



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
August 13, 2014
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Parkview Apartments - 7/9/14

IV. PUBLIC HEARINGS

- A. Parkview Apartments - PC#14-013 - Continued from 7/9/14 hearing
212 N. Dunton Ave.
Preliminary Planned Unit Development

V. OTHER BUSINESS

VI. 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: Parkview Apartments - 7/9/14

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 7/9/14 - DRAFT

Type

Minutes

DRAFT

PLAN

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

COMMISSION

RE: PARKVIEW APARTMENTS; PC #14-013

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 use 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 all 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



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

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.

ATTACHMENTS:

Description	Type
Staff Memo	Report
PC Minutes 7/9/14 - DRAFT	Minutes
Revised Plans	Exhibits

Petitioner Response to Issues	Correspondence
Traffic & Parking Evaluation REVISED	Correspondence
Environmental Engineer Response Letter	Correspondence
Housing Commission Minutes - 8/5/14_DRAFT	Minutes
Housing Commission Report REVISED 080514	Correspondence
Petitioner Statement for Housing Commission	Correspondence
PC Staff Report	Report
Legal Notification	Correspondence
Notification Affidavit	Correspondence
Petitioner Letter	Correspondence
Plat & Sub Minutes	Minutes
Design Commission Staff Report	Report
Design Commission Minutes	Minutes
Housing Commission Report	Report
Petitioner Response to Housing Commission	Correspondence
Department Comments	Correspondence
Petitioner Response to Department Comments	Correspondence
Plat of Survey	Exhibits
Contextural Site Plan	Exhibits
Roof Plan	Exhibits
Staging Plan	Exhibits
Preliminary Engineering	Exhibits
Landscape Plan	Exhibits
Elevations	Exhibits
Rendering	Exhibits
Traffic & Parking Evaluation	Correspondence
Market Study	Correspondence
Letter of Support - 7-11-14	Correspondence
Letter of Support - 7-15-14	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:

- Additional Commercial Space: 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.

- Parking: 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.

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

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 use 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 all 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.)

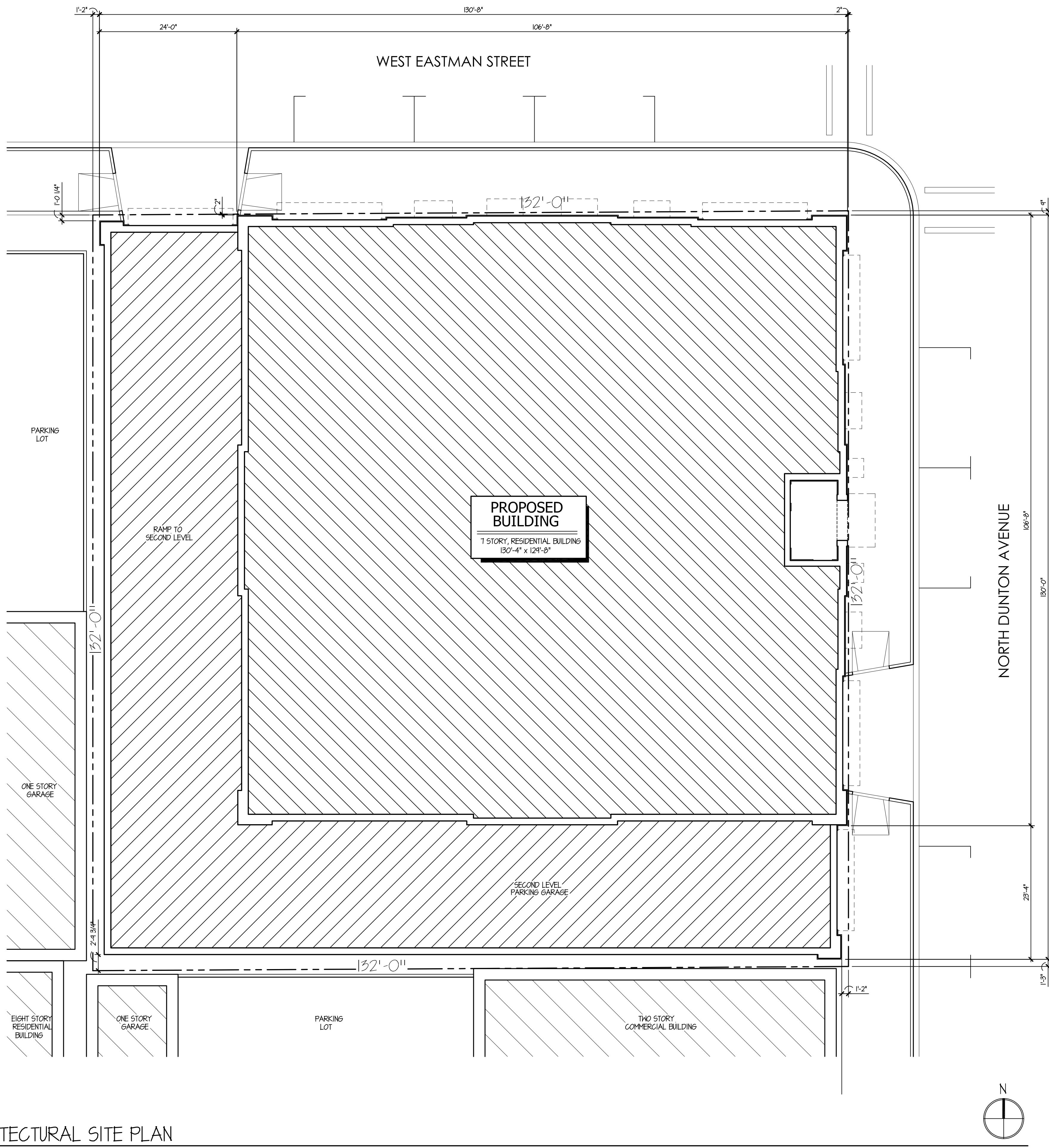
STATE OF ILLINOIS)
) SS.
COUNTY OF K A N E)

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	21 STALLS	
- ASSIGNED PARKING w/o RETAIL SPACE*	*30 STALLS	
- SECOND FLOOR	14,434 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	44,540 SQ. FT.	
- ASSIGNED RESIDENT PARKING	54 STALLS	
- GUEST PARKING w/ RETAIL SPACE	6 STALLS	
- GUEST PARKING w/o RETAIL SPACE	*4 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% = 87,116 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 30'-0" ABOVE FIRST	1'-3" AT FIRST/SECOND 24'-4" ABOVE SECOND
- REAR YARD / WEST	0'-0" AT FIRST 30'-0" ABOVE FIRST	1'-2" AT FIRST/SECOND 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	(21) 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, ITEM #2, & SECTION 602.1, TABLE 601)		
- NON-COMBUSTIBLE BUILDING MATERIALS		
- BUILDING 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		

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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

ARCH. SITE
PLAN & DATA

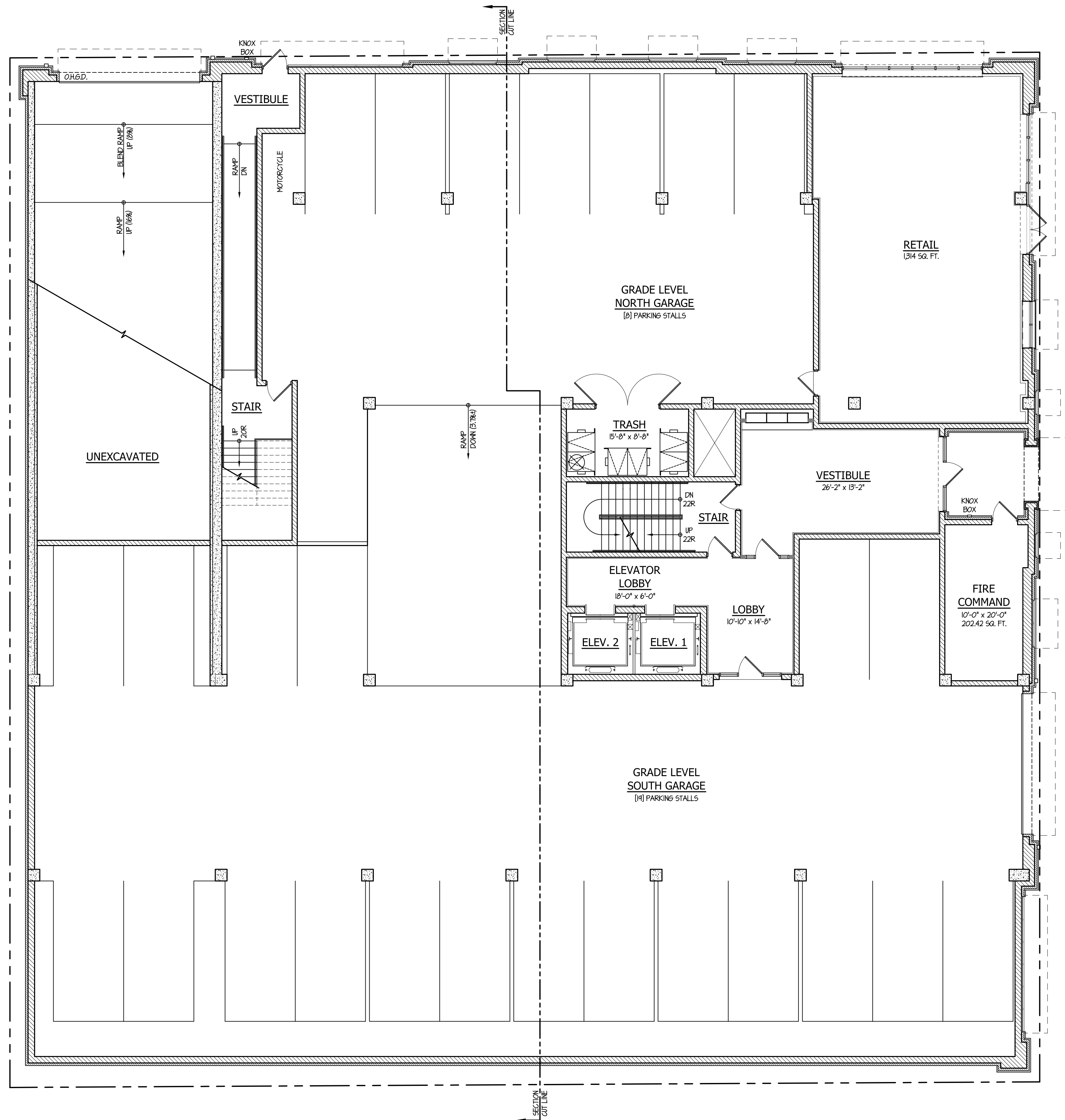
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DRAWN BY RDL DATE 3.26.14

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4	P. C. SUBMITTAL	5.23.14	RDL
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6	ADDITIONAL PARKING	7.11.14	KQB

JOB NO. 378614

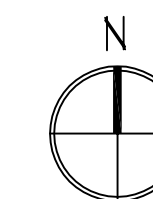
SHEET NO. 1.P
OF 13

PROFESSIONAL DESIGN FIRM LICENSE # 184-002934



FIRST/GROUND PLAN W/ COMMERCIAL SPACE AT NORTHEAST CORNER

SCALE: 1/8" = 1'-0"



