are characterized by lower vehicle ownership thus reducing the parking demand.

- Best practices with respect to parking policies that are supportive of Smart Growth includes strategies that promote walking, biking and the use of public transit while reducing or eliminating the need for private automobiles. Several of these strategies will be incorporated into the development, including managing the amount of parking provided, providing bike storage, unbundling parking cost from unit leases and reserving a parking space for vehicle sharing.

- Based on Census 2010 data, surveys of other TOD's in Illinois, California and Oregon and a review of the ITE *Parking Generation Manual*, the 54 resident parking spaces to be provided within the development will be sufficient to meet the peak demand of the residents of the development.

- To supplement the resident parking supply, the Village has committed to provide 15 additional permit parking spaces at the Vail Avenue parking garage. If necessary, residents of the proposed development will be able to purchase monthly permits at the parking garage. With the additional 15 parking spaces in the off-site parking garage, the residents will have access to a total of 69 reserve parking spaces.

- Daytime guest/employee/patron parking will be available via the on-street parking (two-hour parking) and on the first floor of the North parking garage (four-hour parking). Over 100 parking spaces (both two-hour and four-hour parking) are provided within one to two blocks of the development.

- Six parking spaces will be provided within the development for overnight guest parking. Further, if necessary, additional overnight parking for residential guests will be provided via either the Vail Avenue parking garage or the Evergreen Avenue parking garage. Both of these parking garages are located several blocks south of the subject site or an approximate seven to eight minute walk.

DRAFT

MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
HELD AT ARLINGTON HEIGHTS VILLAGE HALL
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
AUGUST 5, 2014

IN ATTENDANCE:

Commissioners Present:	Mark Hellner	Karen Conway	Siobhan White
	Alex Hageli	Anisa Jordan	
Commissioners Absent:	Namrita Nelson		
Staff Present:	Nora Boyer, Housing Planner/Staff Liaison		
Others Present:			
	Kori Larson	Glenkirk	
	Jay Ilg	AH resident	
	Phil and Adele Krueger	AH residents	
	Bill Slankard	AH resident	
	Carol Coffman	AH resident	
	David Weinen	AH resident	

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The meeting was called to order at 7:00 p.m. and the Pledge of Allegiance was recited.

II. ROLL CALL

For the benefit of the audience, the member of the Housing Commission introduced themselves. Commissioners Hellner, Conway, White, Hageli, and Jordan were present. Commissioner Nelson was absent.

III. APPROVAL OF MINUTES

A motion was made by Commissioner White, seconded by Commissioner Jordan, to approve the minutes of the April 2, 2014 meeting as presented. The motion was carried unanimously.

A motion was made by Commissioner Hageli, seconded by Commissioner Conway, to approve the minutes of the July 1, 2014 meeting as presented. The motion was carried unanimously.

IV. REPORTS

V. OLD BUSINESS

A. Parkview Apartments – Commissioner Hellner explained that the project has returned to the Housing Commission because of a change in the commitment that the petitioner is making regarding the affordable housing component. The petitioner is now committing to provide 15% of the units in the building, which is 7 units, as affordable in perpetuity as called for in the Village's Affordable Rental Housing Program Guidelines. The petitioner still has a goal of providing 19 affordable units, but is able to commit to more than the 7 units or more units in perpetuity until the financing for the project has been put together.

Commissioner White stated that she wants the 7 units to reflect the bedroom mix that was proposed by the petitioner for the originally proposed 19 affordable units. To achieve this, 7 of the affordable units should be 2 one-bedroom units, 4 two-bedroom units, and 1 three-bedroom units. Commissioner White pointed out that at the project at the north end of town, one-bedroom units did not provide effective affordable housing and she would not want to see an adjustment in the total number of affordable units result in a higher ratio of one-bedroom units than was previously presented.

Chairman Hellner telephoned Michael Ezgur, the attorney for the petitioner, and left a voicemail message stating that Housing Commission would like for the allocation of the 7 units to be allocated as follows: 2 units to be one-bedroom units; 4 units to be two-bedroom units; and 1 unit to be a three-bedroom unit. He said that he was calling to see if the petitioner was amenable to that bedroom size allocation and whether the petitioner was willing to commit to that.

Commissioner Hellner asked for comments from the audience. A member of the audience asked about a statement in the Housing Commission's minutes of the July 1, 2014 that there will be some dirt cleanup at the site. Chairman Hellner commented that the environmental concerns relating to the soil have been addressed by the staff and were discussed at the Plan Commission meeting. Ms. Boyer said that petitioner may have been referring to the site cleanup that was already done and perhaps the wording in the minutes was incorrect. Another member of the audience also expressed concerns about remaining contaminated soil that will be disturbed during construction and possible contamination of the water table. It was explained that the environmental issues are not a matter within the jurisdiction of the Housing Commission and no additional information on this subject is available at this meeting of the Housing Commission, but the concerns will be communicated to the staff working on this aspect of the project. There was a brief discussion of other zoning considerations concerning the project, but it was repeated that these issues are not within the Housing Commission's jurisdiction.

The members of the Commission returned to formulating a motion concerning the petitioner's commitment regarding the affordable housing units. It was stated that the ratios with respect to the bedroom mix for the 7 required units should be as close as possible to the ratios proposed for the 19 originally proposed affordable units as the mix was discussed at the July 1, 2014 Housing Commission meeting. Therefore, the mix for the 7 required affordable units should be: 2 one-bedroom units, 4 two-bedroom units, and 1 three-bedroom unit. It was also stated that the same approximate ratios with regard to bedroom sizes should also be applied to affordable units provided beyond the 7 that are required.

A motion was made by Commissioner White, seconded by Commissioner Hageli, to recommend approval of 7 permanently affordable units at Parkview Apartments, 212 N. Dunton Avenue with the following conditions:

1. **The 7 affordable units shall be maintained as affordable in perpetuity under the Village's Affordable Rental Housing Guidelines.**
2. **The affordability requirements of an affordable housing financing program secured for the project (e.g. the Low Income Housing Tax Credit program), which are consistent with the requirements of the Village's Affordable Rental Housing Guidelines, may be temporarily followed with respect to the 7 units during the compliance period of the financing, but at all other times the requirements of the Village's Affordable Rental Housing Guidelines shall apply in perpetuity.**
3. **Any additional affordable units in the project, beyond the 7 affordable units required, are recommended for approval and shall comply with the affordability requirements associated with the project financing.**
4. **The owner, or the owner's designee, shall be responsible for reporting to the Village on a quarterly basis on compliance with the affordable housing requirements utilizing a form prescribed by the Village of Arlington Heights.**
5. **The bedroom mix of the 7 required affordable units shall be provided according to the ratios as proposed by the petitioner at the July 1, 2014 Housing Commission meeting resulting in 2 one-bedroom units, 4 two-bedroom units, and 1 three-bedroom unit. Any additional affordable units provided shall also comply as much as practical with the bedroom mix ratios proposed by the petitioner at the July 1, 2014 Housing Commission meeting, those approximate ratios being 20% one-bedroom units, 60% two-bedroom units, and 15% three-bedroom units.**

The motion carried unanimously.

Michael Ezgur, the attorney for the petitioner, telephoned into the meeting. He said that he had spoken to his client Jessica Berzac and the petitioner understands and agrees with the Housing Commission's request regarding the allocation of the affordable housing unit mix.

B. Glenkirk CDBG Request – At the last meeting, the Housing Commission requested additional details and photographs with respect to the proposed kitchen renovation at one of their group homes. A scope of work and photographs were provided in the meeting packet.

Ms. Kori Larson, representing Glenkirk, stated that they are planning a renovation that will be beneficial for the physically and intellectually challenged residents of the home. An open concept is planned that will enable the residents to be more involved in kitchen activities by improving visual access to the space. Countertops, cabinets, drawers, faucet handles, etc. will be accessible. Ms. Larson said that Glenkirk has made these types of kitchen improvements at other sites and they have been very successful.

Chairman Hellner asked whether Glenkirk has funds available if costs exceed the amount of financing provided by the Village. He further stated that Village funds are to be used for reasonable and necessary items. Ms. Larson said that Glenkirk can make up the difference in cost between the total cost and financing provided by the Village.

Ms. Boyer stated that the staff's recommendation is that up to $24,900 in financing be provided by the Village. The remainder of the project cost would be covered by Glenkirk.

Commissioner Conway asked if the member of the Commission can see the final product when the project is completed. Commissioner Conway said that it would be beneficial from an educational standpoint to learn how far the money goes and the impact. Ms. Larson said that Glenkirk would be please to show the completed kitchen to the members of the Commission.

Chairman Hellner asked if Glenkirk has identified contractors who are available to do this kind of specialized work and at reasonable prices. Ms. Larson said that some of the materials, such as the custom, accessible cabinets, will be more expensive than standard materials but they are much better suited to the resident's needs and abilities. She said that Glenkirk has identified contractors who have experience in installing the specialized materials and that they are comfortable that they receive good value from these contractors.

Chairman Hellner suggested that Glenkirk may want to donate the discarded materials to the Habitat for Humanity store in Elgin, IL.

A motion was made by Commissioner Hageli, seconded by Commissioner Conway to approve CDBG funding to Glenkirk from the 2014-2015 Group Home and Transitional Housing Rehabilitation Program for the renovations to the kitchen at its group home located at 1008 S. Haddow under the following conditions:

1. **The funding amount shall not exceed $24,900.**
2. **Competitive bids shall be obtained for the renovation work as required federal regulations and staff must concur with the choice of bidder(s) and amount prior to Glenkirk entering into construction contract(s).**
3. **As per the policy approved by the Village Board, 1/3 the funded amount shall be provided in the form of a grant and 2/3 of the funded amount shall be provided as a 0% interest loan, secured by an agreement and recorded against the property, with payment due in full upon the sale of the property by the agency.**
4. **Glenkirk must comply with all other CDBG, procurement, and other laws and regulations that apply to this project.**

C. Plan Commission Calendar – Ms. Boyer said that the possible development of a small apartment building in downtown Arlington Heights may be discussed at the Plat & Subdivision Committee meeting on August 13, 2014. She will provide more information if/when the project goes to the Plat & Subdivision Committee and/or Plan Commission. The petitioner's response to the Village's affordable housing policies would not be due until the submittal of the Plan Commission application.

D. Single Family Rehabilitation Loan Program – Ms. Boyer described the anticipated scope of work for application 14-01. The homeowners are a young couple with two small children. If the application proceeds, the proposed work involves: 1) replacing a deteriorated front, concrete porch stoop, 2) replacing wooden posts that sit on top of the front porch stoop and support part of the roof; 3) repairing a portion of the roof that has been damaged due to loss of support by the posts on the stoop; and 4) covering the remaining wooden/painted portions of the mostly vinyl sided home in order to reduce long-term maintenance costs of the home. Ms. Boyer said that a lead based paint inspection has been ordered. The inspection is required but is particularly important because a 2 year old and 4 year old reside in the home. Ms. Boyer is also expecting to receive an application soon from an elderly couple in need of a new roof.

E. NW Suburban Housing Collaborative – The Collaborative did not have a meeting in July. The Handyman Program has received some applications and services have been provided. Ms. Boyer said that she will be giving copies of the flyer to the Village nurses to pass at home visits. It was also suggested that flyers be provided to the gerontology department of NW Community Hospital. Ms. Boyer said that she will follow up on that suggestions.

VI. NEW BUSINESS – None

VII. OTHER BUSINESS

Commissioner White asked for an update of the proposed Goedke House renovations. Ms. Boyer reported that the Village Board approved the conditional commitment letter in support of the project. Commissioner White requested that a representative of the Goedke House management be invited to a future meeting of the Housing Commission. There is particular interest in eligibility qualifications for the units and how the management does tenant selection.

Ms. Boyer said that there was a Resolution passed by the Village Board when Goedke House was developed that provides that current Arlington Heights residents are to be given preference (but not exclusive access) to the units in Goedke House. There has been some discussion about this Resolution. Local preference policies have been less frequently enacted in recent years. The Village's Legal Department and the Housing Authority of Cook County are both I looking at the Resolution.

Commissioner Jordan asked about the Arlington Downs project. Chairman Hellner commented that they are advertising for leasing and working on leasing retail space. They developers bought some more property to the north. There were some questions about the connection with the park district and discussion about the pathway to the train station. Commissioner Jordan said that they are going to start charging for parking at the court house in Rolling Meadows, and that may cause some issues in the surrounding area.

VIII. ADJOURNMENT

A motion was made by Commissioner White, seconded by Commissioner Jordan to adjourn the meeting. The motion carried and the meeting was adjourned at 8:10 PM.

NEXT MEETING:

SEPTEMBER 2, 2014 7:00 P.M.
IN THE COMMISSIONS CONFERENCE ROOM
SECOND FLOOR OF VILLAGE HALL

REPORT TO THE HOUSING COMMISSION

To:	Housing Commission
Prepared By:	Nora Boyer, Housing Planner
Date Prepared:	July 23, 2014
Meeting Date:	August 5, 2014
Topic:	Parkview Apartments - 212 N. Dunton Avenue Revision to Affordable Housing Plan

BACKGROUND

At the July 1, 2014 Housing Commission meeting, the petitioner of the proposed Parkview Apartments provided an overview of the proposed development and a description of the project's affordable housing component. At that time, the petitioner stated that 19 of the 45 units (42%) would be affordable.

The petitioner has indicated that the plan is to apply for an allocation of Low Income Housing Tax Credits (LIHTC) to provide financing for this project, and the parameters of the affordable housing component of the project are based on the requirements of the LIHTC program. The petitioner's affordable housing component is consistent with the Village's Affordable Rental Housing Guidelines except the petitioner exceeded the minimum number of affordable units called for by the Village's guidelines by providing 19 affordable units rather than the minimum of 7 units (15% of the total) called for in the guidelines. Also, the petitioner indicated that the affordable units would be maintained as affordable for the affordability compliance period of the LIHTC program whereas the Village guidelines call for housing units to be affordable in perpetuity.

The Housing Commission approved the following recommendation with regard to the Parkview Apartments project:

A MOTION WAS MADE BY COMMISSIONER HAGELI, SECONDED BY COMMISSIONER CONWAY TO RECOMMEND APPROVAL OF 19 AFFORDABLE UNITS AT PARKVIEW APARTMENTS, 212 N. DUNTON AVENUE, AS DESCRIBED IN THE PETITIONER'S ASSESSMENT OF AFFORDABLE HOUSING AND THE MARKET STUDY WITH THE FOLLOWING CONDITIONS:

1. THE UNITS ARE TO BE MAINTAINED AS AFFORDABLE IN PERPETUITY UNDER THE VILLAGE'S AFFORDABLE RENTAL HOUSING GUIDELINES.
2. SHOULD THE DEVELOPMENT RECEIVE FINANCING UNDER THE LOW INCOME HOUSING TAX CREDIT (LIHTC) PROGRAM, THE AFFORDABILITY REQUIREMENTS OF THAT PROGRAM SHALL APPLY DURING THE AFFORDABILITY COMPLIANCE PERIOD OF THE LIHTC PROGRAM AND AT ALL OTHER TIMES THE REQUIREMENTS OF THE VILLAGE'S AFFORDABLE RENTAL HOUSING GUIDELINES SHALL APPLY.

PARKVIEW APARTMENTS – REVISED AFFORDABLE HOUSING COMPONENT

In a letter dated July 9, 2014, the petitioner revised the commitment with respect to the number of affordable units to be included in the Parkview Apartments. This revision was provided to the Plan Commission for the Plan Commission public hearing held on July 9, 2014, and the Plan Commission referred this matter back to the Housing Commission for its consideration.

The petitioner states in the July 9, 2014 letter (attached) that "the developer is willing to move forward with the 19 affordable units if the Village wishes, subject of course to project financing requirements and conditions, which are still unknown. However, the developer can commit to the minimum requirement of 15% affordable units (7 units) in perpetuity."

With this statement, the petitioner is committing to comply with the Village's Affordable Rental Housing Guidelines which call for 7 affordable housing units to be maintained in the development in perpetuity. The petitioner has indicated that it will seek to include more affordable units, but that flexibility with respect to the number and affordability requirements for those units will be dependent upon the financing that is secured for the development.

RECOMMENDATION

Staff recommends that the Housing Commission recommend approval of 7 permanently affordable units at Parkview Apartments, 212 N. Dunton Avenue with the following conditions:

1. The 7 affordable units shall be maintained as affordable in perpetuity under the Village's Affordable Rental Housing Guidelines.
2. Affordability requirements of an affordable housing financing program secured for the project (e.g. the Low Income Housing Tax Credit program), which are consistent with the requirements of the Village's Affordable Rental Housing Guidelines, may be temporarily followed with respect to the 7 units during the compliance period of the financing, but at all other times the requirements Village's Affordable Rental Housing Guidelines shall apply in perpetuity.
3. Any additional affordable units in the project, beyond the 7 affordable units required, are recommended for approval and shall comply with the affordability requirements associated with the project financing.
4. The owner, or the owner's designee, shall be responsible for reporting to the Village on a quarterly basis on compliance with the affordable housing requirements utilizing a form prescribed by the Village of Arlington Heights.