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DRAWING TITLE

FIRST / GROUND
FLOOR PLAN

FILE NAME 3786-7P

DRAWN BY RDL DATE 3.26.14

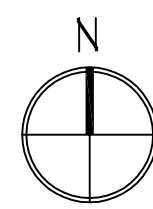
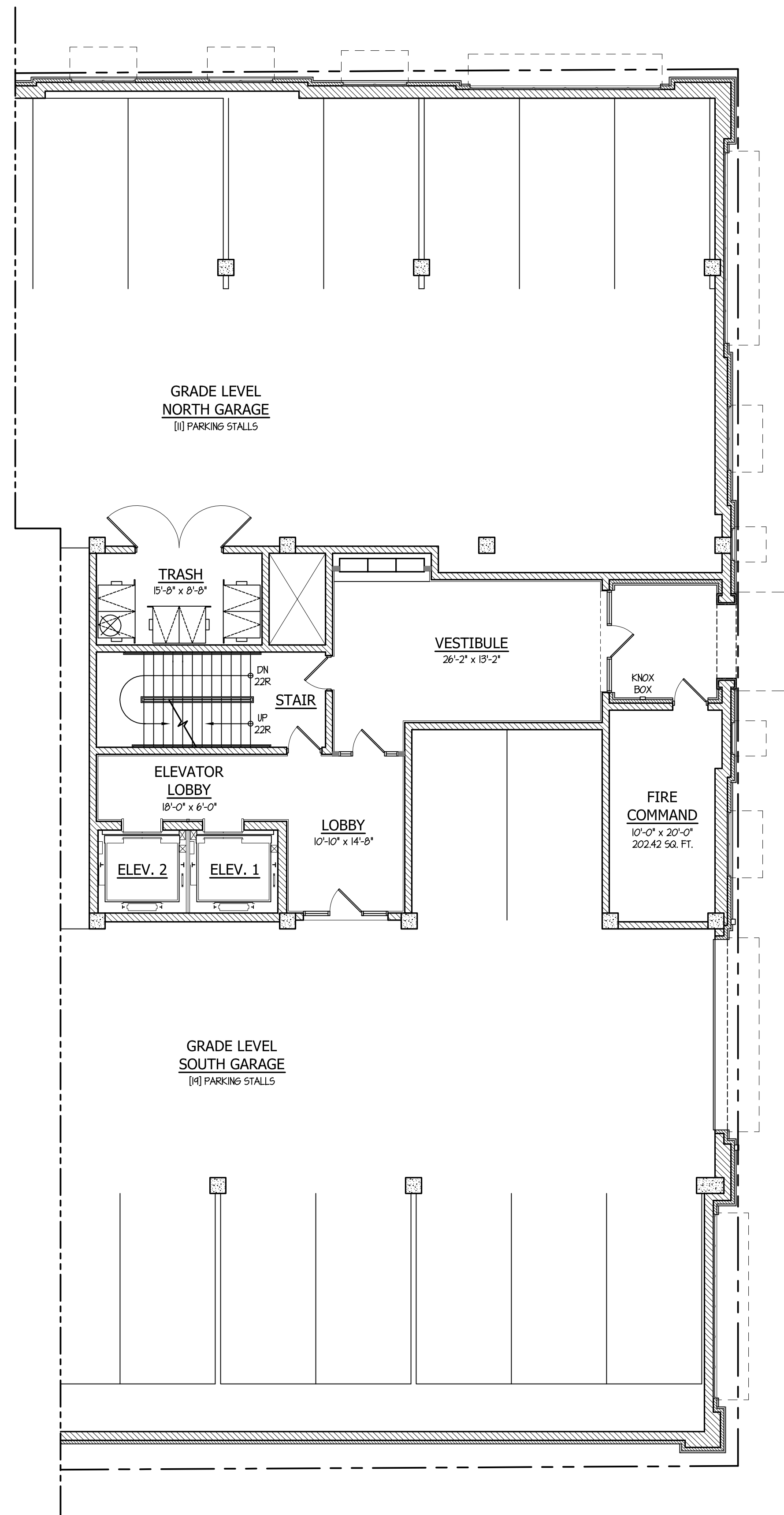
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6	ADDITIONAL PARKING	7.11.14	RDL

JOB NO. 378614

SHEET NO.
OF 13

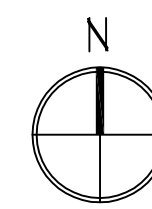
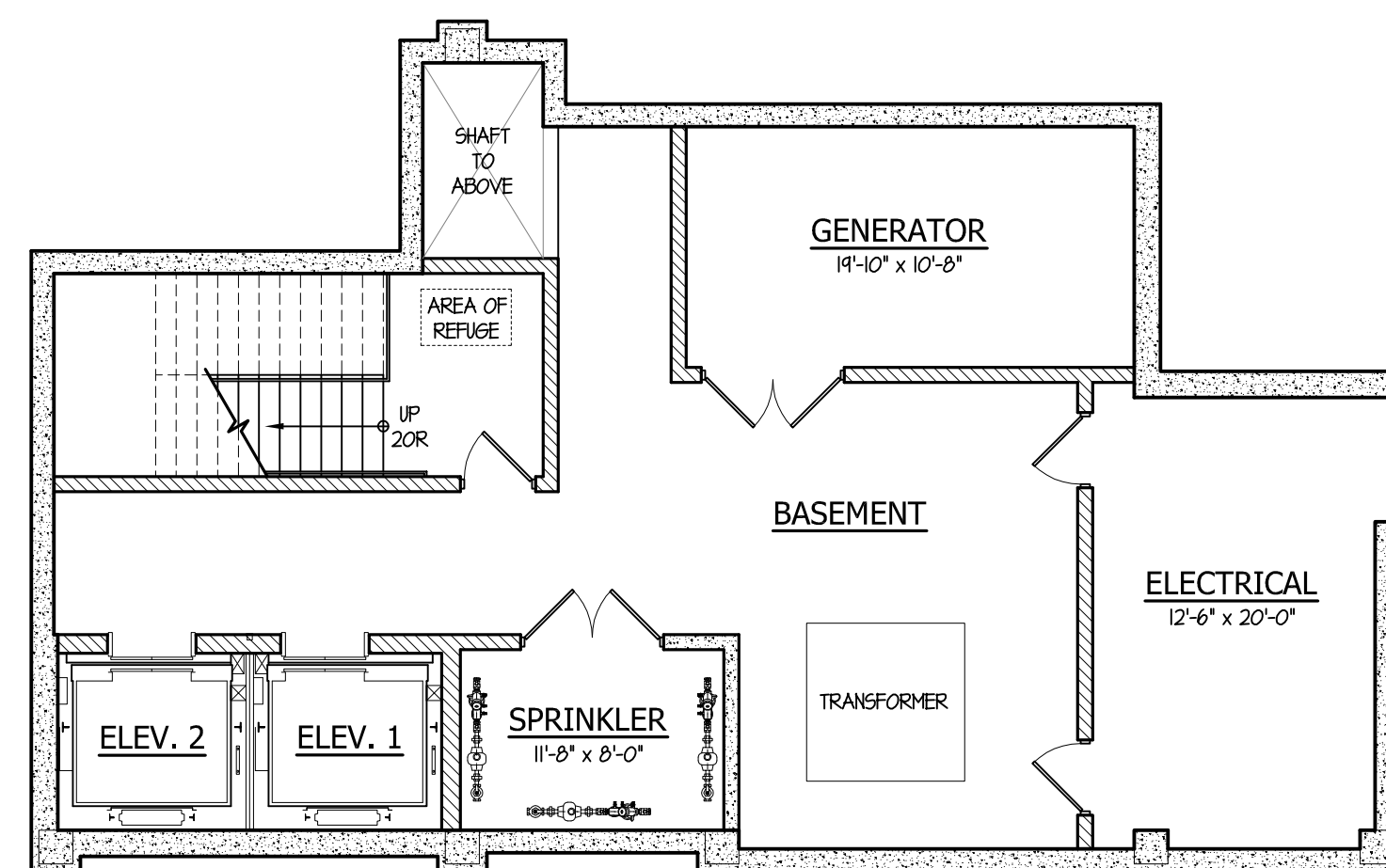
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PROFESSIONAL DESIGN FIRM LICENSE #184-002934



PARTIAL FIRST/GROUND PLAN W/ ADDITIONAL GUEST PARKING AT NORTHEAST CORNER

SCALE: 1/8" = 1'-0"



BASEMENT MECHANICALS PLAN

SCALE: 1/8" = 1'-0"

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OPT. 1st FL. PL.
& BSMNT. PLAN

FILE NAME 3786-7P

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6	ADDITIONAL PARKING	7.11.14	RDL

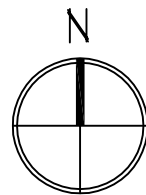
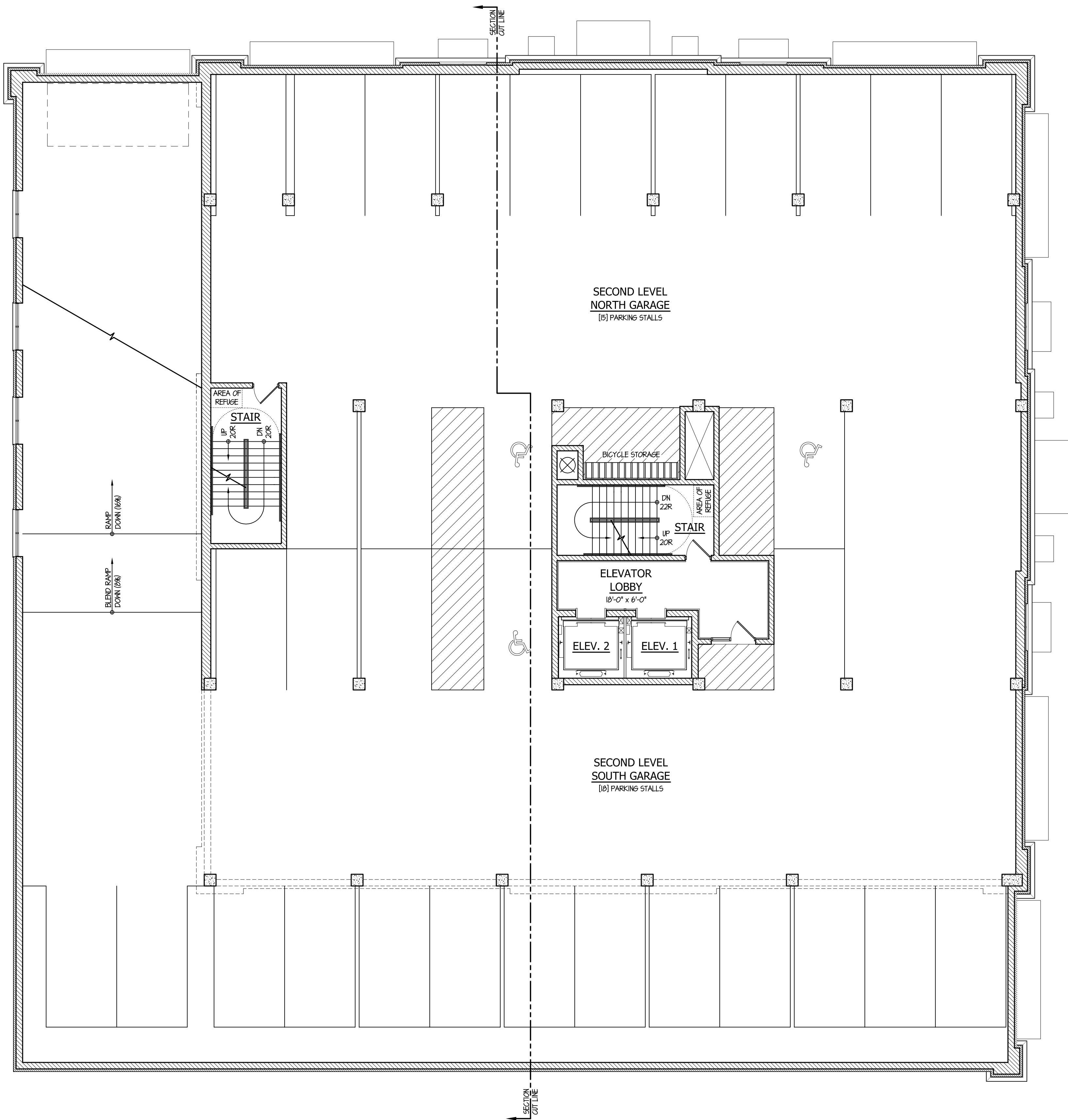
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SHEET NO. 2.PB
OF 13

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"



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CLIENT

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DUNTON, LLC**
900 W. JACKSON BLVD., #2W
CHICAGO, ILLINOIS 60607

PROJECT

PARKVIEW

212 NORTH DUNTON AVENUE
ARLINGTON HEIGHTS, IL 60004

DRAWING TITLE

**SECOND
FLOOR PLAN**

FILE NAME 3786-7P			
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SHEET NO. 3.P
OF 13

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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 coordinate 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.

Mr. Bill Enright
August 7, 2014
Page Three . . .

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,

A handwritten signature in black ink, appearing to read "Michael Ezgur". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael Ezgur
Attorney for Petitioner
Enclosures

CC: Rolando Acosta, Esq.
Latika Bhide, Development Planner

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

Land Use	Estimated Peak Parking Demand		
	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.



K - PLUS ENGINEERING, LLC

Direct Dial: 312.207.5700
E-Mail: dan@kplus.com

May 9, 2014

Ms. Johana Vargas Casanova
UP Development, LLC
900 W. Jackson, Suite 2W
Chicago, IL 60607

Re: 24056PRO1
212-220 N. Denton Ave
Arlington Heights, Illinois

Dear Ms. Casanova:

As you requested, I have prepared this proposal to provide environmental engineering and consulting with respect to the site redevelopment of the above referenced property. According to previous discussions and research, the site measures approximately 135' x 135' and will be developed with a new, residential building across the entire footprint of the property.

K-Plus work will include consultation regarding the construction at the site in such a manner to adhere to current No Further Remediation Letter stipulations and to minimize future environmental problems. K-Plus will work under the assumption that any soil removed from the site will need to be removed as contaminated material. K-Plus will provide oversight during all earthwork activities including sampling of soil as part of remedial action activities. K-Plus will review and interpret the analytical data generated during the work. Finally, K-Plus will ensure that all work will be done in conformance with the Remedial Action Plan that was previously approved by the IEPA as well as IEPA regulations regarding additional site work following issuance of a NFR Letter, including preparation of a Remedial Action Completion Report documenting additional actions taken at the site to limit contaminant exposure as part of construction activities.

An estimation of costs is found below. These costs are based on the expected removal of 4 feet of contaminated soil across the entire site. The costs to remove 12 feet of contaminated soil across the entire site in order to put in underground parking would be approximately triple the following costs.

Ms. Casanova
Proposal 24056PRO1
May 9, 2014
Page 2 of 2

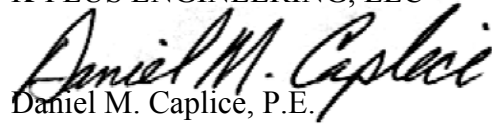
Task	Amount	Rate	Total
Soil Loading and Disposal	3,000 Cubic Yards	\$57.50 / CY	\$172,500
K-Plus On-Site Monitoring	5 Days	\$850 / Day	\$4,250
VOC Sampling	85 Samples	\$150 / Sample	\$12,750
Remedial Action Completion Report		\$2,500	\$2,500
Subtotal			\$192,000
<i>Contingency</i>		10%	\$19,200
Estimated Total			\$211,200

Ordinarily, invoices for services rendered are sent to clients on a monthly basis and at the end of the project. Payment of any amounts due and owing is expected upon receipt of the statement.

Attached is a copy of the K-Plus Standard Terms which are integral parts of this Agreement. To signify your acceptance of this proposal, please sign below or furnish other appropriate authorization and return to our office.

If you have any questions regarding this proposal, please contact me at your convenience.

Sincerely,
K-PLUS ENGINEERING, LLC


Daniel M. Caplice, P.E.

Attachments (1)

ACCEPTED BY:

Signature

Print Name

Date

The following Terms and Conditions are incorporated into this AGREEMENT made and entered into by and between K-Plus Engineering, LLC, an Illinois limited liability company, hereinafter referred to as "**K-Plus**", and the party identified in the proposal and hereinafter referred to as "**Client**".

WITNESSETH:

- WHEREAS, Client desires K-Plus to perform the Services as hereinafter defined in accordance with the terms and conditions set forth herein on a going forward basis;
- WHEREAS, the parties desire to enter into this Agreement to allow for K-Plus to perform Services for Client with the scope of such services determined as the parties agree after this Agreement but incorporating the terms of this Agreement; and
- WHEREAS, each party hereto represents that it is ready, willing and able to undertake the responsibilities set forth in this Agreement;

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. Definitions. As used in this Agreement, the following terms shall have the meanings hereinafter set forth:

- A. "**Agreement**" means this document, together with all documents attached hereto and Work Orders as issued after the date of this Agreement. The Agreement and all documents incorporated therein are intended to be construed consistently and as a whole, and anything that is required by one document shall be deemed to be required by all.
- B. "**Fee Schedule**" means K-Plus charges for professional services and reimbursable expenses, which shall be updated from time to time and deemed incorporated, as revised, into this Agreement.
- C. "**Services**" means those services to be performed by K-Plus pursuant to the terms and conditions of this Agreement.
- D. "**Site**" means the site upon which Services are to be performed as designated in the Work Order. If all or a portion of the work required by a Work Order required work upon more than one (1) location, the locations upon which the work is to be performed shall be collectively referred to as the "Site".
- E. "**Work Order**" means a document or proposal describing work requested of K-Plus by Client that identifies the Client and the Site, defines the specific scope of Services, and includes, as appropriate, cost estimates, plans, and drawings.
- F. "**Work Product**" means all opinions, correspondence, notes, reports or other documentation created by K-Plus pursuant to this Agreement.

2. Services to be Performed. All Services performed under this Agreement shall be determined by a Work Order. K-Plus, as an independent contractor, shall furnish all necessary supervision, labor, materials, and equipment and shall perform the Services as defined in each Work Order. A Work

Order, when accepted by K-Plus, shall be binding upon the parties hereto, shall detail the scope of Services to be performed by K-Plus and shall be deemed to incorporate all the terms and conditions of this Agreement. Where the scope of Services is not sufficiently detailed to allow K-Plus to complete a Work Order or is deemed by K-Plus to require additional information, K-Plus shall have the right but not the obligation to infer such services as reasonably necessary to complete the Work Order and shall be entitled to reasonable compensation for any additional consideration required. All Work Orders shall be executed and dated by both K-Plus and Client, and K-Plus shall commence the Services as stipulated and agreed upon in the Work Order. Any Work Orders issued following the execution of this Work Order associated with the scope of work in this Work Order shall incorporate the terms and conditions of this Work Order even if said proposal, estimate, or contract makes no specific reference to these terms and conditions.

3. Term of Agreement. This Agreement shall become effective upon the above mentioned date and continue in full force and effect unless written notice of termination is given by either party. However, at the option of K-Plus, termination of this Agreement by Client shall not be effective with respect to Work Orders accepted by the K-Plus prior to the termination of this Agreement. Further, if termination is for cause, the party seeking to terminate the Agreement shall specify in detail the basis for the alleged default and the party accused of such default shall have seven (7) days to cure the default. If the default is not cured then the party seeking termination shall have the right to terminate the Agreement immediately upon issuance of a second written notice.

4. Changes. Changes in the scope of Services under a Work Order, including increases and decreases therein, must be in writing and agreed upon and accepted by each party hereto. K-Plus shall have the right to change the terms and conditions of this Agreement to conform to its form of Agreement then in use. If K-Plus desires to make such changes, K-Plus shall serve written notice of same upon Client and Client shall have seven (7) days to object to incorporation of the new terms of

the Agreement and, if no such objection is received, the revised Agreement terms shall be deemed so incorporated. If Client does object, at the option of K-Plus, the Agreement may be terminated or the Agreement will continue under the original Agreement.

5. Payment for Services

- A. K-Plus shall submit an invoice of Services rendered and for any reimbursable expenses incurred from time to time or as agreed to in the applicable Work Order. Client shall pay the full amount of such invoice within thirty (30) days of the date the applicable invoice is received by Client. If Client objects to any portion of an invoice, Client shall notify K-Plus in writing of Client's objection and the grounds therefore within ten (10) days of the date of receipt of the invoice. If Client does not object in writing within said ten (10) day period, the invoice shall be deemed accepted by client.
- B. Client shall pay an additional charge of one and one-half percent (1½%) of the outstanding balance per month compounded monthly for any payment made more than thirty (30) days after the date of the invoice. Such additional charge shall not apply to any disputed portion of any invoice resolved in favor of Client. Client is responsible for all fees and costs of collection incurred by K-Plus including but not limited to fees of a third party collection agent, attorneys fees, court costs and witness fees.
- C. In addition to any other remedies granted to K-Plus hereunder, if Client has not paid the amounts owed to K-Plus when due, K-Plus may after giving seven (7) days written notice to Client, suspend services under this Agreement until K-Plus has been paid in full. K-Plus shall have no liability whatsoever to Client for any costs or damages to Client as a result of such suspension. In such instance, the Client shall retain complete liability for payment of fees and expenses owed pursuant to any pending Work Orders.
- D. If at any time during or after completion of the Services, K-Plus is requested or required to participate in a deposition or other legal proceeding relating to any Services or the Site, Client shall reimburse K-Plus at applicable rates for preparation for and participation in such deposition or legal proceeding.
- E. The Client agrees that all work furnished to the Client or its agents, which are not paid for, will be returned upon demand and will not be used by Client for any purposes whatsoever.

6. Warranty

- A. Except as specifically set forth herein, no warranty of any kind, express or implied, at common law or created by statute, is extended, made, or intended by

the rendition of consulting or engineering services or by the furnishing of oral or written reports.

- B. Client shall notify K-Plus in writing of claims made pursuant to this paragraph 6 not later than expiration of the Warranty Period. Promptly upon notice of said claim, K-Plus shall correct any defects in the Services that are not performed in accordance with the warranty in subparagraph A of this Paragraph 6, at no additional charge to Client. In addition, subject to the limitations set forth in Paragraph 8, K-Plus shall reimburse Client for any damages arising directly out of K-Plus failure to comply with subparagraph A of this Paragraph 6. The remedies contained in this subparagraph B shall be the exclusive remedies of Client with respect to Services provided under a Work Order.

7. Indemnification

- A. Except as set forth in subparagraph B of this Paragraph 7, K-Plus shall indemnify and hold Client and its directors, officers, and employees harmless from and against any and all liabilities, losses, damages, costs, and expenses Client and its directors, officers, and employees hereafter may suffer in connection with any claim, action, or right or action (at law or in equity) because of any injury (including death) or damage to person or property that arises directly from any negligent acts, errors, or omissions on the part of K-Plus in the performance of the Services;
- B. Anything in subparagraph A of this Paragraph 7 to the contrary notwithstanding, K-Plus shall not be liable to the extent that any liability, loss, damage, cost, and expense results from an act of negligence or willful misconduct by Client or its directors, officers, employees, or agents.
- C. Except as expressly set forth in subparagraph E of this Paragraph 7, Client shall indemnify and hold K-Plus and its directors, officers and employees harmless from and against any and all liabilities, losses, damages, costs, and expenses which K-Plus and its directors, officers, and employees may hereafter suffer in connection with any claim, action, right of action (at law or in equity) because of any injury (including death) or damage to person or property which arises out of:
 - i. the presence, discharge, release or escape of contaminants of any kind;
 - ii. Client's acts, operations or responsibilities under this Agreement or those of Client's employees, agents, officers, subcontractors, invitees or licensees; or
 - iii. the work of any third party obligated by Client to perform work at the Site; or

Terms & Conditions

- iv. errors or omissions that arise as a result of any incomplete information provided or errors in any such information provided by the Client or the Client's employees, agents, officers, subcontractors, invitees or licensees.
- D. Anything in subparagraph C of this Paragraph 7 to the contrary notwithstanding, Client shall not be liable to the extent that any liability, loss, damage, cost, and expense described in this subparagraph results from an act of negligence or willful misconduct by K-Plus or its directors, officers or employees.
- E. The Services performed hereunder and any associated Work Product shall be solely for the benefit of Client and no other party shall have the right to use or rely upon such Work Product unless specifically agreed to in writing by K-Plus. Client shall not distribute the K-Plus Work Product and shall indemnify K-Plus against claims made by or use of same by third parties. Upon notice of such third party use, Client agrees to cooperate with K-Plus in issuance of notices to such parties directing them to cease and desist from such use.