Acosta Ezgur, LLC
217 N. Jefferson St.
Suite 601
Chicago, IL 60661

Author's Contact:
(312) 327-3350
Fax: (312) 253-4440
Michael@acotaezgur.com

July 9, 2014

Via Email and Hand Delivery

Mr. Bill Enright
Deputy Director
Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: Parkview, 212 N. Dunton Avenue; PC #14-013; Summary of questions and answers following Petitioner's responses to First Round Department Review Comments.

Dear Mr. Enright:

In response to your request, we are recapping and summarizing the emailed questions received and Petitioner's answers since our June 25, 2014 response letter that we sent to you in this matter:

1. Q: May we have a copy of the Parkview project's 2014 Round II Preliminary Project Submission to IHDA for the tax credit program?

   A: This is not available as the developer has not yet applied to IHDA.

2. Q: Will the tenants of the affordable units be able to use a rent subsidy (ex. voucher) to rent an affordable unit? Are there any rent subsidy program that tenants could apply toward the rents on the affordable units?

   A: Parkview plans to apply for tax credits, which function as a construction subsidy rather than a rental subsidy. Yes, Parkview will process applicants with rental subsidies in compliance with any applicable laws.

3. **Q: Please provide additional clarification regarding how many on-site managers will be present, where they will be located, the hours they will be present and what services would be provided?**

   A: Petitioner anticipates a part-time property manager and a part-time leasing clerk through the first year until operations are stable. Their hours will fluctuate based on project needs, most likely mornings during the week. Of course, there will also be maintenance and janitorial staff.

4. **Q: Please provide names, locations, and descriptions of the petitioner's mixed-income projects that are similar to Parkview Apartments?**

   A: See attached (list forwarded on July 8, 2014).

5. **Q: In order to confirm the correct zoning classification, could you please verify that the development is a mixed income apartment development as opposed to Institutional Residential?**

   A: This is a mixed income, mixed use apartment development.

6. **Q: The Parking and Traffic Evaluation by KLOA discusses that residential guests/visitors would use the on-street parking surrounding the development. Can KLOA also address what guest parking demand is generated by this development?**

   A: KLOA responded that there are no formal guidelines on guest parking, but the general rule is 10% of total parking demand, so roughly 5 guest spaces for Parkview.

7. **Q: In Petitioner's letter to Mr. Enright, dated May 23, 2014, there was reference made regarding pursuing partnerships with surrounding property owners for overnight guest parking access. Have any agreements been reached?.**

   A: We are actively working on this. I don't have anything definitive to report yet, but will keep everyone updated in the week ahead.

8. **Q: What are the other funding sources for this development beyond the Low Income Housing Tax Credits?**

   A: It is anticipated that Parkview will be financed through a private mortgage, equity proceeds from the IRS LIHTC Program, a possible DCEO grant from the State (for green construction), and a Cook County HOME loan, pending necessary discussions regarding the County Consortium and local leveraging. (Clarification: No funding is yet committed for the project).

9. Q: What are the eligibility criteria for tenants of the affordable units? How does this development further the housing needs that have been identified by the Village for families, senior citizens, and persons with disabilities?

   A: Eligibility is based on income levels for household size, credit reports, stability of wages and ability to pay rent and all applicants are also run through a background check. Parkview intends to provide 1, 2 and 3-bedroom apartments at a variety of rent levels, creating high quality housing options for all income levels, ages and family types. The project is not intended to be age restricted, but will certainly be open to elderly applicants. The project will strictly adhere to all ADA and fair housing requirements, creating viable options for disabled residents.

As separate matter, and following-up to our conversations yesterday afternoon with regard to Parkview's affordable commitment, the developer is willing to move forward with the 19 affordable units if the Village wishes, subject, of course to project financing requirements and conditions, which are still unknown. However, the developer can commit to the minimum requirement of 15% affordable units (7 units) in perpetuity.

Upon review of all of the above, please let us know if there are further questions or comments. Thank you again for your assistance in this matter.

Sincerely,

Michael Ezgur
Attorney for Petitioner
Enclosures

CC: Rolando Acosta, Esq.
Latika Bhide, Development Planner

Acosta Ezgur, LLC
217 N. Jefferson St. Suite 601
Chicago, IL 60661
312-327-3350

July 30 , 2014

Via Email

Village of Arlington Heights
Housing Commission
Mr. Mark Hellner, Chairman

RE: Affordable Housing Confirmation at Parkview

Dear Chairman Hellner,

In response to your meeting on July 1, 2014, and the subsequent meeting minutes showing support for Parkview, we respectfully submit this clarification memo regarding the project's commitment to provide housing at affordable rents.

Parkview will provide 45 units of rental housing in the downtown Arlington Heights central business district. In compliance with the local Housing Commission guidelines, the project will provide a minimum of 15% of all units at rents deemed "affordable," per the Guidelines. These 7 units will be maintained at affordable rents for tenants (subject to annual inflation and local Guideline updates) in perpetuity, and recorded through the Village mechanism for compliance.

Our client remains committed to its aspiration to provide more affordable units, per our discussions with your Commission last month. We know the demand is critical for affordable housing and there is a serious dearth of supply in the market area. We did not intend to create confusion, but when the Ordinance was drafted that our aspirations would be recorded in perpetuity, we realized we needed to clarify the minimums mandated and ensure we are committed to nothing more than the Guidelines require.

It's critical to highlight that market fluctuations and scarce resources make this project subject to change in the coming financial due diligence phase. There are numerous financing mechanisms that would help make this affordable commitment feasible. The development team in this transaction is diverse and they work with housing products of all types. Nothing can be secured without the PUD approved through local ordinance, so we've presented our commitment on affordable housing to the Village and once the entitlement phase of due diligence is completed through the Village, the financing stage of due diligence will proceed.

The development team understands the VAH commitment to the creation of affordable housing and respect the "fee in lieu" imposed on developers who cannot create viable solutions to house a diverse local population. The team believes affordable housing is critical for the community, and is committed to ensuring Parkview complies with the guidelines for a minimum of 15% of the units to be rented at affordable rates in perpetuity.

It is our hope that this clarifies Parkview's commitment to the creation of affordable housing within the Parkview project. Please don't hesitate to contact us with questions.

Sincerely,

Michael Ezgur
Attorney for Parkview

CC: Jessica Berzac
Rolando Acosta, Esq.

Acosta Ezgur, LLC
217 N. Jefferson St., Suite 601
Chicago, IL 60661

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VIA Hand Delivery

May 23, 2014

Mr. Bill Enright
Deputy Director
Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: Parkview, 212 N. Dunton Avenue

Dear Mr. Enright:

On behalf Parkview Dunton, LLC ("Petitioner") we are please to submit the enclosed application materials, the required PUD fee and provide the following information in furtherance of the Petitioner's request for a Planned Unit Development. This submission is substantially similar to your previous Planned Unit Development for the property adopted as Ordinance 07-044 ("PUD 07-044"). The proposed development as now proposed comprises a seven-story building with 45 residential units, which compares favorably to the eight-story building with 49 units approved under PUD 07-044.

Variation Request Justification

Three variations are required in connection with the current proposal, as follows:

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 ft. to 1.75 feet.

   The requested variation is due to unique circumstances based on the conditions of the site including environmental conditions which hinder the ability to cost effectively excavate the site, the varying topography of the property and the desire to maximize parking on the ground floor. The requested variation will not alter the essential character of the locality and is in keeping with the spirit and intent of the Village's downtown ordinance as well as the surrounding properties. It is noteworthy that above the second

Floor, the proposed building's setback is increased to 24 ft. 9 in. Furthermore, the building as proposed will be forty feet from the nearest point of the nearest neighboring building at 201 N. Vail.

2. A variation from Chapter 28, Section 5.1-14.6, Required Minimum Yards to allow a reduction to the require rear yard (west) from 30 feet to 25 feet 4 inches for the residential units above the ground floor.

   The requested variation is due to unique circumstances based on the conditions of the site, including the previously mentioned environmental and topographical conditions. The variation is minor in degree and will allow the units in the development to be properly configured. The requested variation will not alter the essential character of the locality and is in keeping with the spirit and intent of the Village's downtown ordinance as well as the surrounding properties. The building as proposed will still result in an approximately 65-foot separation from its neighbor, 201 N. Vail. Such separation between buildings is greater than is provided in other high-quality developments in the Village such as the Village Green Development.

3. A variation from Chapter 28, Section 11.7, Schedule of Loading Requirements, to waive the required loading berths for the development.

   The requested variation is due to unique circumstances based on the conditions of the site including environmental conditions which hinder the ability to cost effectively excavate the site, the varying topography of the property and the desire to maximize parking on the ground floor. Due to the limited scope of the project in terms of units and retail space, a loading berth is not necessary to accommodate the building's occupant's needs. The requested variation will not alter the essential character of the locality and is in keeping with the spirit and intent of the Village's downtown ordinance as well as the surrounding properties.

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 feet to 22.5 feet.

   The requested variation is due to unique circumstances based on the conditions of the site, including the previously mentioned environmental and topographical conditions. The variation is minor and the resulting aisle width is still sufficient to allow two-way traffic. The variation is internal to the development and will not affect other properties. As a result, it will not alter the essential character of the locality. It also is in keeping with the spirit and intent of the Village's downtown ordinance as well as the surrounding properties.

Community Neighborhood Meeting

A neighborhood meeting was held on the evening of May 20, 2014 at the Arlington Heights Memorial Library. Notice was provided to all property owners within 250 feet of the subject site. There were approximately 30 owners in attendance, most from the condominium building next door to the subject site. It was an informative and productive meeting for all, and the following is a representative list of the questions received:

1. What are the building materials and quality of construction?
2. How tall is the building and will this block some of our views?
3. Is there an appropriate set-back allowing light for both buildings?
4. How many parking spots will there be and can we fit more?
5. What can we do about the parking problem in the downtown area?
6. Why do we need more commercial in the area?
7. What is the impact of any excavation and construction noise and mess?
8. Will the mechanicals on the roof be visible?
9. Will we hear the air conditioning compressors?
10. Will the power and phone wiring be buried?
11. Are rentals appropriate and do we want more people living in town?
12. What is the project cost and investment in the community?
13. Will we have to pay for any infrastructure?
14. Will this negatively impact our value?

All of these questions were answered thoughtfully by the development team, and a majority of the owners were satisfied and either supportive or neutral to the project.

Affordable Housing Assessment

Petitioner is pleased to comply with the Village's Affordable Housing Ordinance. Third party market analysis indicates there are over 9,000 households in the Primary Market Area seeking quality affordable rentals. To address this need, the project will exceed the 15% minimum guideline of the Ordinance. The unit mix will provide a total of 19 units with rents below the maximum rent levels identified in the Ordinance. These units will provide high quality new construction rental housing to working individuals and families who desire easy access to community amenities and public transportation options.

Acosta Ezgur, LLC

PARKVIEW UNIT MIX

Size	Type	# Units	%	SF	Rent*	Max Affordable Rent
					**Includes tenant utility allowance*	
1BR/1BA		12	75%	750	$1,300	NA
1BR/1BA	Affordable	4	25%	750	$774	$828, VAH
		16				
2BR/1BA		12	50%	1000	$1,600	NA
2BR/1BA	Affordable	12	50%	1000	$929	$994, VAH
		24				
3BR/1.5BA		2	40%	1200	$2,100	NA
3BR/1.5BA	Affordable	3	60%	1200	$1,072	$1,148, VAH
		5				
	Total DU	**45**	58%			
			42%	<15% VAH guideline for affordable units		

Responses to Preliminary Staff Comments

The proposed development currently includes 1,254 sq. ft. of retail space on the first floor. Petitioner acknowledges the Village's desires for additional retail space. Notwithstanding the current design however, given the project's location and prevalence of commercial/retail vacancies in the downtown area, Petitioner would be willing to eliminate the retail space proposed and instead provide four additional parking spaces for the project. This would be responsive and consistent in addressing the parking concerns voiced by residents at the community group meeting on May 20, 2014, and would be begin to address similar comments made by Village staff relative to the need for guest parking.

Additionally, in response to staff's comment regarding overnight guest parking, Petitioner intends to pursue partnership with neighboring property owners for overnight guess parking access.

Finally, Petitioner has engaged KLOA, Inc. to complete an update amendment to the traffic and parking study and we will submit to the Village as soon as it is complete.

The project team looks forward to working with the Village in bringing this high quality and attractive new development to fruition. Should you have any questions or desire additional information, please let me know.

Sincerely,

Rolando R. Acosta
Attorney for Petitioner

Enclosures

Bhide, Latika

To: DiMatteo, Pat
Subject: FW: FW: Parkview Apartments - 212 N. Dunton

From: Michael Ezgur [mailto:michael@acostaezgur.com]
Sent: Monday, June 30, 2014 1:48 PM
To: Bhide, Latika
Subject: FW: FW: Parkview Apartments - 212 N. Dunton

Latika,

See answers to your questions below in red, that I just received.

Thanks.

Michael Ezgur
Acosta Ezgur, LLC
217 N. Jefferson St.
Suite 601
Chicago, IL 60661
Direct: 312-327-3350
Cell: 312-617-8900
michael@acostaezgur.com

> From: Bhide, Latika [mailto:lbhide@vah.com]
> Sent: Thursday, June 26, 2014 2:39 PM
> To: Michael Ezgur
> Subject: Parkview Apartments - 212 N. Dunton

> Good Afternoon Mr. Ezgur,

> As we begin to prepare the Plan Commission report for the Parkview Apartments, there were a couple of matters that we were seeking information about and confirmation of the correct zoning action.

> - In order to confirm the correct zoning classification, could you please verify that the development is a mixed income apartment development as opposed to Institutional Residential

This is a mixed income, mixed use apartment development.

> - The Parking and Traffic Evaluation by KLOA discusses that residential guests/visitors would use the on-street parking surrounding the development. Can KLOA also address what guest parking demand is generated by this development?

KLOA responded that there are no formal guidelines on guest parking, but the general rule is 10% of total parking demand, so roughly 5 guest spaces for Parkview.

> - Lastly, reading through the project file, I saw that in Mr. Acosta's letter to Mr. Enright, dated May 23, 2014, there was reference made regarding pursuing partnerships with surrounding property owners for overnight guest parking access. Have any agreements been reached?

We are actively working on this. I dont have anything definitive to report yet, but will keep everyone updated in the week ahead.

> As always, if I can help with anything else, please feel free to contact me at any time.

> Regards,

> Latika Bhide, AICP, LEED Green Associate
> Development Planner
> Village of Arlington Heights
> 33 S. Arlington Heights Road
> T: 847.368.5223
> F: 847.368.5988

STAFF DESIGN COMMISSION REPORT

<u>PROJECT INFORMATION</u>:

Project Name: Parkview Apartments
Project Address: 212 N. Dunton Avenue
Prepared By: Steve Hautzinger
Date Prepared: May 21, 2014

<u>PETITION INFORMATION</u>:

DC Number: 14-040
Petitioner Name: Kelle Bruckbauer
Petitioner Address: Tinaglia Architects
814 W. Northwest Highway
Arlington Heights, IL 60004
Meeting Date: May 27, 2014

Requested Action(s):

1. Approval of the proposed architectural design for a new Mixed-Use apartment building with indoor parking and retail space located in the Downtown (B-5) Zoning District.

ANALYSIS:

<u>Summary</u>

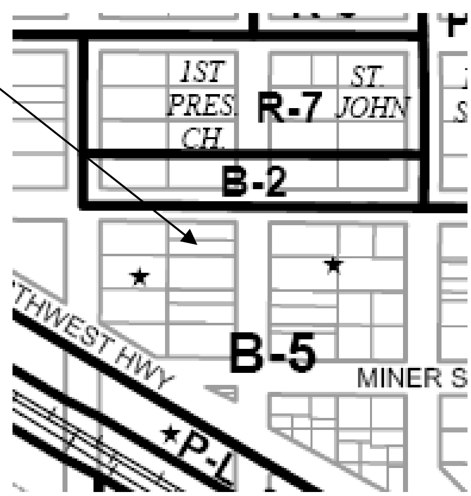
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is seeking approval of the architectural design for a new Mixed-Use apartment building including indoor parking and retail space. The proposed location is a vacant site on the north end of the Downtown (B-5) Zoning District at the corner of Dunton Avenue and Eastman Street. The proposed development will be seven stories in height with 45 residential apartment units occupying floors three through seven. The first and second stories will contain indoor parking for use by the apartment residents. The petitioner is also proposing 1,254 sf of retail space located at sidewalk level, at the northeast corner of the first floor.

The proposed development does comply with the B-5 zoning requirements for building height and density, however this project does require approval as a Planned Unit Development through the Plan Commission process. A previous version of this proposal, which was eight stories in height and had 49 residential units, did receive Design Commission and preliminary PUD approval in 2007.