8. K-Plus Liability

- A. Any claim pursuant to this Agreement must be in writing, must set forth the facts upon which it is based, and must be received by K-Plus within one (1) year of the completion of the Services provided under the applicable Work Order.
- B. Anything in Paragraphs 6 and 7 to the contrary notwithstanding, K-Plus shall not be liable for:
 - i. damage or injury to any subterranean structures (including, but not limited to, pipes, tanks, and telephone cables) or any existing subterranean conditions, or the consequences of such damage or injury, if such structures or conditions were known or should have been known to Client and were not shown, or were incorrectly shown, on plans furnished by Client to K-Plus in connection with the Services or otherwise disclosed to K-Plus;
 - ii. any of Client's business losses or consequential damages or any claim or demand against Client by any third party;
 - iii. any claim or demand against Client by any third party except as covered by the applicable insurance policies in effect pursuant to Paragraph 9 hereof; or
 - iv. damages resulting from cessation of services under this agreement.
- C. Client agrees that, to the fullest extent permitted by law, the K-Plus total liability to the Client for any and all injuries, claims, losses, expenses, damages, or claim

expenses arising out of this agreement from any cause or causes shall not exceed the limits of its available and collectable insurance for errors and omissions. Such causes include but are not limited to negligence, errors, omissions, strict liability, or breach of contract.

9. Insurance. K-Plus shall maintain for the term of this Agreement insurance policies covering:

- A. Worker's Compensation and Employer's Liability insurance, statutory limits;
- B. Commercial General Liability insurance, a total of (including umbrella coverage) \$1,000,000 each occurrence and in aggregate;
- C. Professional Liability Insurance (errors and omissions) \$1,000,000 each claim and in aggregate.

10. Force Majeure. Each party shall not be liable to the other for failure to perform its obligations hereunder if and to the extent that such failure to perform is caused by or results from causes beyond its control, including, without limitation, strikes, lockouts, or other industrial disturbances; civil disturbances; fires; acts of God; acts of a public enemy; acts or omissions of subcontractors; compliance with any regulations, order, or requirement of any governmental body or agency; or inability to obtain transportation or necessary materials in the open market.

11. Objectivity. To protect clients, and to assure that K-Plus results, calculations, observations, and recommendations will continue to be accepted as objective and impartial, it is expressly understood and agreed that the K-Plus fee for the undertaking of this engagement is in no way dependent upon the specific conclusions reached or the nature of the advice given in any draft and/or final document.

12. Compliance with Law. K-Plus, in performing the Services, shall comply with and shall require compliance by any of its subcontractors with all applicable statutes, regulations, or lawful orders of any governmental authority or agency. Client shall cooperate with K-Plus in obtaining any permits or licenses required for performance of the Services.

13. Notices. Any notice or correspondence to be given to either party hereunder shall be in writing and sent via regular mail, facsimile or email addressed as to the parties at the addresses identified in this Agreement.

14. Assignment and Subcontracting. The Work Order may not be assigned by either party without the prior written consent of the other party. K-Plus may subcontract any part of the Services without the prior written approval of Client, but such subcontracting shall not relieve K-Plus of any of its obligations under this Agreement.

15. Entire Agreement. This Agreement constitutes the entire agreement between the parties with respect to the Services and supersedes all prior negotiations, representations, or agreements relating thereto, written, or oral, except to the extent that they are expressly incorporated herein. Unless otherwise provided for herein, no amendments, changes, alterations, or modifications of this Agreement shall be effective unless in writing executed by Client and K-Plus.

16. Governing Law. This Agreement and the legal relations of the parties shall be governed by the laws of the State of Illinois applicable to agreements negotiated, executed, delivered, and fully performed in such State. Venue for any disputes arising out of this Agreement shall be DuPage County, Illinois.

17. Counterparts. This Agreement may be signed in two or more counterparts, each of which shall be treated as an original but which, when taken together, shall constitute one and the same instrument.

18. Captions. Headings of particular paragraphs are inserted only for convenience and are in no way to be construed as a part of this Agreement or as a limitation of the scope of the paragraphs to which they refer.

19. Severability. The various terms, provisions and covenants herein contained shall be deemed to be separate and severable, and the invalidity or unenforceability of any of them shall in no manner affect or impair the validity or enforceability of the remainder hereof.

20. Waiver

- A. No waiver of the terms, conditions and covenants of this Agreement shall be binding and effective unless the same shall be in writing signed by the parties.
- B. A waiver of any breach of the terms, conditions and covenants of this Agreement shall be for that one time only and shall not apply to any subsequent breach.

21. Authority. Each party executing this Agreement represents and warrants that they are the duly authorized agent of the party for whom they execute this Agreement having received all necessary consents, resolutions or other authorizations needed to bind such party. Client further represents and warrants that if Client is not the owner of the Site that Client is the duly authorized agent of the Owner and has informed the Owner of the Services to be performed by K-Plus pursuant to this Agreement. Upon request, Client agrees to provide information verifying the record owner of the Site and evidence of the owner's acknowledgement of the Services to be performed hereunder.

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 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).

Mr. Bill Enright
July 9, 2014
Page Three . . .

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.

Mr. Mark Hellner

July 30, 2014

Page two . . .

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.

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

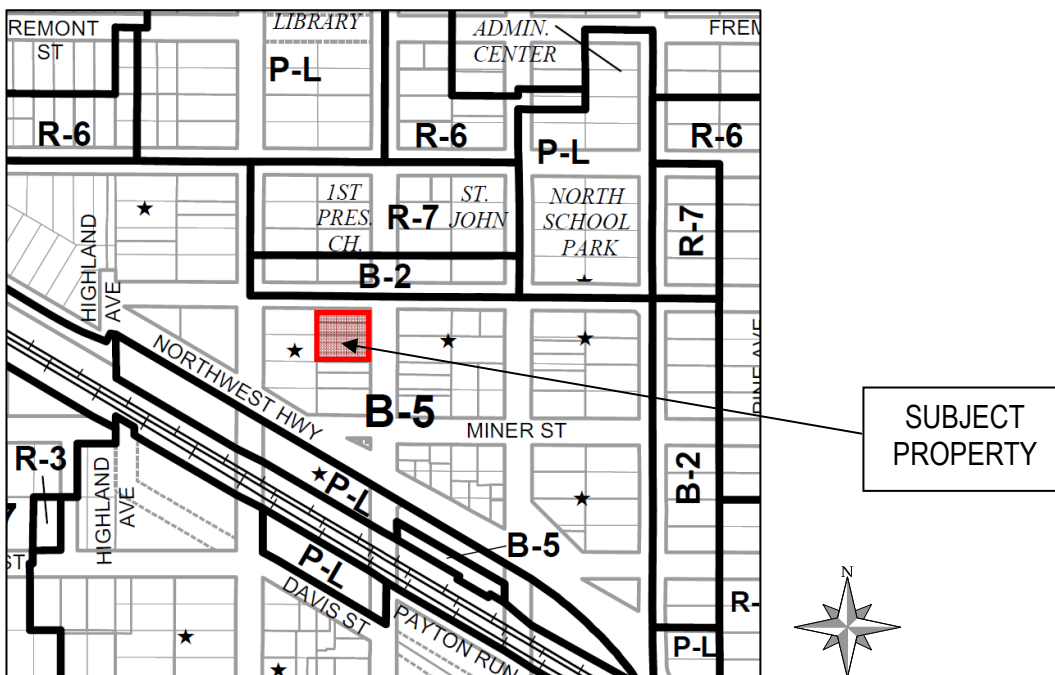
Existing Zoning: B-5, Downtown Business

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.

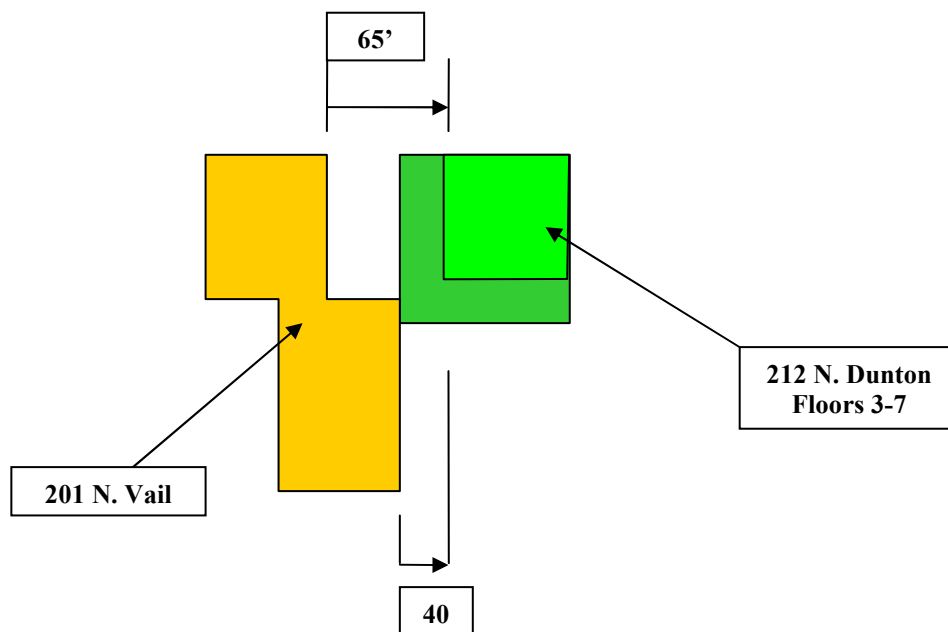
The proposed upper level residential (as measured at the southwest corner of the building) will be approximately 40 feet from the nearest corner of the 201 N. Vail Building. When compared to other developments in the Downtown, the Village Green on Vail Avenue building is approximately 39 feet at its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

Site Related Issues

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	24 units	30 Spaces (1.25/unit)	
3 Bedroom Units	5 units	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

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
JULY 9, 2014 AT 7:30 P.M. in
the Municipal Building, 33
South Arlington Heights
Road, Arlington Heights, Il-
linois to consider Petition
No. 14-013, a Preliminary
Planned Unit Development
to allow construction of a 7-
tory mixed used building
that has a total of 45 residen-
tial rental apartment units,
254 square feet of commer-
cial/retail space on the first
floor and a total of 54 inter-
ior parking spaces in the B-5
district. The subject site is
located at 212 N. Dunton Av-
enue, Arlington Heights, IL.
As part of said request the
petitioner is requesting the
following variations from
the Municipal Code:
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";
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;
Chapter 28, Section 11.7,
Schedule of Loading
Requirements, to waive
the required loading berth
for the development;
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 22' 6".
And other variations as de-
termined necessary by the
Plan Commission.
All persons desiring to be
heard shall be given the op-
portunity to be heard.
Should any individual need
auxiliary aid or service,
such as a sign language
interpreter or materials in
alternative formats, please
contact the Health Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
688-5760, TDD# (847) 368-
1794.
Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
June 24, 2014 (4377715)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

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

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published June 24, 2014 in said **DAILY HERALD**.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Paula Baltz
Authorized Agent

Control # 4377715

RECEIVED

JUN 26 2014

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTIFICATION AFFIDAVIT

I, Amy Labadie hereby certify as follows:

1. That on the 24th day of June, 20 14, affiant caused to be mailed in the Post Office of Chicago, IL, copies of the attached Notice of Public Hearing to all listed taxpayers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..
2. That the parties to whom said notice was mailed are set forth on the attached list.
3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Amy Labadie
Signature

Subscribed and Sworn to before me
this 25th day of June, 20 14.

Katherine Kreifels
Notary Public



RECEIVED

JUN 26 2014

Acosta Ezgur, LLC
217 N. Jefferson St., Suite 601
Chicago, IL 60661

Author's Contact:
(312) 636-6937
Fax: (312) 253-4440
e-mail: rolando@acostalawpc.com

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

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MAY 27 2014
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Acosta Ezgur, LLC

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 required 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

Acosta Ezgur, LLC

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* *Includes tenant utility allowance	Max Affordable Rent
1BR/1BA	Affordable	12	75%	750	\$1,300	NA
1BR/1BA		4	25%	750	\$774	\$828, VAH
		16				
2BR/1BA	Affordable	12	50%	1000	\$1,600	NA
2BR/1BA		12	50%	1000	\$929	\$994, VAH
		24				
3BR/1.5BA	Affordable	2	40%	1200	\$2,100	NA
3BR/1.5BA		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 guest 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.

Acosta Ezgur, LLC

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,

A handwritten signature in black ink, appearing to read 'R. Acosta', with a long, sweeping horizontal line extending to the right.

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@acostaegzur.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@acostaegzur.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 don't 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

REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

May 14, 2014

Project Title: Parkview
Address: 212 N. Dunton
Petitioner: Michael Ezgur
Acosta Ezgur, LLC
217 N. Jefferson Street, Suite 601
Chicago, IL 60661

Requested Action:

1. A Preliminary Planned Unit Development

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 22' 6".

Attendees: Robert Losselyoung, Tinaglia Architects .
Kelle Bruckbauer, Tinaglia Architects
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Joe Lorenzini, Plan Commissioner
Terry Ennes, Plan Commissioner
Bill Enright, Deputy Director Planning and Community Development

Project Summary

The petitioner is proposing a seven floor, 45 unit apartment building at 212 N. Dunton, located at the southwest corner of Dunton and Eastman, with both market rate and affordable rental units. The development is similar to the previously approved condominium development, which was 8 floors and 49 units, all of which were condos. In addition the previous development included about 3,700 square feet of commercial space on the first floor, whereas this petition includes 1,254 square feet. The variations sought are similar in terms of south and west setbacks. This petition also includes a variation for drive aisle width. The project includes 54 parking spaces on levels one and two with the rental units on floors three through seven.

Meeting Discussion:

K. Bruckbauer provided a summary of the project in terms of height, density, parking. Also the variations sought are in keeping with the original project that was preliminarily approved 2007. The parking is located on floors one and two due to environmental issues with the site in certain locations. Therefore excavation will be limited in depth as digging deeper would require additional remediation and be cost prohibitive.

B. Enright indicated that the Village staff is generally supportive of the project but that additional commercial space should be explored. One option is to expand the commercial space to the west which would eliminate about three parking spaces. Staff suggests constructing a basement level where its less contaminated and relocate utility rooms which are currently located on level one. The parking lost for additional commercial could then be added. Staff does not have concerns with the variations as the building design steps back the upper levels beginning at floor three. He added that the Village Affordable Housing Guidelines call for 15% of units to be affordable. This is not a code requirement but rather a policy.

Commissioner Jensen stated that the commercial space is small, and asked if it was market conditions that led to the space size? Also is this small of space sensible?

R. Losselyoung indicated that the developer originally did not want to include any commercial space but that staff had requested some commercial. This is the maximum that could be included without more significant changes to the plans.

Commissioner Jensen added that he would like to see an analysis on whether this space is viable at the proposed size. He also asked if the bike racks in the building are being provided voluntarily?

R. Losselyoung stated that the bike racks are an amenity for tenants that the developer wants to include.

Commissioner Ennes indicated that he would prefer to see some underground parking in order to allow for commercial space on the first level. He concurred that a market study should be done for the commercial space. Also he asked what was the source of contamination of the property? Also how many rental vs. condos do we have on the north side of downtown?

B. Enright indicated that there are about 430 rental units and 61 condos on the north side of downtown.

R. Losselyoung indicated that there was a dry cleaners on site that is the source of the contamination. The site was remediated but the IEPA accepted a remediation plan that allowed some contamination to remain so long as there was an engineered barrier. The property owner removed some soils and capped the contaminated property about five feet below the surface with asphalt. New soils were then provided above the capped barrier. Regarding underground parking, he stated that it would cost about \$3.3 million for underground parking given construction and remediation costs. In addition, the developer is working with the church to the northeast on guest parking.

Commissioner Sigalos added that he would like to see more commercial on the first floor with an underground garage. He understands the environmental issues, but also like to see more parking as well as commercial. He asked if underground parking is not feasible? Also what are the expected rental rates?

R. Losselyoung indicated that underground parking is not feasible as it's cost prohibitive.

B. Enright indicated that the petitioner had indicated that rents would be in the \$830 to \$1,300 per month range.

R. Losselyoung indicated that since the developer is seeking State housing funds, that a certain percentage of the units will be required to be affordable.

Commissioner Lorenzini asked if the developer had done a market study for the apartments? Also can certain utilities go underground to accommodate more commercial?

R. Losselyoung indicated that the developer is conducting a market study for the project.

Commissioner Green added that he felt it was important to have a good commercial presence as it helps the vitality of the location and downtown in general and indicated that he would like to see what can be done in order to address this comment and the desire for more guest parking. The developer needs to explore moving some of the building utility rooms underground to free up space on the first level. Overall he likes the project.

RECOMMENDATION

The Plat & Sub Committee generally supported the project but did advise that more commercial space should be explored as well as onsite guest parking.

Commissioner Green adjourned the meeting at 7:10 PM.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Bill Enright, Recorder

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Parkview Apartments
Project Address: 212 N. Dunton Avenue
Prepared By: Steve Hautzinger

Date Prepared: May 21, 2014

PETITION INFORMATION:

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:

Summary

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.

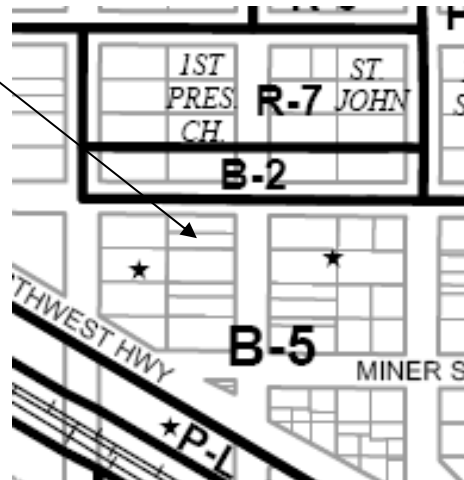
The proposed development does comply with the B-5 zoning requirements for building height and density, however this project does require approval as a Planned Unit Development through the Plan Commission process. A previous version of this proposal, which was eight stories in height and had 49 residential units, did receive Design Commission and preliminary PUD approval in 2007.

SITE ANALYSIS



Aerial of Property

Subject Property



Zoning Map of Property

Surrounding Land Uses:

<i>Direction</i>	<i>Existing Zoning</i>	<i>Existing Use</i>	<i>Comprehensive Plan</i>
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

Memorandum

To: Chairman and Members of the Housing Commission

From: Nora Boyer, Housing Planner

RE: Report to the Housing Commission
Parkview Apartment

Date: July 1, 2014

Within the Report to the Housing Commission concerning the Parkview Apartments project, staff asked two questions of the petitioner. The responses are provided below:

Questions:

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?

Responses:

1. Parkview will be financed through a private mortgage, equity proceeds from the Low Income Housing Tax Credit 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.
2. 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 will 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 will not 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.

BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>14-013</u> Petitioner: <u>Parkview Dunton, LLC</u> <u>900 W Jackson Blvd #2W</u> <u>Chicago, IL 60607</u> Owner: <u>212 N. Dunton, LLC</u> <u>11 South Dunton Avenue</u> <u>Arlington Heights, Illinois 60005</u> Contact Person: <u>Michael Ezgur</u> Address: <u>217 N. Jefferson St. Suite 601</u> <u>Chicago IL 60661</u> Phone #: <u>312-327-3350</u> Fax #: <u>312-327-3350</u> E-Mail: <u>michael@acostaezgur.com</u>	P.I.N.# <u>03-29-325-004, 005, 006</u> Location: <u>212 N Dunton Avenue</u> Rezoning: <u> </u> Current: <u>B5</u> Proposed: <u>B5</u> Subdivision: <u> </u> # of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u> PUD: <u>✓</u> For: <u>Mixed Use Residential</u> Special Use: <u> </u> For: <u> </u> Land Use Variation: <u> </u> For: <u> </u> Land Use: <u> </u> Current: <u>Vacant</u> <u>Proposed: Residential</u> Site Gross Area: <u>17,424 SF</u> # of Units Total: <u>45</u> 1BR: <u>16</u> 2BR: <u>24</u> 3BR: <u>5</u> 4BR: <u> </u>
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(Petitioner: Please do not write below this line.)

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

YES NO

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

6. GENERAL COMMENTS:

NO COMMENTS AT THIS TIME.

CHARLEY CRAIG 5-30-14
 Director Date
 PLAN REVIEWER

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 14-013
 Petitioner: Parkview Dunton, LLC
900 W Jackson Blvd #2W
Chicago, IL 60607
 Owner: 212 N. Dunton, LLC
11 South Dunton Avenue
Arlington Heights, Illinois 60005
 Contact Person: Michael Ezgur
 Address: 217 N. Jefferson St. Suite 601
Chicago, IL 60661
 Phone #: 312-327-3350
 Fax #: 312-327-3350
 E-Mail: michael@acostaezgur.com

P.I.N.# 03-29-325-004, 005, 006
 Location: 212 N Dunton Avenue
 Rezoning: Current: B5 Proposed: B5
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: ✓ For: Mixed Use Residential
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: Vacant
Proposed: Residential
 Site Gross Area: 17,424 SF
 # of Units Total: 45
 1BR: 16 2BR: 24 3BR: 5 4BR:

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

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

Asst. Director  6-6-14
 Date
 SEE Memo dated 6-6-14

Memorandum

To: Bill Enright, Deputy Director of Planning & Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: June 6, 2014
Subject: 212 N. Dunton #14-013 Round 1

With regard to the proposed Planned Unit Development, I have the following comment:

1. Maintain separation between the existing 6" water main and the proposed storm and sanitary sewer.
2. If the existing water & sewer connections that serve the property are not going to be reused, they need to be properly abandoned at the respective mains.
3. Further comments will be given when dimensional numbers are given representing the water, storm and sanitary services and the respective structures.
4. Based on the size of construction, the brick pavers or ribbons should be inspected both before and after, to develop a condition assessment. Refer to the Engineering Department for handicap accessibility requirements.
5. There should be consideration of a pedestrian warning system for vehicles leaving parking garage within the building.

Thank you for the opportunity to comment on this permit application.

RECEIVED

JUN - 9 2014

C: file

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

LF

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 14-013
 Petitioner: Parkview Dunton, LLC
900 W Jackson Blvd #2W
Chicago, IL 60607
 Owner: 212 N. Dunton, LLC
11 South Dunton Avenue
Arlington Heights, Illinois 60005
 Contact Person: Michael Ezgur
 Address: 217 N. Jefferson St. Suite 601
Chicago IL 60661
 Phone #: 312-327-3350
 Fax #: 312-327-3350
 E-Mail: michael@acostaegzur.com

P.I.N.# 03-29-325-004, 005, 006
 Location: 212 N Dunton Avenue
 Rezoning: Current: B5 Proposed: B5
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: ✓ For: Mixed Use Residential
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: Vacant
Proposed: Residential
 Site Gross Area: 17,424 SF
 # of Units Total: 45
 1BR: 16 2BR: 24 3BR: 5 4BR:

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

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

a. Underground Utilities

Water XSanitary Sewer XStorm Sewer X

b. Surface Improvement

Pavement XCurb & Gutter XSidewalks XStreet Lighting X

c. Easements

Utility & Drainage XAccess X

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X b. IDOT c. ARMY CORP d. IEPA e. CCHD 3. R.O.W. DEDICATIONS? 4. SITE PLAN ACCEPTABLE? 5. PRELIMINARY PLAT ACCEPTABLE? 6. TRAFFIC STUDY ACCEPTABLE? 7. STORM WATER DETENTION REQUIRED? X8. CONTRIBUTION ORDINANCE EXISTING? 9. FLOOD PLAIN OR FLOODWAY EXISTING? 10. WETLAND EXISTING?