SITE ANALYSIS

Subject Property



Aerial of Property

Zoning Map of Property

<u>Surrounding Land Uses</u>:

Direction	*Existing Zoning*	*Existing Use*	*Comprehensive Plan*
Subject Property	B-5, Downtown District	Vacant	Mixed Use
North	B-2, General Business District	First Presbyterian Church	Institutional
South	B-5, Downtown District	Hornak Home Improvement	Mixed Use
East	B-5, Downtown District	Hancock Square Apartments	Mixed Use
West	B-5, Downtown District	Multi-Family Condominium	Mixed Use

Architectural Design:

The proposed design is a very nice traditional composition with good massing and rich materials. The design is largely in keeping with the previously approved design from 2007 with some revisions. Primary changes are as follows:

1. Retail space on the first floor (except for the northwest corner) has been replaced with indoor parking and false spandrel glazed storefronts.
2. The second floor is proposed to be parking instead of residential units with windows and balconies.
3. The eighth floor residential units and roof top terraces have been omitted.

The proposed palette of exterior materials is rich and nicely coordinated. However, the proposed brick is nearly an identical match to the brick on the existing Hancock Square Apartment building across the street from the subject site, and the window frames are a similar dark color. The overall color tone of the body of the proposed building will have a very similar appearance to the existing apartment building. Additionally, the proposed white stone and dark window frames are used on the existing condominium building to the west. The proposed palette of materials should be evaluated with the context of the two existing buildings, and a revised color scheme should be considered to create more variety between the three multi-unit residential buildings.

Village Staff and the Plat & Subdivision Committee have raised concerns about the lack of retail space proposed, and it is possible that the amount of retail space will be increased during the Plan Commission and Village Board review. If additional retail space is added, then revisions to the exterior design of the first floor may be necessary.

Rooftop Mechanical Unit Screening:

Rooftop mechanical units are required to be fully screened from public view. The proposed design indicates that the rooftop mechanical equipment will be screened by the perimeter parapet walls and arched roof forms.

Dumpster and Utility Screening:

Trash dumpsters and utility hardware will be fully enclosed within the indoor parking area of the proposed building.

Landscaping:

The petitioner will be required to comply with Village standards for sidewalks, street trees, and site furnishings.

Signage:

Signage is not included in this review. Separate sign permit applications will be required for any proposed signage.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed architectural design, but evaluate the exterior colors for *Parkview Apartments* to be located at 212 N. Dunton Avenue. This recommendation is subject to compliance with the plans dated

5/12/14 and received 5/13/14, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Consider revisions to the exterior colors to create more variety between the proposed design and the existing adjacent developments.
2. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
3. The petitioner is required to comply with Village standards for sidewalks, street trees, and site furnishings.
4. All signage must meet code, Chapter 30.

_________________________________ May 21, 2014

Steve Hautzinger, Design Planner

Cc: William C. Dixon, Village Manager, Charles Witherington Perkins, Director of Planning and Community Development, James McCalister, Director Building & Health Services, Charley Craig, Building Services, Petitioner, DC File 14-040

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
MAY 27, 2014

Chair Eckhardt called the meeting to order at 6:30 p.m.

Members Present:	Ted Eckhardt, Chair John Fitzgerald Anthony Fasolo Jonathan Kubow
Members Absent:	Alan Bombick
Also Present:	Randal Kane, 2401 Inc. for *Transitional Care* Robert Losselyoung, Tinaglia Architects for *212 N. Dunton Ave.* Kelle Bruckbauer, Tinaglia Architects for *212 N. Dunton Ave.* Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM MAY 13, 2014

A MOTION WAS MADE BY COMMISSIONER FITZGERALD SECONDED BY COMMISSIONER FASOLO, TO APPROVE THE MEETING MINUTES OF MAY 13, 2014. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 2. MIXED-USE CBD REVIEW

DC#14-040 – Parkview Apartments – 212 N. Dunton Ave.

Mr. Robert Losselyoung and **Ms. Kelle Bruckbauer**, representing *Tinaglia Architects*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new Mixed-Use apartment building to include indoor parking and retail space. The proposed location is a vacant site on the north end of the Downtown (B-5) Zoning District at the corner of Dunton Avenue and Eastman Street. The proposed development will be seven-stories in height with 45 residential apartment units occupying floors three through seven. The first and second-story will contain indoor parking for use by the apartment residents. The petitioner is also proposing 1,254 sf of retail space located at sidewalk level, at the northeast corner of the first-floor.

The proposed development does comply with the B-5 zoning requirements for building height and density; however this project does require approval as a Planned Unit Development through the Plan Commission process. A previous version of this proposal, which was eight-stories in height and had 49 residential units, received Design Commission and preliminary PUD approval in 2007.

The proposed design is a very nice traditional composition with good massing and rich materials. The design is largely in keeping with the previously approved design from 2007 with some revisions. Primary changes are as follows:

1. Retail space on the first-floor (except for the northwest corner) has been replaced with indoor parking and false spandrel glazed storefronts.
2. The second-floor is proposed to be parking instead of residential units with windows and balconies.
3. The eighth-floor residential units and roof top terraces have been omitted.

The proposed palette of exterior materials is rich and nicely coordinated. However, the proposed brick is nearly an identical match to the brick on the existing Hancock Square Apartment building across the street from the subject site, and the window frames are a similar dark color. The overall color tone of the body of the proposed building will have a very similar appearance to the existing apartment building. Additionally, the proposed white stone and dark window frames are used on the existing condominium building to the west. The proposed palette of materials should be evaluated with the context of the two existing buildings, and a revised color scheme should be considered to create more variety between the three multi-unit residential buildings.

Village Staff and the Plat & Subdivision Committee have raised concerns about the lack of retail space proposed, and it is possible that the amount of retail space will be increased during the Plan Commission and Village Board review. If additional retail space is added, then revisions to the exterior design of the first floor may be necessary.

Staff is recommending approval of the proposed design, with a suggestion to consider revising the exterior colors to allow more variety between the proposed design and the existing adjacent developments.

Mr. Losselyoung stated that the current project is slightly different in scope from 2007, with apartments now being proposed instead of condominiums; the underground parking being removed and above-grade parking now being proposed; elimination of the eighth-floor penthouse; and less units overall in the building. An attempt was made to keep the current design similar to the previous design in 2007, and they feel the Traditional style building now being proposed will add to the north side of the Downtown.

Mr. Losselyoung explained that the brick originally proposed in 2007 was chosen to match the brick color of the Heritage Gallery building; however, this brick is no longer available, therefore, a standard brick is now being proposed that is almost identical, although slightly darker, with grey mortar. He added that they are not opposed to using colored mortar as well in the brick sections.

Commissioner Fasolo felt the building was nicely designed and would fit in well with the surrounding properties. He agreed with the suggestion to use a dark mortar in the brick sections, similar to the Heritage Gallery, which would differentiate the building from the Hancock Square building. He had no other comments.

Commissioner Fitzgerald asked for clarification about the aluminum at the four corners at the top of the building, which the petitioner explained and Commissioner Fitzgerald understood. **Commissioner Fitzgerald** also agreed with using a dark mortar color and felt the building was nicely designed and would look good on the site.

Commissioner Kubow felt the petitioner did a great job with the proposed new building and filling the vacant parcel. He felt the building would have really good street presence. He was disappointed to see that the amount of retail space was reduced, and he encouraged the petitioner to further explore this.

Chair Eckhardt also agreed with using a dark mortar color, and he was not particularly worried if the brick matched the existing adjacent apartment building, as long as the mortar is dark, and he encouraged the petitioner to choose a rich brick color. He pointed out that the balconies were changed from the original proposal in 2007, which he was fine with, and he applauded the second-story parking being proposed. With regards to the retail space, he felt that parking was more important than retail space that could possibly be vacant at some point, and he was fine with the proposed false storefronts. He felt the small retail space being proposed was something that would support only the residents of the building; he was unsure where pedestrian traffic would come from. He pointed out that the north elevation of the building had the same prominence and same detailing as the front elevation. He supported the project with the comments already made.

Mr. Hautzinger confirmed with the petitioner that the proposed brick is "Prairie Sunset velour" by Sioux City Brick.

Chair Eckhardt stated that there was nobody other than the petitioner present in the audience for public comment.

A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR THE NEW *PARKVIEW APARTMENTS* TO BE LOCATED AT 212 N. DUNTON AVENUE. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE PLANS DATED 5/12/14 AND RECEIVED 5/13/14, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND RESOLUTION OF THE FOLLOWING:

1. **A REQUIREMENT THAT A DARKER MORTAR COLOR THAN GREY BE USED WITHIN THE BRICK SECTION, MORE OF A DARK RED OR BROWNISH COLOR.**
2. **ALL SIGNAGE MUST MEET CODE PER CHAPTER 30.**
3. **THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, SIGN CODE OR BUILDING OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE ARCHITECT/HOMEOWNER/BUILDER'S RESPONSIBILITY TO COMPLY WITH THE DESIGN COMMISSION APPROVAL AND ENSURE THAT BUILDING PERMIT PLANS COMPLY WITH ALL ZONING CODE REQUIREMENTS.**

Chair Eckhardt asked if awning color has been determined. **Mr. Losselyoung** replied that all awnings would be black, including the retail awnings. **Commissioner Kubow** asked about the material on the protruding balconies and the material at the cornice. **Mr. Losselyoung** replied that the balconies will be an extension of the balcony plank and covered in concrete, and the cornice material will be Azek and Fypon.

A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER FITZGERALD, TO AMEND THE MOTION TO ADD THE FOLLOWING:

4. **A REQUIREMENT THAT THE AWNINGS ALL BE BLACK.**

FASOLO, AYE; FITZGERALD, AYE; KUBOW, AYE; ECKHARDT, AYE.
ALL WERE IN FAVOR. THE MOTION CARRIED.

REPORT TO THE HOUSING COMMISSION

To:	Housing Commission
Prepared By:	Nora Boyer, Housing Planner
Date Prepared:	June 26, 2014
Meeting Date:	July 1, 2014
Topic:	Response to Village Affordable Housing Policy Parkview Apartments - 212 N. Dunton

BACKGROUND

Since December 7, 1998, it has been the policy of the Village that the inclusion of housing units to be made available at affordable rates will be included in the review and consideration of new multi-family residential Planned Unit Developments (PUD). Plan Commission applications for multi-family PUDs are to include assessments of the projects' responsiveness to the Village's affordable housing goals. These assessments are presented to the Housing Commission for review and comment prior to consideration of the project by the Plan Commission.

On May 27, 2014, a Plan Commission application for a Planned Unit Development was submitted to the Department of Planning and Community Development for the Parkview Apartments proposed to be located at 212 N. Dunton Avenue, Arlington Heights, IL. The proposed development is for a seven-story building with a total of 45 residential units.

Guidelines concerning the inclusion of affordable housing units are contained in the Village's Multi-Family Affordable Housing Toolkit and Affordable Rental Housing Guidelines. These documents were updated in May 2014 to incorporate modifications recommended by the Housing Commission. The Affordable Rental Housing Guidelines provide maximum income levels for tenants and maximum rental rates. The guidelines also state that the income and rent levels of Federal affordable housing programs as approved by the Village may be substituted for the income and rent levels stipulated in the Village's guidelines.

PARKVIEW APARTMENTS – AFFORDABLE HOUSING ASSESSMENT

In a letter dated May 23, 2014, the attorney for the petitioner with respect to the Parkview Apartments provided an Affordable Housing Assessment for the proposal. Additional information is provided in the project's Market Study.

The petitioner has indicated that the intent is to apply for an allocation of Low Income Housing Tax Credits (LIHTC) to provide financing for this project. The parameters of the affordable housing component of the project are based on the requirements of the LIHTC program.

The regulations of the LIHTC program are comparable to the policies contained in the Village's Affordable Rental Housing Guidelines with respect to the maximum income levels of tenants and maximum rental rates. The two primary differences between the Village's guidelines and the proposed project are that: 1) the Village's guidelines call for 15% of the units to be affordable (7 units) where the LIHTC program requires and the petitioner states that at 40% (19 units) will be affordable; and 2) the Village's guidelines are to be in effect in perpetuity and affordability requirements under the LIHTC program are in effect for 15 - 30 years.

	VAH Affordable Rental Housing Guidelines	Proposed Parkview Apartments
Percentage of Affordable Units	15% of 45 units: 7 units required	19 of the 45 units (42%)
Maximum Incomes of Tenants for the Affordable Units	Maximum income of 60% of Chicago Area Median Income	Maximum income of 60% of Chicago Area Median Income. The program also provides minimum income levels for units in order to insure affordability.
Maximum Rental Rates	Maximum rents are those set by the Illinois Housing Development Authority for households at 60% of Chicago Area Median Income.	Maximum rents are set by the LIHTC program based on affordability to households with maximum incomes of 60% of Chicago Area Median Income.
Duration Units are to be Maintained as Affordable	In Perpetuity	Unspecified. The affordability compliance period for the Low Income Housing Tax Credit Program is 15 – 30 years.

Arlington Heights Affordable Rental Program Guidelines provide the following maximum income levels by size of household:

Household Size	Maximum Annual Income 60% of Chicago Area Median, Adjusted for Household Size for 2014
1	$30,400
2	$34,800
3	$39,100
4	$43,400
5	$46,900
6	$50,400
7	$53,900
8	$57,300

The proposal establishes maximum income limit that are consistent with the limits above and also establishes minimum income limits for units in order to insure affordability. The petitioner assumes an average household size of 1.5 persons per bedroom, resulting in the following maximum and minimum income calculations using 2012 income levels:

	VAH Maximum Income Levels Calculated at 1.5 Persons per Bedroom	Parkview Apartments Minimum and Maximum Income Range - 2012
1 Bedroom Unit	$32,600	$26,537 - $32,600
2 Bedroom Unit	$39,100	$31,851 - $39,100
3 Bedroom Unit	$45,150	$36,754 - $45,150

The maximum gross monthly rents between the Village's affordable housing policy and the Low Income Housing Tax Credit Program are also comparable:

	VAH Affordable Rental Program Policy*	LIHTC Gross Rent**	Difference
1 Bedroom Unit	$828	$774	- $54
2 Bedroom Unit	$994	$929	- $65
3 Bedroom Unit	$1,148	$1,072	- $76

* Prior to reduction for utility allowance if the tenant pays utilities
** Includes utility allowance

QUESTIONS OF THE PETITIONER

Staff has the following questions and requests for information of the petitioner with respect to this project:

1. What are the other funding sources for this development beyond the Low Income Housing Tax Credits?
2. What are the eligibility criteria for tenants of the affordable units? How does this development further the housing needs that have been identified by the Village for families, senior citizens, and persons with disabilities?

CONCLUSION

The petitioner's proposal is a unique opportunity to include affordable housing units in a mixed income development in the Village's downtown allowing the tenants to be located near entry level jobs in the downtown and near mass transit. Financing through the LIHTC program would result in affordability guidelines that are consistent with those of the Village and the added benefit that the program would be carefully monitored by the Illinois Housing Development Authority and the Internal Revenue Service for the first 15 - 30 years of the building's operation. This is similar to the application and monitoring of affordable housing requirements that have been in place with respect to Dunton Tower for over 30 years due to the financing of Dunton Tower under the Federal Industrial Revenue Bond program.

Staff is reviewing the proposed PUD and is in general support, but staff will continue to work with the petitioner on guest parking, the amount of commercial in the building consistent with the Village's downtown, and other aspects of the proposed project. The project is scheduled for Plan Commission public hearing on July 9, 2014.

RECOMMENDATION

Upon satisfactory responses to the questions above, staff recommends that the Housing Commission recommend approval of 19 affordable units at Parkview Apartments, 212 N. Dunton Avenue, as described in the petitioner's Assessment of Affordable Housing and the Market Study with the following conditions:

1. The units are to be maintained as affordable in perpetuity under the Village's Affordable Rental Housing Guidelines.
2. Should the development receive financing under the Low Income Housing Tax Credit (LIHTC) program, the affordability requirements of that program shall apply during the affordability compliance period of the LIHTC program and at all other times the requirements of the Village's Affordable Rental Housing Guidelines shall apply.

Attachments:

- Letter dated May 23, 2014 from the Petitioner's Attorney (Acosta Ezgur, LLC) containing the "Affordable Housing Assessment" for the Parkview Apartments
- A Market Study for the Proposed Parkview, 212 Dunton Avenue, Arlington Heights, IL 60004, May 21, 2014
- Village of Arlington Heights Affordable Rental Housing Guidelines

RECEIVED
MAY 27 2014
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

A MARKET STUDY FOR THE PROPOSED

PARKVIEW

212 DUNTON AVENUE
ARLINGTON HEIGHTS, IL 60004

MAY 21, 2014

PREPARED FOR

PARKVIEW DUNTON, LLC

DEVELOPMENT STRATEGIES®
guiding effective decisions in
real estate, community, and economic development

DEVELOPMENTSTRATEGIES®
guiding effective decisions in
real estate, community, and economic development

May 21, 2014

Ms. Katie Kreifels
Parkview Dunton, LLC
900 West Jackson Boulevard, Suite 2W
Chicago, Illinois 60607

Re: Limited Market Study for the Proposed Parkview Apartments

Dear Ms. Berzac:

Development Strategies is pleased to present the attached limited market study for Parkview, a mixed-income community in Downtown Arlington Heights, Illinois. As part of this assessment, we analyzed various characteristics of the site including neighborhood trends, local rental housing supply and needs, and anticipated product demand.