YES NO COMMENTS

 X X SEE COMMENTS X N/A X X X X X

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: NORTHWESTERN ENGINEERINGDATE OF PLANS: 5-15-14

Director

Date

RECEIVED

JUN 11 2014

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #14-013

Parkview Apartments

212 N. Dunton Ave.

PUD

Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they comprehend and accept this understanding.
12. An Engineers estimate of construction cost for site improvements (not the building) is required to complete the calculation for plan review, inspection, and other fees. This estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. Final approval will require final engineering plans including detention calculations. Due to the project's location in the Central Business District (CBD), fee-in-lieu of detention at the rate of \$1.00 per cubic foot is acceptable. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data.
14. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
15. Consider bicycle racks in development plan to encourage alternate modes of transportation for employees, patrons, and residents.
16. Village standard for ADA required detectable warning panels on public sidewalks is East Jordan Iron Works 24"x24" panels, or approved equal.
17. The tree grate on Dunton Avenue that is shown to be removed should be relocated to the south, if possible.
18. The storm sewer service line does not need an inspection manhole, but a new manhole is required at the main connection in the street.
19. An MWRD permit will be required.
20. The trip generation values shown in Table 1 of the Traffic Report are conflicting for the evening peak hour. The previously approved development plan with 49 units should produce more traffic than the new proposal with 45 units, (4 less in total), but the values are higher. Also the trip generation rate multipliers for the morning and evening peak hours produce the same trip amounts, is this correct?
21. The diagram that shows on-street parallel parking stalls show these spaces incorrectly. The stall on each street that is closest to the corner is within the area required to be free of parking by the Illinois Rules of the Road. No Parking is stipulated 30 ft. in advance of a stop sign, and 20 ft. away from a stop intersection. Modify plan accordingly.

22. Sheet 2.P of the architectural plans seems to indicate the ramp up and ramp down arrows in the wrong direction. Please clarify that the Eastman Street garage entrance only services the second floor parking level, and that the Dunton Avenue driveway provides access to the first floor garage, which is all at one level or elevation.
23. With the H.C. stall shown on sheet 2.P, there are only 13 parking stalls in the 1st level south parking garage, and not the 14 indicated on the plans.
24. With the pillar encroachments, the effective parking stall widths are reduced to 8.5 ft. This width is acceptable since the stalls are for longer term resident parking and not high turnover parking.
25. Please identify the visual and audible notification for vehicle exit from both garage doors in order to provide a warning to pedestrians in the street.
26. Since no grading plan has been provided, it is unclear as to how the elevation at the garage door openings will transition to finished floor elevations, and what the resulting ramp slopes will be.
27. On the final engineering plans, show the existing utility service lines being abandoned at their respective mains, where applicable.


James J. Massarelli, P.E. 6/12/14
Director of Engineering Date



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 14 - 013

Project Name

Parkview

Project Location

212 N. Dunton

Planning Department Contact Bill Enright

General Comments

- 1) Meeting the definition of a highrise building this structure should contain the features outlined in Section 403 of the International Building Code (IBC).
- 2) Two Knox Boxes are requested to be located on the exterior of the building. The first at the front entrance on the east side. The second at the entry/egress door on the north side.
- 3) Per Section 911 of the IBC, the Fire Command Room shall be a minimum of 200 sq. ft. with a minimum dimension of 10' and contain the required features.
- 4) Fire Department Connection (FDC) to be located at the front entrance of the building.
- 5) Fire Hydrant to be located within 100' of the FDC.

Should you have questions as to the Fire Department comments feel free to contact me via e-mail at: alarson@vah.com

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date June 12, 2014

Reviewed By:

LT. Andrew Larson

Arlington Heights Fire Department

POLICE DEPARTMENT

5

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-29-325-004, 005, 006
Petitioner: Parkview Dunton, LLC	Location: 212 N Dunton Avenue
900 W Jackson Blvd #2W	Rezoning: _____ Current: B5 Proposed: B5
Chicago, IL 60607	Subdivision: _____
Owner: 212 N. Dunton, LLC	# of Lots: _____ Current: _____ Proposed: _____
11 South Dunton Avenue	PUD: ☒ For: Mixed Use Residential
Arlington Heights, Illinois 60005	Special Use: _____ For: _____
Contact Person: Michael Ezgur	Land Use Variation: _____ For: _____
Address: 217 N. Jefferson St. Suite 601	Land Use: _____ Current: Vacant
Chicago IL 60661	Proposed: Residential
Phone #: 312-327-3350	Site Gross Area: 17,424 SF
Fax #: 312-327-3350	# of Units Total: 45
E-Mail: michael@acostaezqur.com	1BR: 16 2BR: 24 3BR: 5 4BR: _____

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

1. CHARACTER OF USE: (WOULD IT BE A PROBLEM TYPE?)

2. ARE LIGHTING REQUIREMENTS ADEQUATE?

3. PRESENT TRAFFIC PROBLEMS?

4. TRAFFIC ACCIDENTS AT PARTICULAR LOCATION:

5. TRAFFIC PROBLEMS THAT MAY BE CREATED BY THE DEVELOPMENT:

6. GENERAL COMMENTS:

Chief

Date

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Parkview – 212 N Dunton Land Use Variation

Round 1 Review Comments

06/10/2014

1. **Character of use:**
2. The character of use should not be problematic. There are other condominium buildings in the Arlington Heights downtown area.
3. **Are lighting requirements adequate?**
Lighting should be up to Village of Arlington Heights code.
4. **Present traffic problems?**
There are no traffic problems.
5. **Traffic accidents at particular location?**
This is not a problem area in relation to traffic accidents.
6. **Traffic problems that may be created by the development.**
The area around the vehicle entrances/exits should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

7. **General comments:**

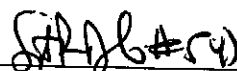
Underground parking elevators and stairwells should be visible from the parking area to avoid creating hiding or ambush locations. Area underneath the first level stairwell should be enclosed to prevent creating a hiding/ambush location. Emergency telephones should be installed in the underground parking levels for added safety.

The bicycle storage area on the second floor should be secure and accessible only to residents. There should be signage to encourage users to lock their bicycles and video surveillance of the bicycle racks to deter theft and help identify potential offenders.

Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.


Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:


Supervisor's Signature

RECEIVED
JUN 11 2014
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-29-325-004, 005, 006
Petitioner: <u>Parkview Dunton, LLC</u>	Location: <u>212 N Dunton Avenue</u>
<u>900 W Jackson Blvd #2W</u>	Rezoning: _____ Current: <u>B5</u> Proposed: <u>B5</u>
<u>Chicago, IL 60607</u>	Subdivision: _____
Owner: <u>212 N. Dunton, LLC</u>	# of Lots: _____ Current: _____ Proposed: _____
<u>11 South Dunton Avenue</u>	PUD: <u>✓</u> For: <u>Mixed Use Residential</u>
<u>Arlington Heights, Illinois 60005</u>	Special Use: _____ For: _____
Contact Person: <u>Michael Ezgur</u>	Land Use Variation: _____ For: _____
Address: <u>217 N. Jefferson St. Suite 601</u>	Land Use: _____ Current: <u>Vacant</u>
<u>Chicago IL 60661</u>	Proposed: <u>Residential</u>
Phone #: <u>312-327-3350</u>	Site Gross Area: <u>17,424 SF</u>
Fax #: <u>312-327-3350</u>	# of Units Total: <u>45</u>
E-Mail: <u>michael@acostaezgur.com</u>	1BR: <u>16</u> 2BR: <u>24</u> 3BR: <u>5</u> 4BR: _____

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

1. GENERAL COMMENTS:

A recycling program must be provided and plan submitted to this Department upon occupancy.
See the attached comments from the Disability Services Coordinator.

RECEIVED

JUN - 9 2014

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENTJeff Bohner 6/6/14

Environmental Health Officer

Date

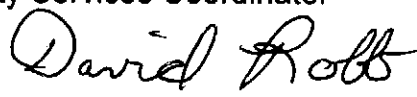
James McCalister 6/6/14Direc
Date

tor

Plan Review

Address: Parkview Condominiums
212 North Dunton Avenue
P.C. 14-013
PUD - Round 1

Submitted to: Bill Enright, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793 

Date: June 5, 2014

Re: Illinois Accessibility Code (IAC), Effective April 1997
<http://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

- 1) On all floors above or below grade show areas of rescue assistance. Standpipes shall not encroach into areas of rescue assistance. See IAC Section 400.310(b).
- 2) Provide a floor by floor listing of the nine (9) accessible/adaptable dwelling units required (20% of total). The accessible/adaptable units shall be provided in a variety of sizes and locations throughout the building. The accessible/adaptable units shall comply with all requirements of IAC Sections 400.350 and 400.360.
- 3) All public and common use areas shall comply with IAC Sections 400.310 and 400.350.
- 4) Please be advised of the seven requirements for accessibility in multifamily housing per the Federal Fair Housing Amendments Act Accessibility Guidelines. For more information go online to:
<http://www.fairhousingfirst.org/>.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

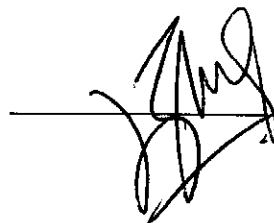
Petition #: P.C. _____	P.I.N.# 03-29-325-004, 005, 006
Petitioner: Parkview Dunton, LLC	Location: 212 N Dunton Avenue
900 W Jackson Blvd #2W	Rezoning: _____ Current: B5 Proposed: B5
Chicago, IL 60607	Subdivision: _____
Owner: 212 N. Dunton, LLC	# of Lots: _____ Current: _____ Proposed: _____
11 South Dunton Avenue	PUD: ☒ For: Mixed Use Residential
Arlington Heights, Illinois 60005	Special Use: _____ For: _____
Contact Person: Michael Fzgur	Land Use Variation: _____ For: _____
Address: 217 N. Jefferson St. Suite 601	Land Use: _____ Current: Vacant
Chicago IL 60661	Proposed: Residential
Phone #: 312-327-3350	Site Gross Area: 17,424 SF
Fax #: 312-327-3350	# of Units Total: 45
E-Mail: michael@acostaezqur.com	1BR: 16 2BR: 24 3BR: 5 4BR: _____

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

YES NO

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

Comments:



06.12.14

Date

Planning Department Comments (PL14-013)

7. The following variations are necessary:
 - a) 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".
 - b) 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.
 - c) A variation from Chapter 28, Section 11.7, Schedule of Loading Requirements, to waive the required loading berth for the development.
 - d) 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 22' 6".
8. Staff recommended and the Plat and Subdivision Committee on May 14th concurred, that increasing the commercial space on the first floor should be explored, as the proposed 1,254 sf is limited. Explore the possibility of expanding the commercial space westward. It appears that four parking spaces must be relocated to accommodate the additional commercial space. Can the utilities located on the southwest corner of the building be accommodated sub-grade and parking spaces relocated there?
9. In the letter dated May 23, 2014, from Atty. Ronaldo R. Acosta to Mr. Enright, there is a reference to eliminate the proposed retail space and instead provide four additional parking spaces. It should be noted that eliminating the retail space will necessitate the approval of a land use variation, as properties in the 'B-5' district are required to provide commercial space on the first floor.
10. The petitioner shall incorporate the conditions of approval of the Design Commission, dated May 27, 2014.
11. Balconies on the north and east façades overhang above the right-of-way. The petitioner shall be required to indemnify and hold harmless the Village. An indemnification agreement is attached.
12. Provide an analysis of any constraints and what will be required to be submitted to the IEPA in order to construct the proposed building.
13. Per the Village's Affordable Rental guidelines, affordable units must be kept affordable 'in perpetuity'. What is the proposed duration of the affordability period?
14. The Petitioner shall pay a fee in lieu of on-site detention pursuant to the standards established by the Village of Arlington Heights as part of Final PUD approval.
15. Provide a confirmation letter from Commonwealth Edison that the overhead utilities can be engineered underground and are feasible to bury. If feasible, the petitioner shall coordinate the burying of all overhead utilities with Commonwealth Edison. In addition all generators, transformers, switch gears, gas and electric meters, etc. shall be fully screened.
16. Provide a construction schedule including a development-phasing plan to include 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.
17. Warning lights shall be provided on the building to alert pedestrians when the garage doors open.
18. This request is scheduled on the July 1st Housing Commission agenda.
19. Planned Unit Developments (PUD) require approval of a Preliminary and a Final PUD. Please reference the Engineering Department's comments (attached). Final Engineering plans including detention calculations as well as streetscape plans are required prior to a Final PUD approval. This application is considered a Preliminary PUD, unless the petitioner submits final documents pursuant to Staff comments.