As proposed, the subject property will provide 45 one-, two, and three-bedroom units at affordable and market rates. Downtown Arlington Heights offers excellent access to services, amenities, and transit, and the larger area has exhibited a significant need for affordable housing units. Steadily rising rents at market rate properties in the area and the absence of significant new affordable housing development has created pent up demand for a property of this type. The subject will fill a much needed gap in the provision of affordable housing in Arlington Heights and will redevelop a currently underutilized site in Downtown.

Development Strategies appreciates the opportunity to assist you with this market study. Should you or your associates have any questions about the following study, please call. We will be glad to hear from you.

Yours very truly,

Brad Beggs, MAI
Principal

Jake Narup
Analyst

TABLE OF CONTENTS

PROJECT OVERVIEW

The purpose of this report is to provide a market study for the Village of Arlington Heights for the proposed Parkview, a mixed-income community in Downtown Arlington Heights, Illinois. As part of this assessment, we analyzed various characteristics of the site including neighborhood trends, local rental housing supply and needs, and anticipated product demand. The subject property will provide 45 one-, two, and three-bedroom units at affordable and market rates in a newly-constructed even-story building.

Site Location

The property will include three parcels containing 0.40 acre of land located at 212-220 North Dunton Avenue in Arlington Heights. The site is located near the center of Downtown Arlington Heights and has excellent access to nearby services, amenities, retail shopping, and public transportation. It is planned to be developed with an seven-story apartment building with two floors of indoor. The site is bound to the north by West Eastman Street followed by a church, to the east by North Duncan Avenue and the mixed-use Hancock Square development, to the south by retail development, and to the west by condominiums.

Neighborhood Overview

The subject property is located in the mixed-use neighborhood of Downtown Arlington Heights. The immediate neighborhood contains high-density residential uses with a mix of condominiums and apartments. There are scattered commercial uses along Dunton Avenue including mainly small offices and restaurants. Uses along Eastman Road to the north of the subject include churches, condo buildings, and small office buildings. The Arlington Heights station of the METRA commuter rail line is located one block south of the subject site. The location of the station has supported the high density residential development of several blocks within walking distance. East Northwest Highway also runs parallel to the commuter rail line and serves as the main commercial corridor through Arlington Heights and other nearby Chicago suburbs. The highway is lined with a mix of residential neighborhoods, large scale retail, and industrial uses. The neighborhoods surrounding Downtown are largely developed with single-family homes on a traditional street grid.

Downtown includes several large parking garages that serve commuters and apartment residents. Commercial uses are mainly contained within the street level retail spaces of these buildings, while a few older shopping centers and small commercial buildings remain. The north side is occupied by two large apartment buildings, a condo building, and parking garage, with about one block of older traditional retail store fronts. The area south of the commuter rail line is more densely developed with a wider variety of restaurants and shops. The subject location is ideal for apartment development as the Downtown area is attractive, and a wide variety of restaurants shops and services are located within walking distance.

Most of the single-family homes in the neighborhood surrounding Downtown were built in the 1920s or 1930s, but are maintained in good to excellent condition. Homes range widely in price from about $350,000 to $700,000.

Condominium units in the neighborhood are also in good to excellent condition and range in price from $250,000 to $350,000. However, most of the condos currently listed for sale are in foreclosure or bank owned. Suburban shopping centers are located along Northwest Highway and nearby Rand Road. Rand Road includes a Target, Walmart, Trader Joes and other big box anchor stores as well as the recently redeveloped Randhurst Village shopping mall. All of these uses are located about 2.5 miles north and east of the subject.

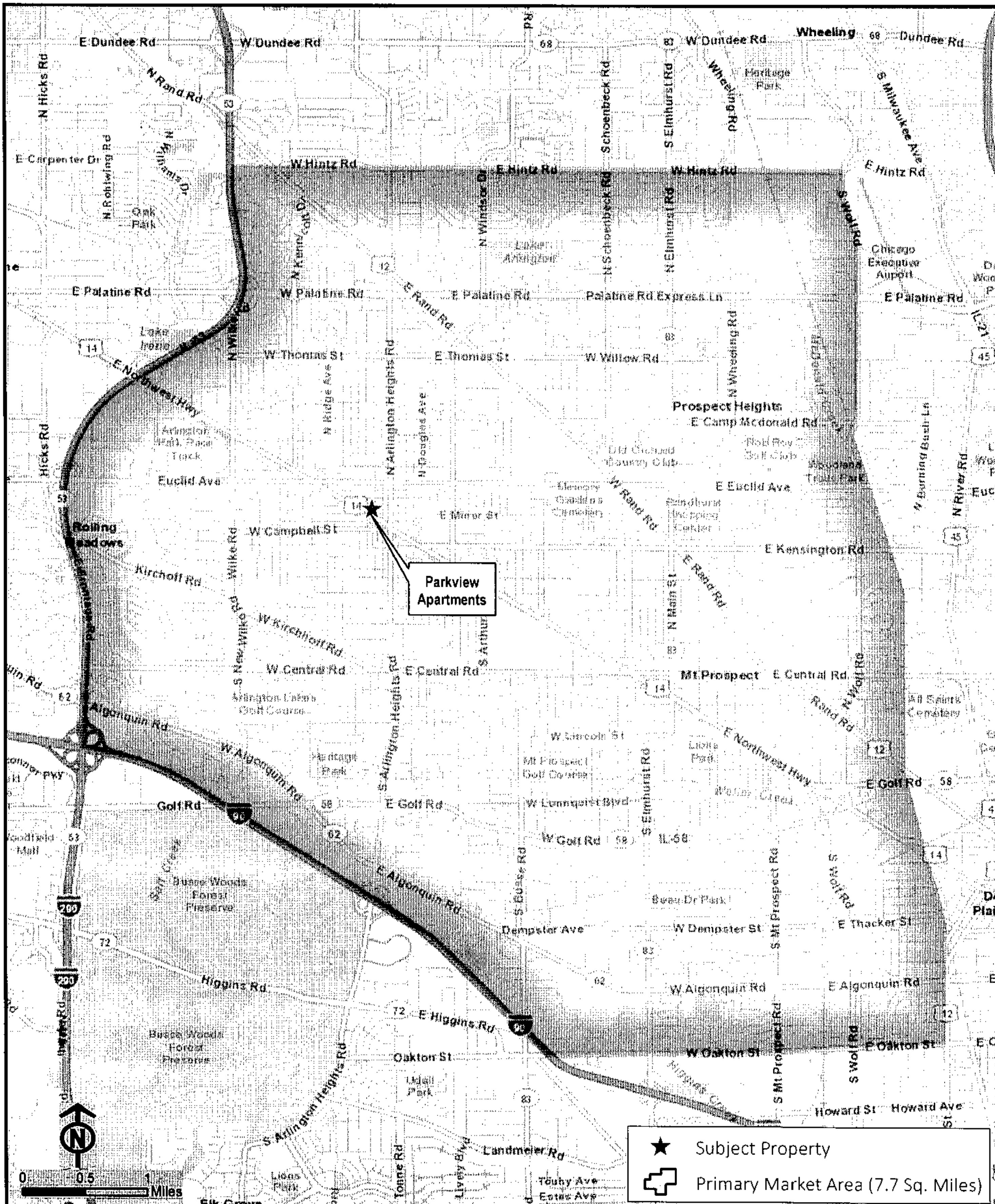
Overall, the subject property has a very attractive location in a largely mixed-use neighborhood with close proximity to transit, shopping, schools and parks.

Market Area Definition

The primary market area (PMA) is typically defined as the smallest geographic area that is generally expected to generate between 70 to 80 percent of the support for the proposed project. It is separated from adjacent market areas by natural and manmade barriers such as rivers, highways, railroads, major arteries, or a marked difference in the socioeconomic makeup of the neighborhood or area. The primary market area has been determined by: 1) Interviews conducted with area apartment managers, city officials, real estate agents, and area developers; 2) Demographic analysis; and 3) Field analyst observations.

The primary market area is irregular-shaped and bound by Illinois Route 53 to the west, Interstate 90 and West Oakton Street to the south, Wolf Road and a rail line to the east, and Hintz Road to the north. It contains 38.2 square miles and portions of several neighboring communities, including Rolling Meadows, Prospect Heights, and Mount Prospect. Notable uses include Chicago Executive Airport near the PMA's northeast corner, and significant light industrial development near Oakton Street along the market area's southern boundary. Illinois Route 53 contains eight lanes and forms a natural boundary to the west, providing access throughout the northwest suburbs. Due to the shortage of quality affordable housing throughout the area, a quality product at the proposed location would likely draw tenants from a significant distance.

A map of the primary market area is located on the following page.



LAND SALES

Parkview Apartments
Arlington Heights, IL

DEVELOPMENT STRATEGIES
guiding effective decisions in real estate, community, and economic development

May 2014

HOUSEHOLD TRENDS

As of 2012, there were approximately 72,901 housing units in the PMA, 94 percent of which were occupied. This figure is comparable to the village of Arlington Heights, and slightly higher than the county, MSA, and state. Approximately 65 percent of all housing units in the market area are contained within attached or detached single-family homes, while 19 percent of housing units are contained within multi-family structures containing 20 or more units. There are relatively few duplex, triplex, and four-family structures in the market area, as only ten percent of all housing units are contained within structures with two to nine units.

About a quarter of all households within the PMA are occupied by renters, which is well below comparable proportions of the county, MSA, and state. Demographics in the area indicate relatively small *College Age* (ages 18 to 24) and *Early Workforce* (ages 35 to 34) cohorts, both of which are likely to rent. In addition to high rates of homeownership, the median age in the PMA is the highest of the selected geographies (41.6).

The median value of housing in the PMA is $293,574, which is higher than Cook County, the MSA, and the state. The median value of housing in Arlingotn Heights is the highest of the five study areas ($323,534).

An overview of household characteristics in the study areas is summarized in the table below.

Household Overview

Description	*PMA*	*Arlington Heights*	*Cook County*	*Chicago MSA*	*Illinois*
Housing Units (2012)	72,901	32,944	2,184,070	3,811,890	5,319,707
Occupied Housing Units (2012)	68,665	30,905	1,974,480	3,495,249	4,860,603
Occupancy Rate	94%	94%	90%	92%	91%
Housing Units by Units in Structure (2000)					
1, Detached	58%	57%	40%	51%	58%
1, Attached	6%	8%	5%	6%	5%
2	1%	0%	12%	8%	7%
3 or 4	2%	2%	10%	8%	7%
5 to 9	7%	7%	9%	7%	6%
10 to 19	6%	5%	6%	5%	4%
20+	19%	20%	17%	13%	10%
Mobile Home	1%	0%	1%	1%	3%
Other	0%	0%	0%	0%	0%
Tenure of Occupied Housing Units (2012)					
Percent of Owner Occupied Units	75%	77%	57%	65%	66%
Percent of Renter Occupied Units	25%	23%	43%	35%	34%
Median Housing Value (2012)	$293,574	$323,534	$230,042	$215,761	$181,098

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Availability of Affordable Housing Options

Affordable housing options in northwest Cook County are limited. Only one LIHTC property is located within the PMA, and only six of approximately 120 total units at the property are reserved for low-income households.

According to the HUD LIHTC Database, the 25 nearest LIHTC properties to Arlington Heights are located an average of 10.5 miles from Downtown. Approximately a third of these properties target senior households, and very few offer three-bedroom units that cater to larger households. Huntington Square is the nearest affordable property to the subject site (3.6 miles southeast), and includes 324 units, while a number of senior properties are scattered throughout surrounding communities including Elk Grove Village, Hoffman Estates, and Schaumburg. There is a significant housing gap for low- and moderate-income family households in Arlington Heights, as rental units in the area consist of market rate apartments, Section 8 contract units in larger market rate developments, and affordable senior apartments.

Competitive Market Positioning

The survey of competitive market rate properties indicates that they are generally well-occupied with occupancy rates averaging 95 percent. Average rents in the area are well beyond the financial means of most low- and moderate-income households. Market rate one-bedroom units average $1,405 and two-bedroom units average $1,825. Three-bedroom units are limited in the market, with most located in larger apartment communities to the south and east of the city center. Three-bedroom units at the two properties surveyed average $1,874. The majority of rental properties in Arlington Heights were constructed in the 1970s and 1980s but have been well-maintained, with many units recently renovated and marketed as upscale or luxury living options. One Arlington is a large-scale redevelopment project converting a former Sheraton hotel into 214 luxury units. The project began pre-leasing in April 2014 and has a targeted occupancy date of August 2014.

The following table provides a summary of relevant rent information for the selected properties and a comparison to the subject's proposed rents.

Parkview

SUMMARY OF SELECTED RENTAL PROPERTIES

			One-Bedroom			Two-Bedroom			Three-Bedroom		
	Occ. Rate	# of Units	Avg. Rent	Size (SF)	Rent PSF	Avg. Rent	Size (SF)	Rent PSF	Avg. Rent	Size (SF)	Rent PSF
Market Rate Properties											
1 Dunton Tower	92%	216	$1,625	785	$2.07	$1,968	1,100	$1.79	-	-	-
2 Hancock Square	96%	409	$1,544	801	$1.93	$1,748	975	$1.79	-	-	-
3 Arlington Gardens Apartments	96%	150	$790	560	$1.41	$945	680	$1.39	-	-	-
4 Central Park East	97%	204	$1,370	790	$1.73	$1,690	1,106	$1.53	-	-	-
5 Willow Bend Apartments	96%	328	$1,169	875	1.336	$1,589	1,075	$1.48	$2,300	1,550	$1.48
6 Tanglewood of Arlington Height:	100%	828	$858	624	$1.38	$1,133	864	$1.31	$1,448	1,128	$1.28
7 One Arlington	N/A*	214	$2,480	980	$2.53	$3,700	1,450	$2.55	-	-	-
Total/Average	**97%**	**2,349**	**$1,405**	**747**	**$1.82**	**$1,825**	**1,036**	**$1.76**	**$1,874**	**1,339**	**$1.40**
Subject Property - Proposed Rents											
60% AMI Units	-	-	$774	N/A	N/A	$929	N/A	N/A	$1,072	N/A	N/A
Market Rate Units	-	-	$1,300	N/A	N/A	$1,600	N/A	N/A	$2,100	N/A	N/A

* Property began pre-leasing in April 2014

METHODOLOGY TO QUANTIFY DEMAND

To determine the demand for the property, we must first estimate the number of households that are qualified and eligible by income to live in the property. Maximum incomes are set for each income group by the state housing agency using HUD median income estimates. ESRI provides estimates of the current number of households by income and also projects the growth in households for the next five years. ESRI also provides household income projections by age of householder.

Once we have established the number of households eligible for each unit type, we exclude homeowner households from the estimate with current tenancy status estimates provided by ESRI. Once the estimate of qualified (eligible) renter households is established, the number of units serving that market may be divided by the total qualified (eligible) household estimate to determine the penetration rate for the project. The number of units that will serve the primary market area is divided by the total number of qualified renter households to calculate the property's penetration rate. The penetration rate is the number of units relative to the total households qualified to rent them.

Penetration Rate = Units to Serve the Market ÷ Total Existing Qualified Renter Households

Acceptable penetration rates vary by property type and project location. Generally speaking, they should fall below ten percent for a project to be considered an acceptable risk. This ensures that proposed projects do not flood or over saturate the market with new units. Higher rates are sometimes acceptable for existing properties where existing tenants may occupy newly renovated units.

Penetration rates are useful in determining demand for affordable rental housing. However, they do not consider that each consumer is not immediately available to utilize a product, nor increases in demand.

For example, many renters are locked into annual lease agreements and cannot act on a new product offered in the market until their lease is up. New renters are being added to the market every year. Therefore, a capture rate must be determined.

To determine the capture rate for the project, we convert existing demand into annual demand. There are two parts to this estimate. First, we estimate annual turnover in rental units to convert the preceding estimate of total demand to an estimate of existing annual demand in the market. Second, we utilize ESRI projections to estimate the growth in the number of qualified households over the next five years, which is then converted to an estimate of the annual increase in demand (by dividing by five).

The capture rate is then calculated by dividing the number of units serving the market by the sum of the existing demand and projected growth in demand.

Capture Rate = Proposed Units Serve the Market ÷ (Annual Demand + Growth in Qualified Renter HHs)

In the following paragraphs we will describe the process of measuring demand generated by each income group, and then summarize our findings in tables at the end of this section. Calculations will be made for both the PMA and SMA. We will first analyze qualified household demand followed by eligible household demand.

MARKET DEPTH ANALYSIS

We have estimated the income levels of households able to afford the subject's rental rates. This analysis is based on the HUD income limits for 2014; however, the latest demographic data available from ESRI represents 2012 estimates and 2017 projections. To establish the minimum income limits, we have used the lowest priced units, which are the one-bedroom units at 60 percent AMI with a gross rent of $774. Households should allocate no more than 35 percent of income towards housing costs; therefore, the minimum income is $26,537 [$774 ÷ 35% x 12 months].

Maximum income limits for LIHTC units are based on household sizes and HUD income limits. For the purposes of this report, we have assumed an average household size of 1.5 persons per bedroom.

The maximum and minimum income calculations for each unit type are summarized in the following table.

Affordability Analysis - Qualified Households

Unit Type	Average Household Size	2014 Max. Gross Rent	Proposed LIHTC Gross Rents*	2012 Minimum Income	2012 Maximum Income	2017 Minimum Income**	2017 Maximum Income**
60% AMI							
1 BR	1.5	$828	$774	$26,537	$32,600	$30,978	$38,055
2 BR	3.0	$994	$929	$31,851	$39,100	$37,181	$45,643
3 BR	4.5	$1,148	$1,072	$36,754	$45,150	$42,905	$52,705
Market Rate							
1 BR	1.5	NA	$1,300	$52,000	$70,000	$60,702	$81,714
2 BR	3.0	NA	$1,600	$64,000	$85,000	$74,710	$99,224
3 BR	4.5	NA	$2,100	$84,000	$100,000	$98,056	$116,734

**Includes utility allowance*

***2017 Incomes based on an ESRI's estimated annual increase of 3.35% in PMA*

Primary Market Area Income Distribution

We have used the income distribution information provided by ESRI and summarized it in the following table to determine the number of qualified households in the market for the subject property.

Primary Market Area - Households by Income

Household Income	*2012 Estimate*		*2017 Projection*	
Total Households	68,666		70,023	
<$15,000	4,184	6%	3,862	6%
$15,000-$24,999	5,534	8%	4,039	6%
$25,000-$34,999	5,561	8%	4,198	6%
$35,000-$49,999	8,050	12%	6,830	10%
$50,000-$74,999	13,380	19%	12,081	17%
$75,000-$99,999	10,414	15%	13,759	20%
$100,000-$149,999	13,309	19%	15,293	22%
$150,000-$199,999	4,417	6%	5,711	8%
$200,000+	3,817	6%	4,249	6%
Median HH Income	$69,016		$80,565	

Qualified Households

Using the information for the PMA, we have determined the total number of income qualified housholds for the subject's LIHTC units to be 10,154. In 2017, the number of income qualified households is expected to decrease slightly to 9,826. The estimated number of households with incomes in the proposed range of affordability for the subject's market rate units is 24,873, and is expected to increase to 25,787 by 2017.

Demand from Renter Portion of the Market

To further quantify the demand for the subject property, we have excluded owner-occupied housing from our analysis. ESRI estimates that about 25 percent of all households in the PMA rent their housing. Due to the high cost of housing in the area and large number of affluent households, we expect that low-income households comprise a large portion of this population. Therefore, we have estimated a significantly higher percentage of 70 percent for our renter household adjustment for the subject's affordable units. We have maintained a renter household adjustment of 25 percent for the subject's market rate units.

Household Size Ratio

Typically, one-bedroom units are occupied by one or two people, two-bedroom units are occupied by two to four people, and three-bedroom units are occupied by three to six people. We have further adjusted the number of qualified household by considering the number of households that would typically be interested in living at the subject based on household size. According to ESRI data, up to 60 percent of households in the PMA contain one or two persons, 63 percent of households consist of two to four people, and 39 percent of households consist of three to six. Overall, the project can accommodate households with one to six persons, which represents about 99 percent of all households. We have utilized these percentages as our household size ratio for each respective unit type.

Tenant Turnover

Our survey of apartment managers in in the area found that approximately 30 percent of tenants in the market move each year. This is an important indicator, because when applied to the household demand, it provides the number of qualified households that would annually be actively looking for rental housing similar to the subject property.

Proposed Unit Mix

The Village of Arlington Heights Affordable Rental Housing Guidelines suggests that 15 percent of units in mixed-income developments of more than 26 units be retained as affordable. Under the proposed mix of 45 total units, this would add approximately seven affordable units to the market. This would have a negligible impact on meeting the PMA's total demand for affordable units of approximately 10,000 households. Taking this into consideration, the market demand is significant enough to support a substantially greater number of LIHTC units. To illustrate this, we have summarized our calculations from income-qualified households in the primary market area in a scenario in which all of the subject's units are retained at affordable rents.

Summary of Demand from Income-Qualified Households

	60% AMI			
Primary Market Area	*1 BR Units*	*2 BR Units*	*3 BR Units*	*Total Demand*
ESRI Estimate of 2012 Qualified Households	3,372	3,951	4,506	10,154
Renter Household Ratio	70%	70%	70%	70%
Household Size Ratio	60%	63%	39%	99%
Qualified Renter Households	1,416	1,742	1,230	7,036
Subject Units Serving Income Group	9	24	12	45
Demand from Primary Market Area	80%	80%	80%	80%
Subject Units Serving PMA	7	19	10	36
Indicated Penetration Rate	0.5%	1.1%	0.8%	0.5%
(Units ÷ Eligible Renter HHs)				
Estimated Annual Unit Turnover	30%	30%	30%	30%
Annual Demand from Existing Households	425	523	369	2,111
ESRI Projection of 2017 Qualified Households	3,079	3,853	4,538	9,826
Renter Household Ratio	70%	70%	70%	70%
Household Size Ratio	60%	63%	39%	99%
Projected Five-year Increase in Demand	(123)	(43)	9	(227)
Projected Annual Increase in Demand	(25)	(9)	2	(45)
Total Qualified Households in Market Annually	400	514	371	2,065
Subject Units Serving PMA	7	19	10	36
Indicated Capture Rate	1.7%	3.7%	2.7%	1.7%
(Units ÷ Eligible Renter HHs)				

Ideal penetration rates are below five percent and capture rates are below 15 percent. Due to the relatively small number of units being added to the market and strong demand, the subject's overall penetration rate is 0.5. The capture rate is equally strong, at 1.7. Adjustments to the proposed unit mix would cause a nominal change in these figures, but would not affect our recommendation. In practice, demand for affordable housing in the PMA is sufficient to support a property several times the subject's proposed size.

While demand figures for affordable three-bedroom units are most salient, the subject's mid-rise construction is not conducive to housing families with children, and we recommend including only a modest number of units of this type. In a mixed-income scenario, market rate three-bedroom units should comprise a relatively small portion of the unit mix, as most households meeting the minimum income requirements for affordability would likely choose alternative residential options, such as condominiums or single-family homes. The strongest demand for one-bedroom apartments will be derived from young professionals and couples attracted to the subject's Downtown location. We expect the bulk of the subject's demand to be for two-bedroom units, which will appeal to a wide variety of households including also couples, growing families, and senior households looking to downsize.

CONCLUSIONS AND RECOMMENDATIONS

Overall, the subject will be a very desirable product. Downtown Arlington Heights offers excellent access to services, amenities, and transit, and the PMA has exhibited a significant need for affordable housing units. Steadily rising rents at market rate properties in the area and the absence of significant new affordable housing development has created pent-up demand for a property of this type. The subject will fill a much needed gap in the provision of affordable housing in Arlington Heights and will redevelop a currently underutilized site in Downtown.

Appendix

- **Survey of Selected Rental Properties**
- **Assumptions and Limiting Conditions**
- **Certification**
- **Qualifications**

SELECTED PROPERTY #1
MARKET RATE

DUNTON TOWER

55 South Vail Avenue
Arlington Heighs, IL 60005

Date Contacted:
05/08/2014

Melissa
847-506-0200

Unit Mix/Current Rents

Unit Type	*Number*	*Vacant*	*Avg. Size*	*Avg. Rent*	*Rent/SF*
Studio	N/A	N/A	600 SF	$1,455	$2.43
1-BR/1-Ba	N/A	N/A	785 SF	$1,625	$2.07
2-BR/2-Ba	N/A	N/A	1,100 SF	$1,968	$1.79
Total	**216**	**15**			

Total Units: 216
Built/Renovated: 1990s
Current Occupancy: 93%
Absorption: Not applicable
Rent Increases: No recent increases
Concessions: None
Waiting List: None

Distance from Subject: 0.3 mile southwest
Section 8 Vouchers: Accepted
Type of Utilities: All electric
Utilities Included in Rent: *

- ☐ Water
- ☐ Hot water
- ☐ All electricity
- ☐ Sewer
- ☐ Heat
- ☐ Cable/satellite
- ☐ Trash
- ☐ All gas
- ☐ Internet

Unit Amenities:

- ☒ Refrigerator
- ☒ Oven/range
- ☒ Dishwasher
- ☐ Disposal
- ☐ Microwave
- ☐ Wall a/c
- ☒ Central a/c
- ☐ Ceiling fans
- ☒ Balcony/patio (some)
- ☐ Washer/dryer hookups
- ☐ Washer/dryer in unit
- ☒ Walk-in closets
- ☐ Extra storage
- ☐ Other (see comments)

Community Amenities:

- ☒ On-site management
- ☒ Community room
- ☒ Laundry facilities
- ☒ Business center
- ☒ Fitness center
- ☐ Elevator
- ☐ Secure entry
- ☐ Playground
- ☐ Sport courts
- ☐ Picnic/BBQ area
- ☒ Swimming pool
- ☐ Off-street parking
- ☒ Garage parking ($65)
- ☐ Other (see comments)

Comments:

*No utilities are included in rent.

SELECTED PROPERTY #2
MARKET RATE

HANCOCK SQUARE

180 North Arlington Heights Road
Arlington Heights, Il 60004

Date Contacted:
05/08/2014

Property Manager
866-212-3840

Unit Mix/Current Rents

Unit Type	*Number*	*Vacant*	*Avg. Size*	*Avg. Rent*	*Rent/SF*
Studio	N/A	N/A	608 SF	$1,350	$2.22
1-BR/1-Ba	N/A	N/A	801 SF	$1,544	$1.93
2-BR/2-Ba	N/A	N/A	975 SF	$1,748	$1.79
Total	**409**	**17**			

Total Units:	409	**Distance from Subject:**	0.1 mile southeast
Built/Renovated:	1988	**Section 8 Vouchers:**	Accepted
Current Occupancy:	94%	**Type of Utilities:**	Gas and electric
Absorption:	Not available	**Utilities Included in Rent:** **	
Rent Increases:	Incr. $90 (April 2014)*		
Concessions:	None		
Waiting List:	None		

Utilities Included in Rent: **

- ☐ Water ☐ Hot water ☐ All electricity
- ☐ Sewer ☐ Heat ☐ Cable/satellite
- ☐ Trash ☐ All gas ☐ Internet

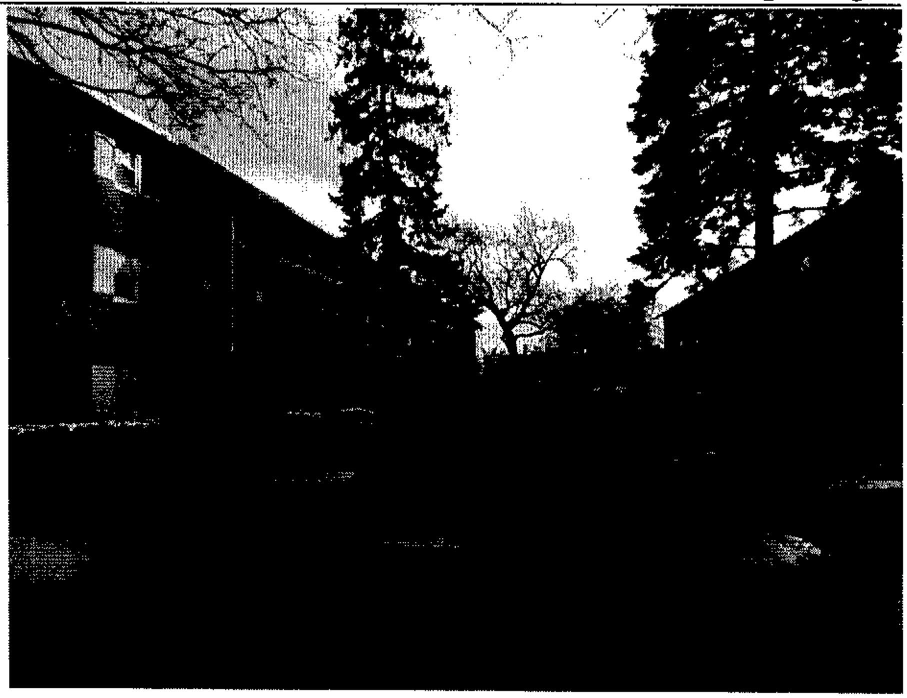
Unit Amenities:

- ☒ Refrigerator
- ☒ Oven/range
- ☒ Dishwasher
- ☐ Disposal
- ☒ Microwave
- ☐ Wall a/c
- ☒ Central a/c
- ☐ Ceiling fans
- ☒ Balcony/patio (some)
- ☐ Washer/dryer hookups
- ☒ Washer/dryer in unit
- ☐ Walk-in closets
- ☒ Extra storage
- ☐ Other (see comments)

Community Amenities:

- ☒ On-site management
- ☒ Community room
- ☐ Laundry facilities
- ☒ Business center
- ☒ Fitness center
- ☐ Elevator
- ☒ Secure entry
- ☐ Playground
- ☐ Sport courts
- ☒ Picnic/BBQ area
- ☒ Swimming pool
- ☐ Off-street parking
- ☒ Garage parking ($75)
- ☐ Other (see comments)

Comments:
*The rent increase was for 2-BR units only. **No utilities are included in rent.



SELECTED PROPERTY #3
MARKET RATE

ARLINGTON GARDENS APARTMENTS

501 West Euclid Avenue
Arlington Heights, IL 60004

Date Contacted:
05/09/2014

847-255-2200

Unit Mix/Current Rents

Unit Type	Number	Vacant	Avg. Size	Avg. Rent	Rent/SF
1-BR/1-Ba	N/A	N/A	560 SF	$790	$1.41
2-BR/2-Ba	N/A	N/A	680 SF	$945	$1.39
Total	**150**	**6**			

Total Units: 150
Built/Renovated: 1970s
Current Occupancy: 96%
Absorption: Not applicable
Rent Increases: No recent increases
Concessions: None
Waiting List: None

Distance from Subject: 0.4 mile northwest
Section 8 Vouchers: Not accepted
Type of Utilities:
Utilities Included in Rent:

- ☒ Water
- ☐ Hot water
- ☐ All electricity
- ☐ Sewer
- ☒ Heat
- ☐ Cable/satellite
- ☐ Trash
- ☐ All gas
- ☐ Internet

Unit Amenities:

- ☐ Refrigerator
- ☐ Oven/range
- ☐ Dishwasher
- ☐ Disposal
- ☐ Microwave
- ☐ Wall a/c
- ☐ Central a/c
- ☐ Ceiling fans
- ☐ Balcony/patio
- ☐ Washer/dryer hookups
- ☐ Washer/dryer in unit
- ☐ Walk-in closets
- ☒ Extra storage
- ☐ Other (see comments)

Community Amenities:

- ☒ On-site management
- ☐ Community room
- ☒ Laundry facilities
- ☐ Business center
- ☐ Fitness center
- ☐ Elevator
- ☐ Secure entry
- ☐ Playground
- ☐ Sport courts
- ☐ Picnic/BBQ area
- ☐ Swimming pool
- ☒ Off-street parking
- ☐ Garage parking
- ☐ Other (see comments)

Comments:
None

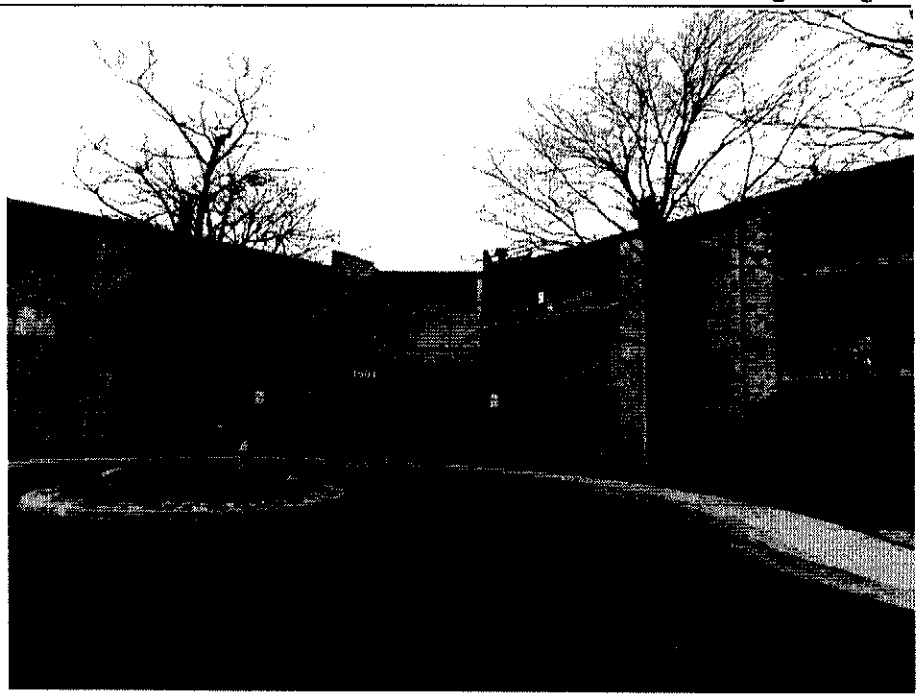
SELECTED PROPERTY #4
MARKET RATE

CENTRAL PARK EAST

1551 East Central Road
Arlington Heights, IL 6005

Date Contacted:
05/08/2014

Kathy
866-242-0356



Unit Mix/Current Rents

Unit Type	*Number*	*Vacant*	*Avg. Size*	*Avg. Rent*	*Rent/SF*
1-BR/1-Ba	N/A	N/A	790 SF	$1,370	$1.73
1-BR/1-Ba	N/A	N/A	938 SF	$1,522	$1.62
2-BR/2-Ba	N/A	N/A	1,106 SF	$1,690	$1.53
Total	**204**	**6**			

Total Units:	204
Built/Renovated:	1986
Current Occupancy:	97%
Absorption:	Not applicable
Rent Increases:	Upon lease renewal
Concessions:	None
Waiting List:	Yes
Distance from Subject:	1.6 miles southeast
Section 8 Vouchers:	Accepted
Type of Utilities:	All electric

Utilities Included in Rent: *

☐ Water ☐ Hot water ☐ All electricity
☐ Sewer ☐ Heat ☐ Cable/satellite
☐ Trash ☐ All gas ☐ Internet

Unit Amenities:

☒ Refrigerator
☒ Oven/range
☒ Dishwasher
☒ Disposal
☒ Microwave
☐ Wall a/c
☒ Central a/c
☒ Ceiling fans
☒ Balcony/patio
☐ Washer/dryer hookups
☒ Washer/dryer in unit
☐ Walk-in closets
☒ Extra storage
☐ Other (see comments)

Community Amenities:

☒ On-site management
☒ Community room
☐ Laundry facilities
☒ Business center
☒ Fitness center
☒ Elevator
☐ Secure entry
☐ Playground
☐ Sport courts
☒ Picnic/BBQ area
☒ Swimming pool
☒ Off-street parking
☒ Garage parking
☒ Other (see comments)

Comments:
*No utilities are included in rent. This property also offers an on-site car wash and nature trail.