INDEMNIFICATION

In consideration for approval of development plans that include the construction of _____ that encroach on and above right-of-way belonging to the Village of Arlington Heights, ("Village"), and in consideration for permission to encroach on this right of way, _____, owner of the property located at _____ agrees to indemnify and hold harmless the Village, and its officers, agents and employees from any and all liability, losses or damages including attorneys' fees and costs of defense, the Village may suffer as a result of claims, demands, suits, actions or proceedings of any kind or nature, in any way resulting from or arising out of _____ construction or the existence of the _____ at the development located at _____.

This Agreement will also be binding on all successors and assigns.

Village of Arlington Heights

Title

Date

Title

Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 03-29-325-004, 005, 006
Petitioner: <u>Parkview Dunton, LLC</u>	Location: <u>212 N Dunton Avenue</u>
<u>900 W Jackson Blvd #2W</u>	Rezoning: _____ Current: <u>B5</u> Proposed: <u>B5</u>
<u>Chicago, IL 60607</u>	Subdivision: _____
Owner: <u>212 N. Dunton, LLC</u>	# of Lots: _____ Current: _____ Proposed: _____
<u>11 South Dunton Avenue</u>	PUD: <u>✓</u> For: <u>Mixed Use Residential</u>
<u>Arlington Heights, Illinois 60005</u>	Special Use: _____ For: _____
Contact Person: <u>Michael Ezgur</u>	Land Use Variation: _____ For: _____
Address: <u>217 N. Jefferson St. Suite 601</u>	Land Use: _____ Current: <u>Vacant</u>
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Phone #: <u>312-327-3350</u>	Site Gross Area: <u>17,424 SF</u>
Fax #: <u>312-327-3350</u>	# of Units Total: <u>45</u>
E-Mail: <u>michael@acostaegzur.com</u>	1BR: <u>16</u> 2BR: <u>24</u> 3BR: <u>5</u> 4BR: _____

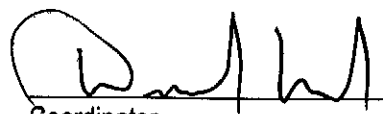
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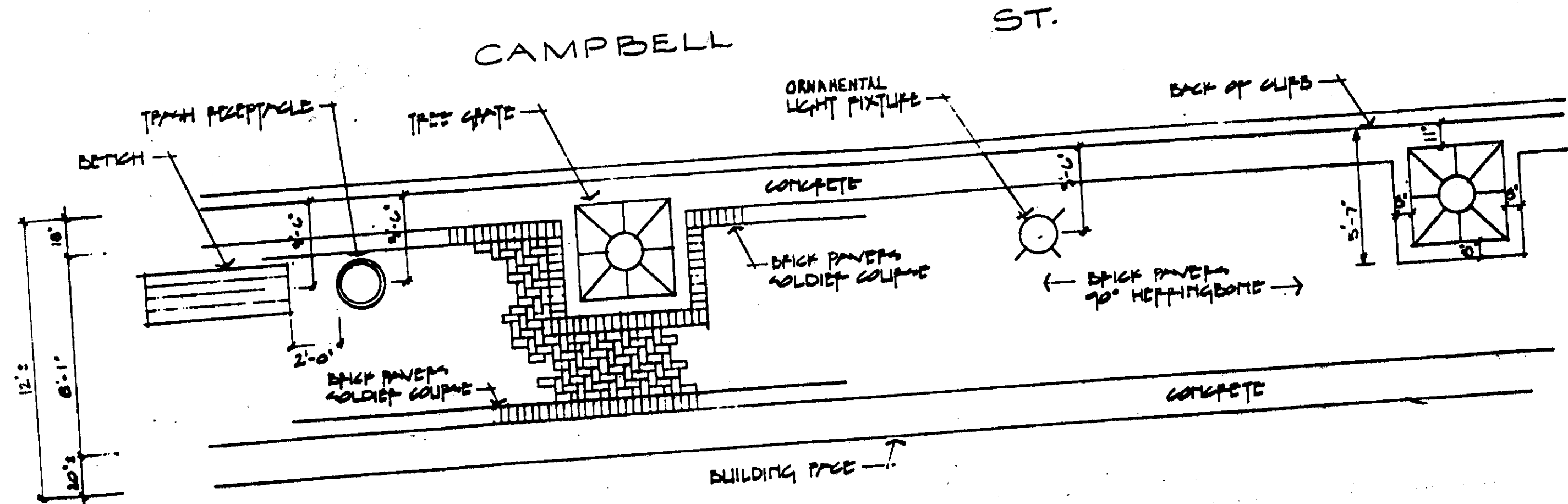
LANDSCAPE & TREE PRESERVATION:

	<u>YES</u>	<u>NO</u>
1. Complies with Tree Preservation Ordinance	<u>N/A</u>	_____
2. Complies with Landscape Plan Ordinance	_____	_____
3. Parkway Tree Fee Required (See below.)	_____	_____

Comments:

The petitioner will be required to comply with Village Downtown standards for sidewalks, street trees, and site furnishings. Please provide a plan identifying the required streetscape enhancements

 6/11/14
Coordinator Date



BRICK PAVER SIDEWALK / PLAN
 SCALE: 1/4" = 1'-0"

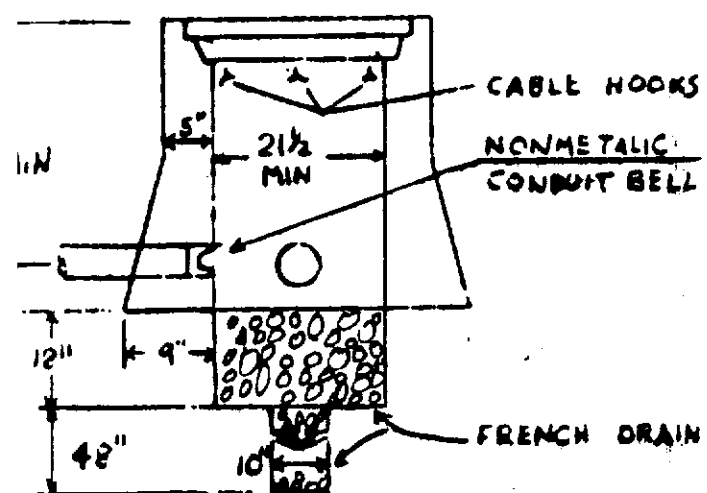
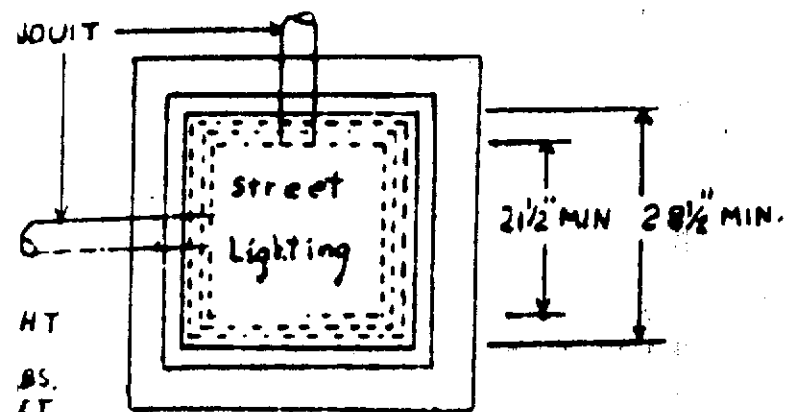
DEREK,

I DON'T KNOW IF
 YOU NEED ELECTRICAL
 DETAIL AS WELL?