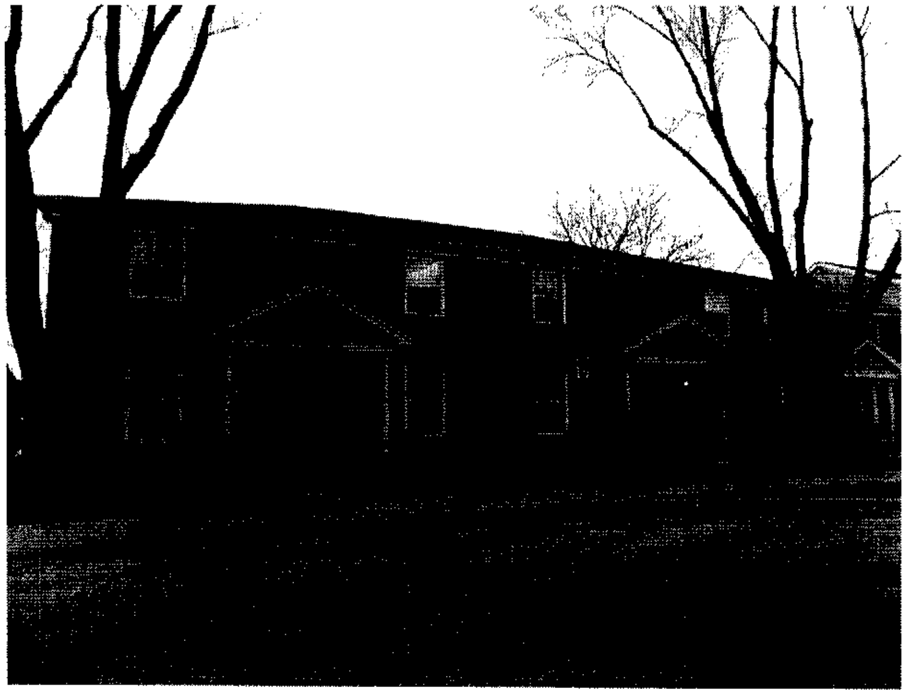
SELECTED PROPERTY #5
MARKET RATE

WILLOW BEND APARTMENTS

2850 Southampton Drive
Rolling Meadows, IL 60008

Date Contacted:
05/08/2014

Sebastian
847-598-4146



Unit Mix/Current Rents

Unit Type	*Number*	*Vacant*	*Avg. Size*	*Avg. Rent*	*Rent/SF*
1-BR/1-Ba	N/A	N/A	875 SF	$1,169	$1.34
2-BR/1.5-Ba	N/A	N/A	1,075 SF	$1,589	$1.48
3-BR/2-Ba	N/A	N/A	1,550 SF	$2,300	$1.48
Total	**328**	**13**			

Total Units: 328
Built/Renovated: 1969/2009
Current Occupancy: 96%
Absorption: Not applicable
Rent Increases: No recent increases
Concessions: None
Waiting List: Yes

Distance from Subject: 2.4 miles southwest
Section 8 Vouchers: Not accepted
Type of Utilities: Gas and electric
Utilities Included in Rent: *

☐ Water ☐ Hot water ☐ All electricity
☐ Sewer ☐ Heat ☐ Cable/satellite
☐ Trash ☐ All gas ☐ Internet

Unit Amenities:

☒ Refrigerator
☒ Oven/range
☒ Dishwasher
☒ Disposal
☒ Microwave
☐ Wall a/c
☒ Central a/c
☐ Ceiling fans
☒ Balcony/patio (some)
☒ Washer/dryer hookups
☒ Washer/dryer in unit**
☒ Walk-in closets
☒ Extra storage
☐ Other (see comments)

Community Amenities:

☒ On-site management
☒ Community room
☒ Laundry facilities
☒ Business center
☒ Fitness center
☐ Elevator
☐ Secure entry
☒ Playground
☐ Sport courts
☒ Picnic/BBQ area
☒ Swimming pool
☒ Off-street parking
☒ Garage parking
☒ Other (see comments)

Comments:
*No utilities are included in rent. **Washers and dryers are included in the 2-BR and 3-BR units. This property also offers a dog park.

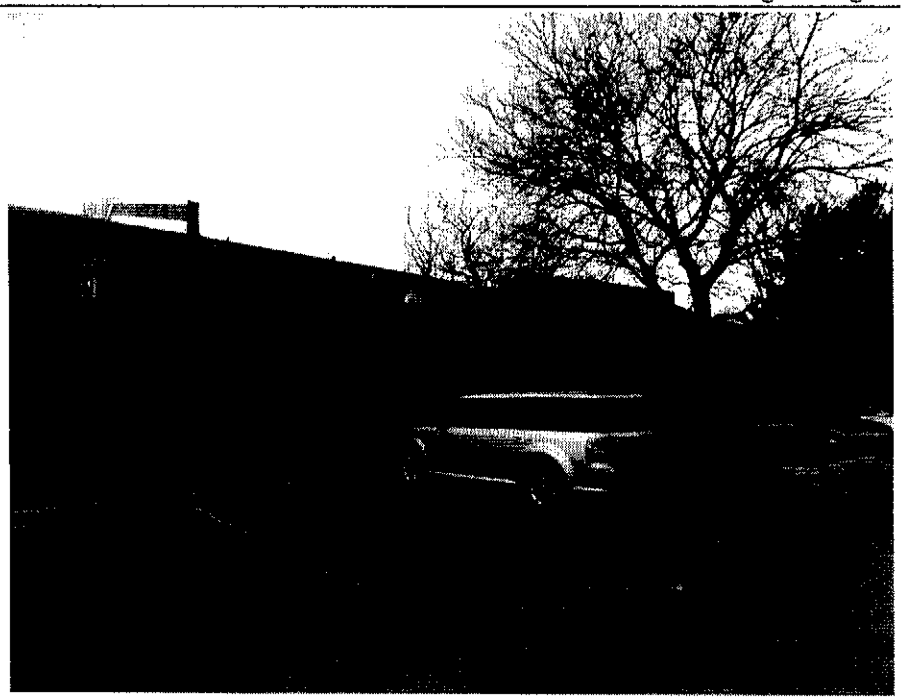
SELECTED PROPERTY #6
MARKET RATE

TANGLEWOOD OF ARLINGTON HEIGHTS

2134 South Goebbert Road
Arlington Heights, IL 60005

Date Contacted:
05/09/2014

Tony
857-593-1160



Unit Mix/Current Rents

Unit Type	*Number*	*Vacant*	*Avg. Size*	*Avg. Rent*	*Rent/SF*
1-BR/1-Ba	N/A	0	624 SF	$858	$1.38
2-BR/1-Ba	N/A	0	848 SF	$1,113	$1.31
2-BR/1.5-Ba	N/A	0	864 SF	$1,133	$1.31
2-BR/2-Ba	N/A	0	924 SF	$1,163	$1.26
3-BR/2-Ba	N/A	0	1,128 SF	$1,448	$1.29
Total	**835**	0			

Total Units:	835
Built/Renovated:	1971/Continuous
Current Occupancy:	100%
Absorption:	Not applicable
Rent Increases:	Incr. $20 (April 2014)
Concessions:	None
Waiting List:	None
Distance from Subject:	3.0 miles south
Section 8 Vouchers:	Accepted
Type of Utilities:	All electric

Utilities Included in Rent: *

☐ Water ☐ Hot water ☐ All electricity
☐ Sewer ☐ Heat ☐ Cable/satellite
☐ Trash ☐ All gas ☐ Internet

Unit Amenities:

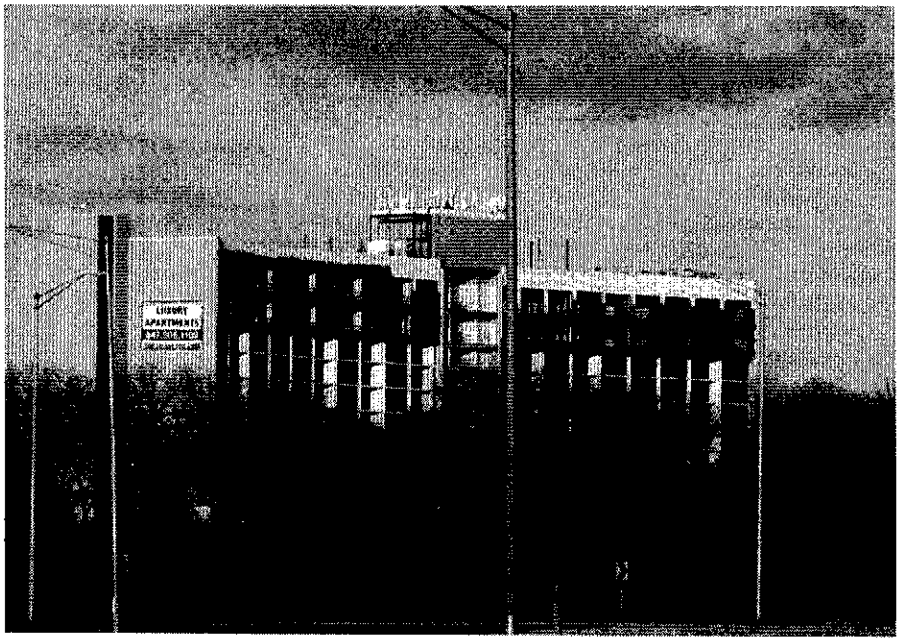
☒ Refrigerator
☒ Oven/range
☒ Dishwasher
☒ Disposal
☐ Microwave
☒ Wall a/c
☐ Central a/c
☒ Ceiling fans
☒ Balcony/patio
☐ Washer/dryer hookups
☐ Washer/dryer in unit
☒ Walk-in closets
☐ Extra storage
☐ Other (see comments)

Community Amenities:

☒ On-site management
☐ Community room
☒ Laundry facilities
☒ Business center
☒ Fitness center
☐ Elevator
☐ Secure entry
☒ Playground
☒ Sport courts
☒ Picnic/BBQ area
☒ Swimming pool
☒ Off-street parking
☐ Garage parking
☐ Other (see comments)

Comments:

*No utilities are included in rent.



SELECTED PROPERTY #7
MARKET RATE

ONE ARLINGTON

3400 West Euclid Avenue
Arlington Heights, IL 60005

Date Contacted:
05/09/2014

847-305-1102

Unit Mix/Current Rents

Unit Type	*Number*	*Vacant**	*Avg. Size*	*Avg. Rent*	*Rent/SF*
Studio	N/A	N/A	660 SF	$1,665	$2.52
1-BR/1-Ba	N/A	N/A	980 SF	$2,480	$2.53
2-BR/2-Ba	N/A	N/A	1,450 SF	$3,700	$2.55
Total	**214**	**N/A**			

Total Units: 215
Built/Renovated: 2014
Current Occupancy: N/A
Absorption: Not disclosed
Rent Increases: Not applicable
Concessions: None
Waiting List: None

Distance from Subject: 2.2 miles west
Section 8 Vouchers: Not accepted
Type of Utilities: All electric
Utilities Included in Rent:

☐ Water ☐ Hot water ☐ All electricity
☐ Sewer ☐ Heat ☐ Cable/satellite
☐ Trash ☐ All gas ☐ Internet

Unit Amenities:

☒ Refrigerator ☐ Ceiling fans
☒ Oven/range ☒ Balcony/patio
☒ Dishwasher ☐ Washer/dryer hookups
☒ Disposal ☐ Washer/dryer in unit
☒ Microwave ☐ Walk-in closets
☐ Wall a/c ☐ Extra storage
☒ Central a/c ☐ Other (see comments)

Community Amenities:

☒ On-site management ☐ Playground
☐ Community room ☐ Sport courts
☐ Laundry facilities ☐ Picnic/BBQ area
☐ Business center ☐ Swimming pool
☐ Fitness center ☐ Off-street parking
☐ Elevator ☐ Garage parking
☐ Secure entry ☒ Other (see comments)

Comments:
Property began pre-leasing in April 2014. This property also has a sky deck, pet salon, and yoga studio.

ASSUMPTIONS AND LIMITING CONDITIONS

This economic analysis and study of housing needs is subject to the following limiting conditions and assumptions:

1. Information provided by various secondary sources is assumed to be accurate. However, this information cannot be guaranteed or construed to represent judgments by the consultant. Such information and the results of its application by the consultant are subject to change without notice.

2. The future course of the Cook County economy is based on our current understanding of the market and representations made to us. The future course of residential development is difficult to predict and our forecast is subject to change, although we deem our projections as reasonable given current information available.

3. We have analyzed the current economic conditions in Cook County and have taken them into consideration in making our projections. However, should the local, regional, or national economies suffer a major recession or depression; this will have a material effect on our projections.

4. Our analyses, opinions, and conclusions were prepared in conformance with the requirements of the Code of Professional Ethics and the Standards of Professional Practice of the Appraisal Institute, of which Brad Beggs is a designated member.

CERTIFICATION

1. Neither Development Strategies nor any of its employees has any identity of interest with any member of the sponsor's development team.
2. Neither Development Strategies nor any of its employees has any ownership interest in the project.
3. Our fee for preparation of this study does not rely in any way on the recommendations contained herein.
4. Development Strategies agrees to answer any questions regarding this market study.
5. We have personally inspected the market area of the proposed development, including the site of the proposed development and each of the competitive properties.

Development Strategies, Inc.

Brad Beggs, MAI

Jake Narup

BRAD BEGGS MAI

Principal, Vice President

EDUCATION

Master of Business Administration
Washington University's John M. Olin School of Business, 1991

All coursework completed and examinations passed for Master of Construction Management
Washington University's Sever Institute of Engineering

Bachelor of Arts
Washington University School of Architecture, 1990

REGISTRATIONS

State of Missouri Certified General Real Estate Appraiser RA 002973

State of Illinois Certified General Real Estate Appraiser 153001237

State of Michigan Certified General Real Estate Appraiser 1201074684

State of Indiana Certified General Real Estate Appraiser CG40500281

State of Tennessee Certified General Real Estate Appraiser 00004616

Temporary license status in several states

PROFESSIONAL ASSOCIATIONS

Member of the Appraisal Institute

Habitat for Humanity of St. Louis
Board of Directors
Project Development Committee

The Urban Land Institute (ULI)
District Council Executive Committee

Missouri Growth Association
Board of Directors

CAREER SUMMARY AND BACKGROUND

Brad is principal-in-charge of Development Strategies' real estate consulting division and also leads the firm's appraisal practice. With education in architecture, business, and construction management—in addition to over 20 years' tenure with Development Strategies—he brings a high level of expertise and credibility to each project.

He is a recognized expert in real estate valuation and has provided testimony in a variety of cases where the accurate value of property has been an issue. The valuations provided for these cases are easy to defend, as Brad uses his experience and the resources of Development Strategies to build a strong case for his conclusions.

His knowledge of the national real estate market has been a valuable asset that the firm has used in many consulting assignments. Brad has conducted or lent his experience to a wide variety of appraisals, market analyses, feasibility studies, highest and best use analyses and other projects requiring economic research and data analysis. He is an approved appraiser and market analyst for many lending institutions, state and local housing agencies, and the United States Department of Housing and Urban Development (HUD).

Brad acknowledges the great value and efficiency technology affords our industry and he is responsible for ensuring Development Strategies' computer network and information systems assist our professionals in making the best use of their time and resources. He was instrumental in creating a full time staff position for a Geographic Information Systems (GIS) professional who now assists with nearly every project handled by the firm.

EXPERIENCE AND REPRESENTATIVE ASSIGNMENTS

Brad has been involved with various market and investment value appraisal assignments of multifamily residential, commercial, industrial, and institutional properties, including vacant land as well as mixed-use projects, primarily in the Midwestern United States. He is recognized as an expert in the field of affordable, mixed-income, mixed-use, and market rate housing and has completed work on projects throughout the United States.

He is actively involved in the following types of projects:

- Expert testimony given in federal court, circuit court, and numerous depositions and condemnation hearings regarding issues of value. Non-testimony assistance provided in a number of additional court cases.
- Valuations involving low-income housing and historic tax credits, grants, and favorable financing.
- Valuation and commentary on value methodology provided for real estate tax appeal cases.
- Market studies, rent comparability studies, and repositioning analyses for Section 8 and other deeply subsidized housing projects.
- Market and feasibility analyses, including focus group discussions and surveys, for various single-family and multiple-family housing developments in urban, suburban, and small town settings.
- Market and investment value appraisals of HOPE VI public housing redevelopment projects in many cities.
- Market analysis and redevelopment plans for numerous mixed-use districts including retail, office, hotel, and residential uses.
- Hotel market studies and appraisals.
- Valuation of special use properties, including schools, museums, sports facilities, concert halls, theatres, churches, etc.
- Highest and best use analysis for a wide variety of properties in all types of locations.

JAKE NARUP — Researcher

EDUCATION

- Master of Urban Affairs, Saint Louis University, St. Louis, MO,2013
- Bachelor of Arts, Sociology and Political Science, University of Illinois, Champaign, IL 2011

CAREER SUMMARY AND BACKGROUND

Jake's experience is based in neighborhood development and outreach, where his work has focused on creating cohesive communities through resident empowerment. He works with the research team on various projects that include demographic and economic analyses, market research, and other research assignments.

Jake has been involved in a variety of projects including market studies, economic impact analyses, corridor studies, feasibility analyses, and various other projects. Prior to joining Development Strategies, Jake worked as a university research assistant in public policy, contributing to various neighborhood development initiatives in the city of St. Louis. Previously, he was a staffer in a community organizing office performing research and community outreach duties to assess the health impacts of environmental pollution in low-income neighborhoods.

REPRESENTATIVE ASSIGNMENTS

Market Studies

- Examine the feasibility of various proposed Low Income Housing Tax Credit (LIHTC) developments and/or rehabs in many states throughout the country including Missouri, Illinois, Pennsylvania, California, Michigan, the District of Columbia, and others.
- Compile demographic and housing data for market reports, including the creation and organization a database for affordable housing complexes in the St. Louis region.
- Examining the feasibility for potential residential and mixed-use development by gathering and analyzing data for sites in the St. Louis, Chicago, and Kansas City regions.
- Assessing market support for the reuse of the historic National Maritime Building in Manhattan, New York as a mixed-use medical facility.

Economic Impact Analysis

Data collection and research modeling economic impacts for the remediation and redevelopment of the River City Business Park, a brownfield site located in St. Louis, Missouri.

Neighborhood Plans

Provide market analysis and strategies, as well as economic strategies to help revitalize neighborhoods and districts.

Corridor Plans

Data collection and analysis for the future development of several nodes and neighborhoods in Kansas City, Missouri and Kansas, City, Kansas. Analysis of demographic and income projections, rental housing , for-sale housing, office space and retail demand.

Appraisals

Contributed to appraisals of newly built or rehabilitated multi-family and mixed-use properties in many cities including St. Louis, Chicago, Pittsburgh, Detroit, Kansas City, Los Angeles, Milwaukee, and others.

APPROVED

MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
HELD AT ARLINGTON HEIGHTS VILLAGE HALL
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
JULY 1, 2014

IN ATTENDANCE:

Commissioners Present:	Mark Hellner	Karen Conway
	Namrita Nelson	Alex Hageli
Commissioners Absent:	Siobhan White	Anisa Jordan
Staff Present:	Nora Boyer, Housing Planner/Staff Liaison	
Others Present:	Terry Braune	Little City Foundation
	Rose Carlson	201 N. Vail, Treasurer
	Duane Carlson	Downtown Resident
	Kori Larson	Glenkirk
	Michael Ezgur	Acosta Ezgur
	Rev. Jeffrey Phillips	St. John's United Church, AH
	Linda Berkowitz	Glenkirk
	Jessica Berzac	UP Development, LLC (via telephone)
	Jim Bertucci	
	Ann Musoff	

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The meeting was called to order at 7:00 p.m. and the Pledge of Allegiance was recited.

For the benefit of the audience, Chairman Hellner moved the New Business items ahead of the other items on the agenda.

II. NEW BUSINESS

A. Presentation of Group Home and Transitional Housing Program Applications

Little City Foundation Request: Ms. Terry Braune spoke on behalf of the Little City Foundation. She explained that Little City is requesting funds for the replacement of the roof and HVAC system at their group home on Euclid Avenue. The residence is the home of 6, low/moderate income women who have lived in the residence from 10 – 15 years. She explained that as the residents get older, they become less mobile and Little City is addressing their needs by offering more programming in the home.

Chairman Hellner complimented Little City Foundation for their work. Commissioner Conway asked the average age of the residents. Ms. Braune reported that the residents are considered seniors by Little City standards which means 55 years and older. The request is for $15,630. The cost was arrived at through competitive bids.

Glenkirk: Kori Larson made the presentation. Glenkirk serves people with disabilities. The request is to renovate a kitchen in an Arlington Heights group home. It is the home to 6 men who have resided in the home for 15 years. The purpose of the renovation is to make the kitchen more accessible by adding adaptive equipment that would allow these physically challenged residents to become more independent in the kitchen. Ms. Larson said that the residents can do different cooking and cleaning tasks and the improvements would enable them to do more. Chairman Hellner asked if Glenkirk would provide a schematic of the kitchen and photographs. Ms. Larson said that she will do so. Commissioner Nelson asked about the timing of the project, and Ms. Larson responded that Glenkirk would want to proceed as soon as possible. Chairman Hellner complimented Ms. Larson on the work done by the agency.

CEDA: No one from the agency was present.

B. Presentation of Parkview Apartments

Attorney Michael Ezgur was present on behalf of the petitioner and Jessica Berzac, who could not be present in-person, telephoned into the meeting. Mr. Ezgur provided an overview of the project beginning with the site plan. The project is proposed for 212 N. Dunton. It is currently a vacant lot. There was formerly a dry cleaner on the site, and there will be some dirt cleanup. The area is 17,000 square feet. They are proposing a higher-end luxury but affordable rental building. It is a 7 story building with some retail on the first floor. The first two levels are self-contained parking levels with a total of 54 spaces, and floors 3 – 7 have a total of 45 units. The height of the building is just under 90' to the roof deck. There is a mix of 1, 2 and 3 bedroom units. The location was previously approved for 47 unit condo building, and this proposal reduces the height by one floor and reduces the number of units to 45. The building has a masonry exterior, and the petitioner worked to maintain the high-end character of the downtown in the building's appearance.

Jessica Berzac stated that the rents are slightly different than rents in the Village ordinance. This can be attributed to periodic updates of rent levels by HUD based on market data, but the goal is to keep the rents under the rents called for by the Village with the knowledge that those will shift.

Commissioner Nelson asked about the mix of the affordable units. Ms. Berzac responded there will be 16 one bedroom units of which 4 will be affordable, 24 two bedroom units of which 12 will be affordable, and 5 three bedroom units of which 3 will be affordable. Ms. Berzac stated that it is important that she point out that this is the mix under the current underwriting and the minimum commitment, that there may be some shifting in mix due to underwriting requirements, but the total number and rough percentages will remain the same.

Chairman Hellner asked what the funding sources and total cost of the project are. Ms. Berzac reported that there will be a traditional mortgage, a construction mortgage and permanent mortgage. They are also seeking financing through the Low Income Housing Tax Credits (LIHTC) program which would only apply to the affordable units. The total project cost is estimated at approximately $20 millions dollars including all cash reserves, acquisition, developer fee, etc. The cost of the construction itself is estimated at $15 million.

Chairman Hellner invited questions and comments from the audience. Mr. Duane Carlson stated that he was present at a meeting held by the developer within the last month or so where Ms. Berzac and Mr. Ezgur were present. He said that things have changed since then. He said that at that meeting, it was said that there would be no low income or affordable housing in the building. He also said that he was concerned that less than 24 hours notice was given for this meeting, having been put in the paper this morning. He said that no one is at the meeting because they didn't know about it. It seems like they don't want people to be here. Mr. Calson also asked how much of money the developer is coming up with for the project themselves, apart from the Low Income Housing Tax Credits.

Chairman Hellner stated that the newspaper article was not the official notice and that the meeting was posted the Village's website earlier in compliance with the law in that regard. Mr. Ezgur stated that they were responsible for noticing for the Plan Commission meeting on July 9th including sending notices to all property owners within 250 feet of the project. The meeting tonight was on the Village's website. He said that the noticing was done properly.

Mr. Ezgur said that at the earlier meeting, the developer discussed that the project would provide "workforce housing" for people working in the community like teachers, policemen, and firemen so that they can affordably live in the community. He said that there may be some confusion about terminology. Mr. Carlson disagreed that it was a misunderstanding and said that there were statements made at the last meeting that affordable housing would not be part of the package. Mr. Ezgur said that they have always known that affordable housing would be included and that there was no change. It is something that is required by the Village.

Ms. Berzac said that the LIHTC includes the word low income, but the rents are compliant with the Village ordinance. Those rents are less than the market, but they are for families with incomes around $40,000 annually. These are working individuals or perhaps households with one stay at home parent. She said that this is a construction subsidy project not the kind of project that has a rent subsidy where the tenant could have little or no income. This is workforce housing because the tenants have to be able to pay their rent, although it is a reduced rent due to the construction subsidy.

Mr. Calrson repeated his question asking what percentage of the cost of the project the developer is coming up with other than from the sale of the low income housing tax credits. Ms. Berzac responded that 40% of the budget qualifies for the tax credits. They have also approached the County about a low interest loan to help with the affordability component.

Mr. Calrson said that he is concerned about some of the variations being sought for the building. Chairman Hellner said that variations are not within the jurisdiction of the Housing Commission. Mr. Hellner said that the Housing Commission's role is to insure that the project meets the Village's requirements for affordable housing, and he said that affordable housing is distinguishable from low income housing. The minimum and maximum incomes for the project are part of the proposal and are for working class people or younger people who are establishing themselves.

Mr. Ezgur addressed the question about the setback variation but said that this matter will be addressed by the full team at the Plan Commission meeting.

Ms. Rose Carlson asked about the issue of parking, whether parking spaces will be assigned, and if people will be charged for parking. She said that Hancock Square has a problem with parking. Mr. Ezgur said that the project is meeting the required number of parking spaces. It is a transit oriented development where people may have fewer cars. Ms. Berzac said they don't charge extra for parking, but they lease with parking in mind. The management company assigns parking spaces. If someone wanted three parking spaces, that would not be allowed.

Ms. Carlson asked if they are anticipating that many senior citizens will move in. Ms. Berzac said they do expect that seniors will be interested based on the market study. There are seniors seeking to down size and locate downtown. Commissioner Nelson asked if that is contrary to the statement that the project is designed to provide workforce housing. The response was that there is expected to be a mix of tenants in the building. Elderly will not be excluded, but it is not an elderly-only building, so some young people and families will be drawn to the building. Ms. Carlson asked whether the public parking buildings could be used for parking. Ms. Boyer said that the idea is for the parking to be provided on site. Ms. Berzac said that they are working on possibly making arrangements with businesses and churches to lease overnight guest parking since overnight parking is not allowed on the streets or in the public parking structures. Parking for the retail is on the street.

Mr. Carlson asked about the allowable income range that presents a $4,000 window and how they will find and qualify tenants. Ms. Berzac responded that it will take a skilled property manager who will do background checks and wage and employment verifications to insure that the tenants meet the income eligibility requirements. The incomes will be verified annually. When incomes go up, and the tenants are no longer income-eligible for the affordable units, they would need to move into market rate units. This is highly regulated and monitored. Mr. Carlson asked what happens if there is no market rate unit available. Would the tenant be asked to leave? Ms. Bersac referred to a 140% rule that allows the management company to work with and transition tenants to market rate units, but if no market rate unit is available there would be a point that which the tenant would not be able to remain there. The building always needs to meet the affordability requirements.

Rev. Jeffrey Phillips, Pastor of St. John's United Church of Christ said that his church is ½ block from the proposed development. The church has a strong interest in affordable housing. Housing Commissioner Siobhan White spoke to the church's Faith in Action Committee to give an idea about the affordable housing needs in Arlington Heights, and the needs are great. She impressed upon them that some affordable housing is under threat. She also said that the Village has guidelines for including affordable housing but that it is not a requirement. The church looks forward to the project as a neighbor. He hopes that the tenants will visit his church. Pastor Philips said that the church cannot accommodate overnight parking arrangements in their lot particularly because the lots need to be available on Sunday mornings and for snow removal.

Mr. Bertucci asked whether the development is consistent with the Downtown Master Plan. Mr. Hellner pointed out that the location was already approved for a condo building and that the zoning is multi-family. Ms. Boyer responded that this question falls under the Plan Commission's purview.

Chairman Hellner said that this is the first time that the Housing Commission has met with the developer. The Housing Commission's role is to address the affordable housing component of the project.

Mr. Hellner explained that the Village's policy calls for 15% of units to be affordable housing, or a fee in lieu of providing affordable units of $75,000 per unit may be paid. Mr. Bertucci pointed out that his project calls for 40% affordable units and stated that there seems to be concern that there may be some transiency as people work through the program and are unable to stay. He said that he would like to get a feel for the developer's understanding of and commitment to the community. Mr. Ezgur stated that the project will invest $20 million in the community. Mr. Bertucci said that the dollars are not what he is looking for. He wants to know how the developer is making sure that the development is right for Arlington Heights; that it is not just a money making situation without care for the effects after the developer is gone.

Ms. Berzac said that there will be on-site managers for a minimum of 15 years. This is assured because the 15 years is a requirement of the financing. She said that they are not a turn-key operation. Commissioner Nelson asked if the developer has other developments in the area with similar levels of affordability. Ms. Berzac responded that they have some other developments, one just starting in Indiana and others are all across Illinois and Chicago. Most of their projects have an even higher levels of affordable units. Parkview has the highest level of market rate units of their projects, which was based on the market study. The developer's oldest projects are about 15 years old and they are beginning to refinance and recapitalize these projects. Information about their projects is available on their website.

Mr. Bertucci said that we need to be sensitive to the affordability issue, but that he thinks that the level may be a little high. He said the developer doesn't understand the community, the needs of the community, and what is happening in downtown Arlington Heights. He said that they need to understand the Master Plan, and understand the south end and the north end of downtown. He wants to hear about their understanding of the big picture of the community especially with the project's proximity to the historical area, library, and faith community. He wants to make sure we don't create something that will be a problem down the road.

Ms. Berzac responded that they became aware of this location which was previously approved for high density residential. So, the Village had already said residential should be in this location. They looked at the market for rental and affordable rental. They went above and beyond the minimum affordable housing requested and still have quality development to meet needs of community. They think that the location near library etc. provides great amenities for the tenants. Mr. Ezgur pointed out that they went to Tinaglia Architect to get local knowledge and a development that would fit in to the community.

Mr. Bertucci questioned why if the recommendation is 15% affordable housing are we looking at 40%. Chairman Hellner responded that there is an intersection between what you would like to do as a community and a society, and what business people without pressure will do. 15% wasn't a cap. They wanted to encourage developers to come so 15% or the fee of $75,000 was presented. He said that he thinks that it is commendable that this project has come forward. Mr. Bertucci asked again about a transient situation and whether this would create an unstable situation long-term. Mr. Hellner commented that transience can be a pejorative term but it can be positive if it means that people are moving on because they are making more income. It was also pointed out that the units are rented under one year leases. Ms. Bersac said that the nature of a rental community is that people move on whether they are an affordable tenant or not.

Mr. Bertucci said that he is looking for something from the developer saying they are going to be a good business neighbor. Commissioner Conway asked if the developer has projects, possibly within a 10 mile radius, that have been around for 5 – 10 years, where we can get sense of their community involvement. Ms. Berzac said that there are no developments within a 10 mile radius, but there are many projects where they are involved in the communities through business councils, housing and community work, working with police departments on lighting issues in neighborhoods, working on joint complaints with fellow neighbors, etc. They are not leaving the community and will be involved in the community. That is what they have done at other communities and what they will continue to do. Mr. Ezgur reiterated that they will stay in the community and that they have worked to develop a first class project that fits into the community.

Chairman Hellner said that sometimes rental developments are more stable than condo developments. Even in this town the condo developments built in the last decade have some of the highest vacancy and foreclosure rates. This kind of building, at this location, may be more stable than the building that was proposed. Mr. Bertucci said that he just wanted to make sure that the developer plans to be a good business and community neighbor. Ms. Berzac said that she respects the question and knows how much he loves and appreciates the community, and that their hope is to create a housing option that brings people who want to love the downtown area the same way, appreciate the historic area, use the library, and build on the strengths that are already here. They will continue to be there and will be available and responsive as things come up. The hope is to build a community that will draw good residents to Arlington Heights, and some tenants may already be Arlington

Heights residents. Ms. Berzac said that she would like to talk with Jim Bertucci about ideas he may have concerning how they can best be good business neighbors in the community.

Pastor Phillips encouraged the developer to work as hard as possible to make sure that the retail space is occupied. The developer is working with the Planning Department on the retail component. Ms. Carlson pointed out that there are business vacancies across the street. Ms. Berzac said that they have been looking at vacancy rates, and they are sensitive to having a high quality tenant if that space exists. Mr. Bertucci commented that he just wanted to make sure that everything is done properly given the location and the differences between the area north of the tracks and south of the tracks so that the area north of the tracks has its own traction and momentum.

Chairman Hellner invited the presenters and audience to stay for the Housing Commission discussion. Ms. Berzac was thanked hung up and some members of the audience left the meeting.

Before he left, Mr. Ezgur was asked if the developer has agreed to maintain the units as affordability in perpetuity. Mr. Ezgur said that the developer stated in its written response to that question that pursuant to regulatory and financing agreement the initial period for affordability will be 30 years. Commissioner Conway asked about whether there are other developments in Arlington Heights that have moved away from affordability requirement. Chairman Hellner said that the affordable units at Timber Court are affordable in perpetuity. There were some rental buildings development like Arbor Lakes, Dunton Town, Brook Run apartments, and other that had an affordability requirement. The requirement has expired on the developments except for Dunton Tower. The developers gradually transitioned the complexes to full market rate. Mr. Ezgur left the meeting.

The discussion turned from presentations to deliberations about the presentations starting with the group home and transitional housing applications.

With respect to the Little City request:

A MOTION WAS MADE BY COMMISSIONER NELSON, SECONDED BY COMMISSIONER CONWAY TO APPROVE LITTLE CITY FOUNDATION'S REQUEST FOR $15,603 IN CDBG FUNDS FOR A NEW ROOF AND HVAC SYSTEM AT THE EUCLID AVENUE GROUP HOME. THE MOTION WAS APPROVED UNANIMOUSLY.

On Glenkirk's request, Ms. Larson said that she would provide photographs of the current kitchen and information on the materials and finishes. It was clarified that the Glenkirk is being asked for the information that they used to come up with the estimated cost that they submitted. Chairman Hellner clarified that the Housing Commission tries to make funds go as far as possible, and the Housing Commission will want to evaluate the material list and finishes to assure that the work suits the agency's needs and is also a wise use of funds. The vote on Glenkirk's request is postponed tonight. Ms. Boyer pointed out that Glenkirk requested $25,000 toward an estimated $30,000 project. There was a discussion that the request would be adjusted to be under $25,000 so that only the Village's grant/loan payback provisions will be applicable. Ms. Boyer also pointed out that CDBG funds cannot be used to purchase appliances, and therefore, the appliances would need to be paid from Glenkirk's share of the cost.

On the CEDA request, the 3 – 5 year extension of the life of the roof by the repair was discussed, and the repair was deemed as necessary.

A MOTION WAS MADE BY COMMISSIONER NELSON AND SECONDED BY COMMISSION CONWAY TO APPROVE CEDA NORTHWEST'S REQUEST FOR $5,000 FOR THE REPAIR OF THE ROOF AT WRIGHT HOUSE. THE MOTION WAS APPROVED UNANIMOUSLY.

The representative from Little City Foundation and Glenkirk left the meeting.

Discussion turned back to the Parkview Apartments proposal. Ms. Boyer distributed the developer's responses to the questions in the Staff report, but the answers were also part of the verbal discussion.

Chairman Hellner stated that the task of the Housing Commission is to say whether the proposal is in compliance with the Village's policies on affordable housing. Commissioner Hageli asked if there are any other LIHTC buildings in Arlington Heights. Ms. Boyer responded that there are not. Chairman Hellner provided some additional information to the members about how the Low Income Housing Tax Credit Program works. Commissioner Hageli said that the proposal meets the Village's policies.

As a starting point for the Housing Commission to develop a recommendation, Ms. Boyer read the staff's recommendation concerning the Parkview project. The Commissioners discussed the compatibility of the proposal with the Village's goals and policies. The Housing Commission concurred with the staff recommendation resulting in the following motion:

A MOTION WAS MADE BY COMMISSIONER HAGELI, SECONDED BY COMMISSIONER CONWAY TO RECOMMEND APPROVAL OF 19 AFFORDABLE UNITS AT PARKVIEW APARTMENTS, 212 N. DUNTON AVENUE, AS DESCRIBED IN THE PETITIONER'S ASSESSMENT OF AFFORDABLE HOUSING AND THE MARKET STUDY WITH THE FOLLOWING CONDITIONS:

1. THE UNITS ARE TO BE MAINTAINED AS AFFORDABLE IN PERPETUITY UNDER THE VILLAGE'S AFFORDABLE RENTAL HOUSING GUIDELINES.
2. SHOULD THE DEVELOPMENT RECEIVE FINANCING UNDER THE LOW INCOME HOUSING TAX CREDIT (LIHTC) PROGRAM, THE AFFORDABILITY REQUIREMENTS OF THAT PROGRAM SHALL APPLY DURING THE AFFORDABILITY COMPLIANCE PERIOD OF THE LIHTC PROGRAM AND AT ALL OTHER TIMES THE REQUIREMENTS OF THE VILLAGE'S AFFORDABLE RENTAL HOUSING GUIDELINES SHALL APPLY.

THE MOTION WAS APPROVED UNANIMOUSLY.

III. OLD BUSINESS

A. Plan Commission Calendar.

The Parkview Apartments project is scheduled for the Plan Commission meeting on July 9, 2014 at 7:30 p.m. Chairman Hellner said that he will attend.

Ms. Ann Musoff came into the meeting at this point looking for discussion on the Parkview Apartments. Chairman Hellner said that the proposal had already been presented, provided some basic information on the project, and reported on the Housing Commission's recommendation. She said that she is concerned about the impact on schools. Chairman Hellner provided the bedroom breakdown and information on the earlier discussion that the development will be attractive to seniors. Ms. Boyer said that there will be a Plan Commission meeting on the project on July 9th. Commissioner Conway also recommended looking for information on the Village's website.

B. Other

Ms. Boyer made another calendar announcement explaining that the Village Board will be considering a request on July 7, 2014 from the Housing Authority of Cook County to provide a Conditional Commitment Letter to provide $50,000 - $75,000 in CDBG funds from a future year's CDBG budget for the renovation of Goedke House apartments. She explained that the Village funds would be a percentage of funds contributed by the County, if the County is allowed to contribute CDBG funds to the project. The conditions include complying in the future with the CDBG budget development process including the public participation component.

C. Single Family Rehab Program

Ms. Boyer reported that that there are no active projects, but there been 3 requests for applications in the past couple of days. Two loans were repaid this week.

D. NW Suburban Housing Collaborative

Ms. Boyer said that the Handyman Program is underway and has been advertised through an E-blast and an ad in the Senior Center Newsletter. Commissioner Conway sent the information to St. Peter's Lutheran Church. Ms. Boyer will provide a report on activity in the month of June at the next meeting.

IV. APPROVAL OF MINUTES – June 3, 2014

A MOTION WAS MADE BY COMMISSIONER HAGELI AND SECONDED BY COMMISSIONER CONWAY TO APPROVE THE MINUTES OF THE JUNE 3, 2014 MEETING. THE MOTION WAS APPROVED UNANIMOUSLY.

V. REPORTS

None.

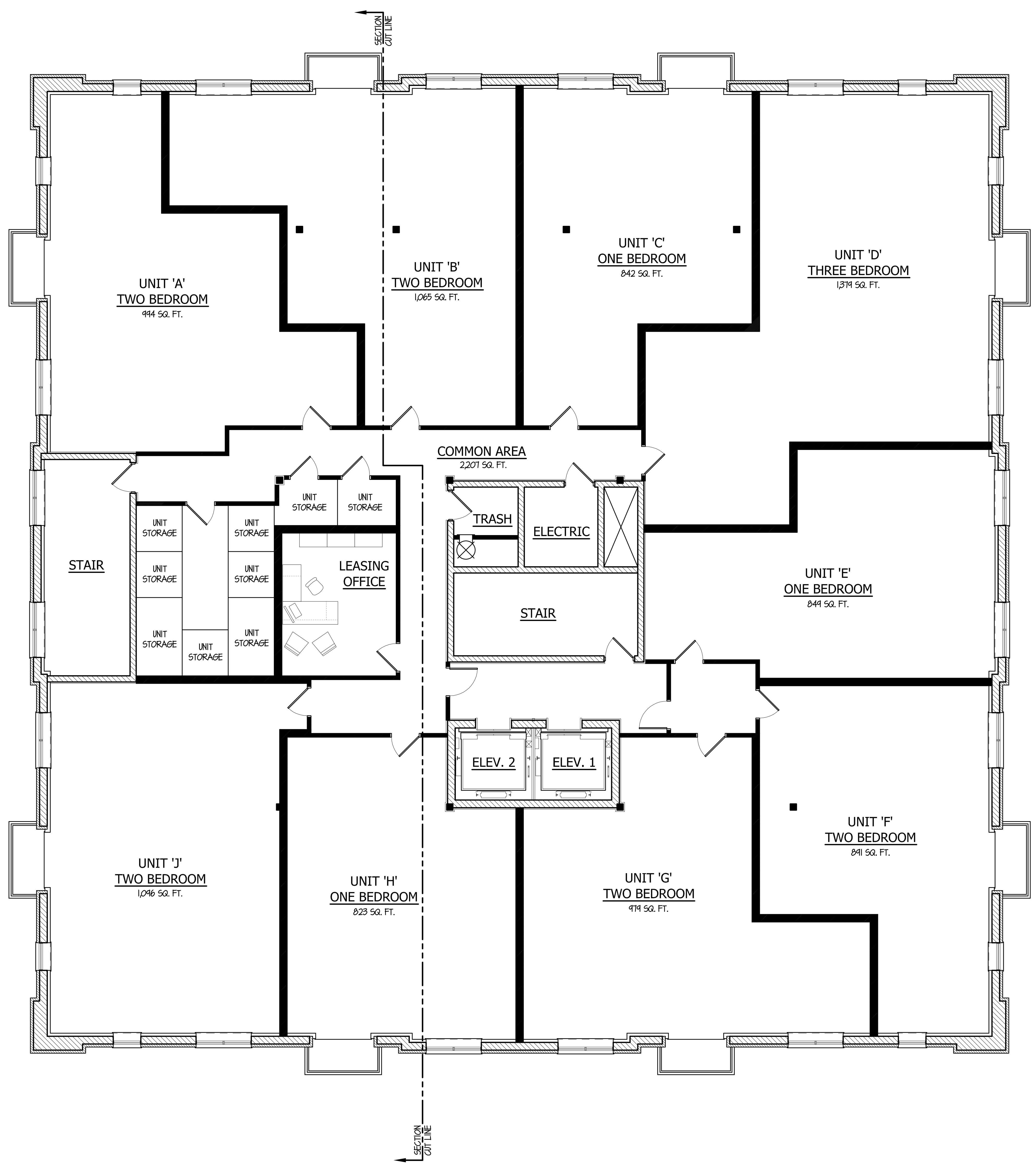
VI. OTHER BUSINESS

VII. ADJOURNMENT

The meeting was adjourned at 9:20 p.m.

NEXT MEETING:

AUGUST 5, 2014 7:00 P.M.
IN THE COMMISSIONS CONFERENCE ROOM
SECOND FLOOR OF VILLAGE HALL



TYPICAL RESIDENTIAL FLOOR PLAN (FLOORS 3-7)

SCALE: 1/8" = 1'-0"

TINAGLIA ARCHITECTS•INC
814 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS•IL 60004
VOICE • 847 253 0002
DATA • 847 253 3063
www.tinaglia.com

TINAGLIA ARCHITECTS

CLIENT

PARKVIEW DUNTON, LLC

900 W. JACKSON BLVD., #2W
CHICAGO, ILLINOIS 60607

PROJECT

PARKVIEW

212 NORTH DUNTON AVENUE
ARLINGTON HEIGHTS, IL 60004

DRAWING TITLE

TYP. RESIDENTIAL FLOOR PLAN

FILE NAME 3786-7P
DRAWN BY RDL DATE 3.26.14

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	4.10.14	RDL
2	DESIGN DEVELOPMENT	5.1.14	RDL
3	D. C. SUBMITTAL	5.12.14	RDL
4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KQB
6	ADDITIONAL PARKING	7.11.14	KQB

JOB NO. 378614

SHEET NO. 4.P
OF 13

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

Faith Community Homes

nurturing families to a brighter future

July 9, 2014

Mr. Charles Perkins
Director of Planning and Development
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

Dear Mr. Perkins;

I am writing in support of the proposed Parkview project at 212 N. Dunton Ave. As you probably know, Faith Community Homes provides assistance to low income families in Arlington Heights who are burdened by high rental costs. The families we work with are employed, hard working people who have either fallen on "hard times" or they need to develop more skills in order to increase their incomes.

There is great need in the Village for housing that is affordable to those who live here. While many people have no trouble affording housing in Arlington Heights, we know there are people who are in desperate need of help.

For example, Faith Community Homes is currently providing rent support to four families within several blocks of this proposed project. One is a manager of a retail store with a wife and 5 children. His income simply is not enough to cover living expenses. He is studying to become a paralegal in hopes to increase his income. Another family is a single father who is a senior account manager at a major financial firm in Chicago. His wife left him with 2 small children with severe medical problems. Insurance has not paid for all the care and he is tens of thousands of dollars in debt. With this debt, he cannot afford housing at normal prices. Faith Community Homes is providing over 50% of his rent expenses. The other families are single mothers struck by divorce and no child support. They both have good jobs as dental and medical assistants. These are only a few of the families we are aware of right here in Arlington Heights who are struggling to make ends meet.

There is great need for housing in Arlington Heights that people with lower incomes and financial challenges can afford. We hope that the Village will approve this project to include affordable units. This inclusion will make the Village a stronger and more viable place to live.

Sincerely,

Charles Warner
Executive Director

RECEIVED
JUL - 9 2014
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Enright, Bill

From: Perkins, Charles
Sent: Tuesday, July 15, 2014 4:28 PM
To: Enright, Bill; Latika Bhide
Subject: Fwd: Village of Arlington Heights Contact Staff - New Construction Dunton & Eastman

Charles Witherington-Perkins, AICP
Director of Planning and Community Development

Begin forwarded message:

From: Village of Arlington Heights <info@vah.com>
Date: July 15, 2014 at 8:43:37 PM GMT+1
To: Charles Witherington-Perkins <cperkins@vah.com>
Subject: Village of Arlington Heights Contact Staff - New Construction Dunton & Eastman

This form was submitted from the Village Website. Please review the information that was submitted below and reply to the e-mail address that is listed below.

Name: Juliet Bergner
E-mail: jillbergner@yahoo.com
Concerning: Charles Witherington-Perkins
Address: 201 N. Vail Av. #806
City: Arlington Heights
State: IL
Zip: 60004
Phone: 847-228-6073
Length of Residency: almost 2 years
Comment: I am a resident of Towne Place Condominiums and Board President. However, I am writing as an individual to express my own opinion. I am totally in favor of a reasonably sized building with affordable units and adequate parking. I feel that the project presented last week was too large for the property since it did not provide sufficient parking and commercial space as well as a loading area. Parking is already an issue in our neighborhood. We rent a space at First Presbyterian Church for our second car, but they will no longer accommodate future residents. I applaud that you sent the project back to the drawing board, but I also feel that the village should be looking at ways to increase parking and not put the existing burden on a new developer. Speaking as board president, is there any way you could make the parking space between our two driveways on Eastman a Loading Zone? We use it for moving and delivery trucks, but it is not always available and does not have a two hour parking limit sign. Thanks very much for your attention. Sincerely, Jill Bergner

PLAN COMMISSION PROJECT TIMELINE

Project Name: Parkview
PC Number: 14-013
Location: 212 N. Dunton
Requested Action:
Preliminary PUD and Variations

	Date	# of Business Days
Plat and Sub Committee Meeting	05-14-14	
Plan Commission Application Submittal Date	05-28-14	10 days
Public Hearing Notification	06-24-14	18 days
1st Round Department Comments	06-12-14	11 days
Petitioner's Response to 1st Round Comments	06-25-14	9 days
Plan Commission Hearing	07-09-14	29 days from application date
Plan Commission Hearing Continued	08-13-14	25 days
Village Board	08-18-14	3 days

Note:
Legal notice; State Statue requires 15 to 30 days notice.