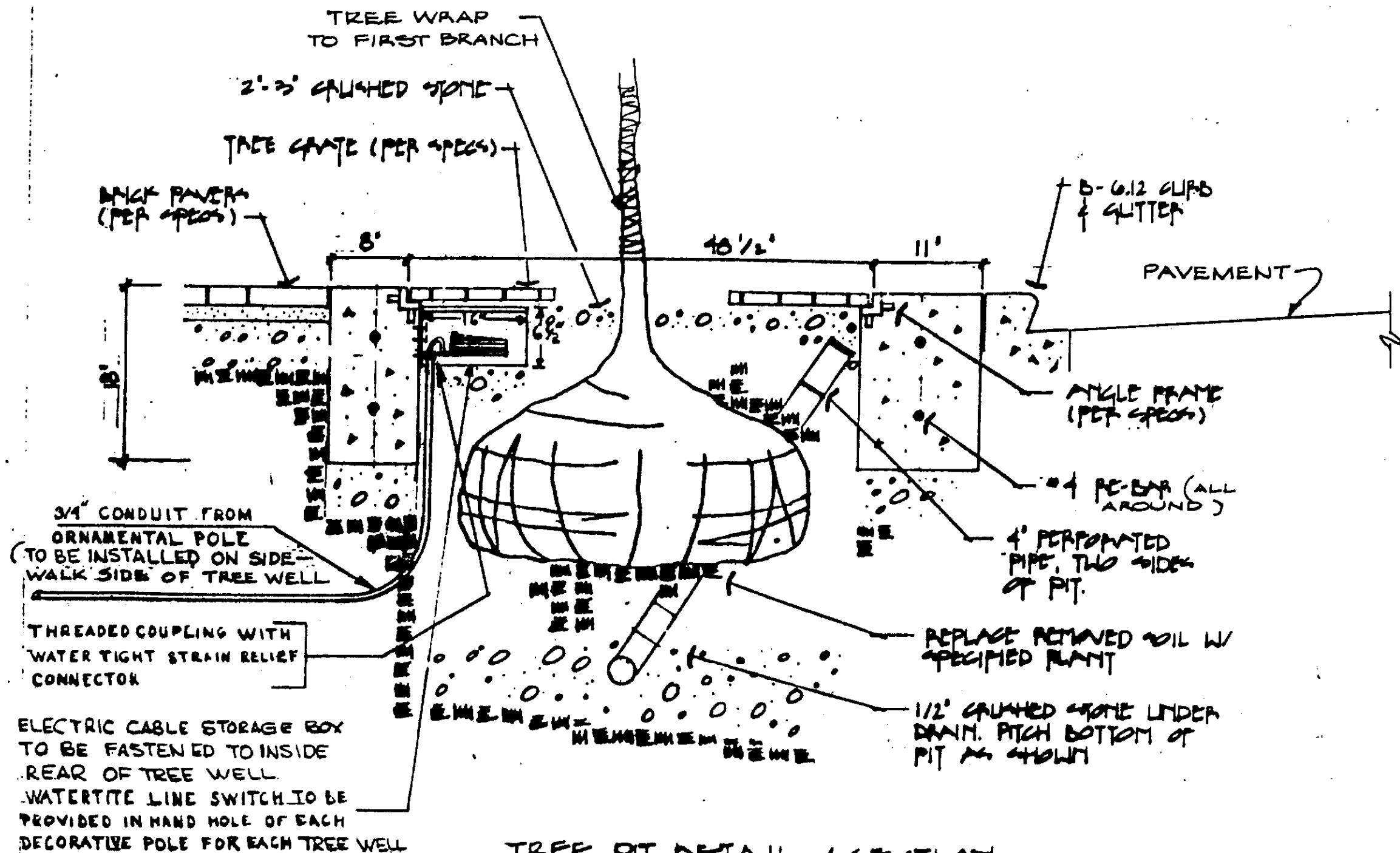
LET ME KNOW

TOM

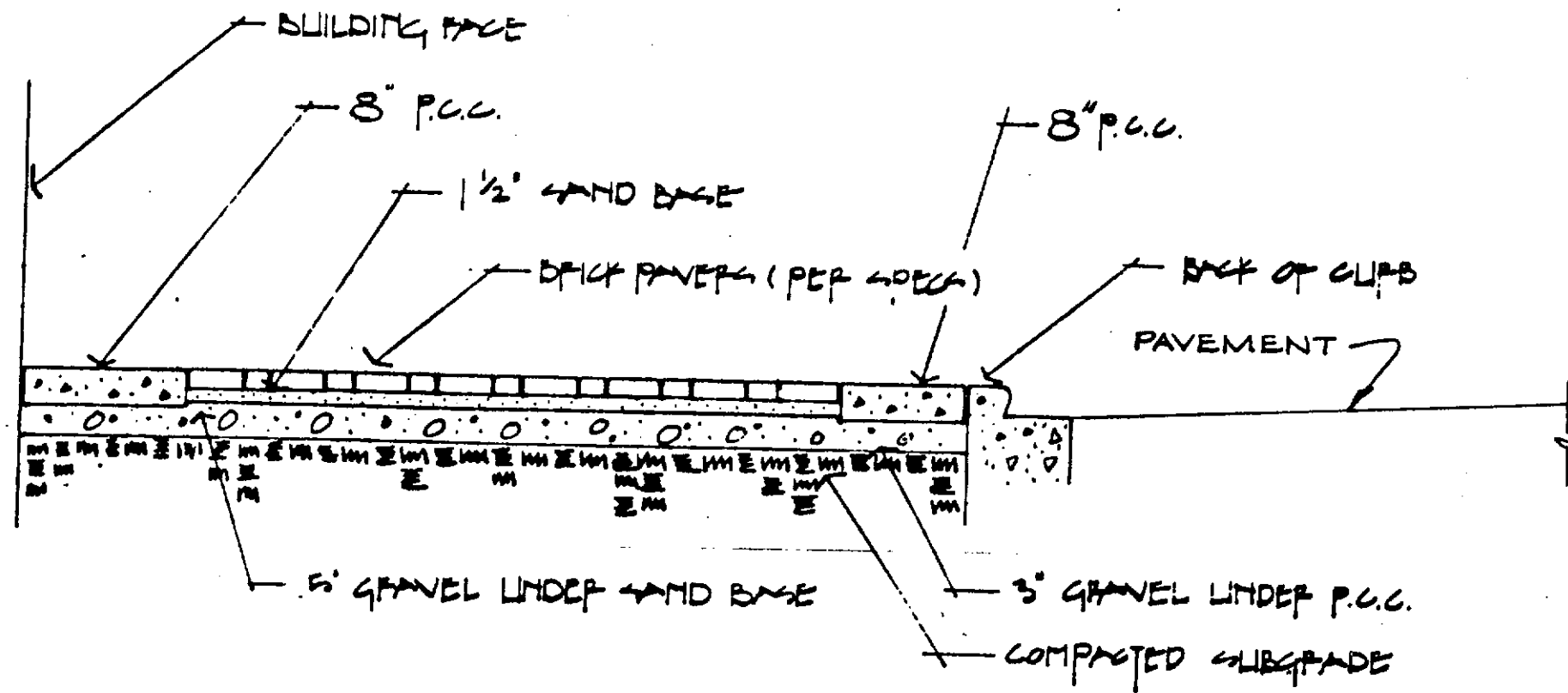
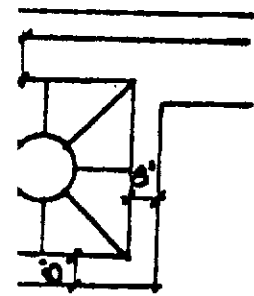




HANDHOLE
N. T. S.



TREE PIT DETAIL / SECTION
SCALE: 1" = 1'-0"



BRICK PAVER SIDEWALK / SECTION

SCALE - 1/2" = 1'-0"

Acosta Ezgur, LLC
217 N. Jefferson St.
Suite 601
Chicago, IL 60661
312-327-3350

June 25, 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

RECEIVED
JUN 26 2014
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Re: Parkview, 212 N. Dunton Avenue; PC #14-013; Responses to First Round Department Review Comments.

Dear Mr. Enright:

On behalf Parkview Dunton, LLC ("Petitioner"), we have reviewed all staff review comments contained in the June 12, 2014 Village of Arlington Heights Plan Review correspondence received from your office. Below you will find Petitioner's detailed responses to the comments and questions brought forth in the review, with supporting third party correspondence, as well as 10 sets of revised drawings, as requested, which have been dated June 25, 2014 and bubbled revision #5 for clarity. The Petitioner states as follows:

Building Department

No Comments.

Building Department – Fire Safety

1. *Per the 2009 International Building Code, the building will be reviewed as a "high-rise"...*
Noted. See "Fire Separation Assemblies" on Sheet 1.P.
2. *Review 2009 IBC, Section 403 for "high-rise" requirements.*
Noted.
3. *What will be the construction type of the building?*
Per Section 403.2.1.1, item #2, the building will be construction type 2A, non-combustible. The building will be fully sprinklered. See "Construction Type" on Sheet 1.P.
4. *Exterior wall rating shall comply with 2009 IBC, Table 602.*
Noted.

5. *The fire command room as shown does not meet the minimum dimensions required by...*
Noted. See revised drawing on Sheet 2.P.
6. **See responses provided by Engineer attached hereto.**
7. *What is the intention for compliance with 2009 IBC, Section 708.14.*
Enclosed elevator lobbies have been added to the residential floors. See Sheets 4.P & 5.P.

Public Works Department

- 1-4. **See responses provided by Engineer attached hereto.**
5. *There should be consideration of a pedestrian warning system for vehicles leaving the...*
Noted. See revised drawings – Sheets 8.P & 9.P.

Engineering Department

- 1-10. **See responses provided by Engineer attached hereto.**
11. *The petitioner is notified that these comments are being provided to ensure that the project...*
Noted.
- 12-13. **See responses provided by Engineer attached hereto.**
14. *When on-site lighting is proposed, provide a site photometric lighting diagram indicating...*
All site lighting will be on Village public property, and remain as existing or be relocated per Village code requirements. No additional site lighting will be considered.
15. *Consider bicycle racks in development plan to encourage alternate modes of transportation...*
Bicycle racks have been provided on the second level of the parking garage. See Sheet 3.P for location information.
- 16-19. **See responses provided by Engineer attached hereto.**
20. *The trip generation values shown on Table 1 of the Traffic Report are conflicting . . .*
The traffic to be generated by the previously approved development and the proposed development was based on trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition. However, the “Residential Condominium/Townhouse” trip rates were used to estimate the traffic generated by the approved development and the “Apartment” trip rates were used to estimate the traffic to be generated by the proposed development. Based on the ITE rates, the 45 apartments are estimated to generate slightly less traffic during the morning peak hour and slightly more traffic during the evening peak hour than the 49 condominiums. Under either scenario, the development is projected to generate a limited volume of traffic.
21. *The diagram that shows on-street parallel parking stalls show these spaces incorrectly...*
Noted. See revised plan on Sheet 1.P.

22. *Sheet 2.P of the architectural plans seems to indicate the ramp up and ramp down arrows...*

Noted. Ramp arrows on sheet 2.P have been corrected. The Eastman Street entrance services the second floor parking only. The Dunton Avenue entrance services the first floor parking only; however there is a slight elevation change on this level between the north side of the parking garage and the south side of the parking garage.

23. *With the H.C. stall shown on sheet 2.P, there are only 13 parking stalls in the 1st level south...*

Noted. This notation has been changed to reflect the correct number of parking stalls in the south end of the first floor parking garage. The overall parking count, was correct as shown on sheet 1.P at (54) stalls.

24. *With the pillar encroachments, the effective parking stall widths are reduced to 8.5 feet...*

Noted.

25. *Please identify the visual and audible notification for vehicle exit from both garage door...*

Noted. See revised drawings – Sheets 8.P & 9.P.

26. *Since no grading plan has been provided, it is unclear as to how the elevation at the garage...*

Slopes have been added to the interior ramps. See sheets 2.P & 3.P.

27. See responses provided by Engineer attached hereto.

Fire Department

1. *Meeting the definition of a highrise building, this structure should contain the features...*

Noted.

2. *Two Knox Boxes are requested to be located on the exterior of the building. The first at...*

Noted. See revised drawing on Sheet 2.P.

3. *Per Section 911 of the IBC, the Fire Command Room shall be a minimum of 200 sq. ft...*

Noted. See revised drawing on Sheet 2.P.

4-5. See responses provided by Engineer attached hereto.

Arlington Heights Police Department

1-5. **Noted.**

6. *The area around the vehicle entrances/exits should be clear of obstructions. Vehicle traffic...*

Noted. See revised drawings – Sheets 8.P & 9.P.

7. *Underground parking elevators and stairwells should be visible from the parking area to...*

Noted.

Health Services Department

1. *A recycling program must be provided and plan submitted to this Department. . . .*

Noted.

Health Services Department – Disability Services

1. *On all floors above or below grade show areas of rescue assistance. Standpipes shall not...*
Noted. Areas of rescue assistance have been indicated on the plans. See revised drawings.
2. *Provide a floor-by-floor listing of the nine (9) accessible/adaptable dwelling units required...*
There are (45) total residential units in the building, further broken down into (16) one-bedroom, (24) two-bedroom, and (5) three-bedroom units. In order to achieve the (9) required adaptable units as required per code, (3) one-bedroom, (5) two-bedroom, and (1) three-bedroom units will be designated as adaptable. There will be at least (2) adaptable units per floor, and they will vary in location throughout the building, as well as specific unit floor plan. The exact location of these units is still to be determined.
3. *All public and common use areas shall comply with IAC Sections 400.310 and 400.360.*
Noted.
4. *Please be advised of the seven requirements for accessibility in multifamily housing per...*
Noted.

Planning & Community Development Department

- 1-6. **Noted.**
7. *The following variations are necessary...*
Noted.
8. *Staff recommended and the Plat & Subdivision on May 14th concurred, that increasing the...*
While the proposed apartment project is not designed as a luxury condominium building, we are doing our best to design an appropriate, high-quality, and aesthetically pleasing project for the north side of Arlington Heights. 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. The addition of a basement for mechanical equipment brings an array of additional costs and concerns including soil conditions, underpinning for neighborhood building structures, and required additional stairs and elevators. We feel the square footage we have utilized in the current plan is appropriate, and achieves the goal of bringing life to this corner, without unduly compromising the financial viability and affordable component of the project. Additionally, we have been advised by our broker/consultants and others in the community that there is notable degree of downtown retail vacancy. We have also confirmed the high demand for high-quality, affordable residential rental options in the downtown area. Therefore, allowing for less retail and more residential satisfied both of these local conditions.
9. *In the letter dated May 23, 2014, from Atty. Rolando Acosta . . .*
Noted.
10. *The petitioner shall incorporate the conditions of approval of the Design Commission...*
Noted.
11. *Balconies on the north and east facades overhang above the right-of-way . . .*
Noted.

12. *Provide an analysis of any constraints and what will be required to be submitted . . .*
Petitioner will engage professional environmental consultants for this task and will satisfactorily respond prior to final approvals.
13. *Per the Village's Affordable Rental guidelines, affordable units must . . .*
Pursuant to regulatory and financing agreements, the initial term will be 30 years.
14. *The Petitioner will pay a fee in lieu . . .*
Noted.
15. *Provide a confirmation letter from Commonwealth Edison . . .*
Noted. The Petitioner will engage a professional utilities coordinator and all details will be satisfactorily resolved prior to final approvals.
16. *Provide a construction schedule including a development-phasing plan to include the...*
See attached preliminary construction staging plan on Sheet 13.P, which was approved in 2007. Construction Documents will be prepared throughout the remainder of 2014, and construction will commence after permits are issued in early 2015. The duration of construction will be approximately 12 months.
17. *Warning lights shall be provided on the building to alert pedestrians when the garage door...*
Noted. See revised drawings – Sheets 8.P & 9.P.
18. *This request is scheduled on the July 1st Housing Commission Agenda.*
Noted.
19. *Planned Unit Developments (PUD) require approval of a Preliminary and a Final PUD...*
Noted.

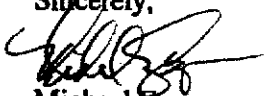
Landscape & Tree Preservation

1-3. Noted.

4. *The petitioner will be required to comply with Village Downtown standards for sidewalks...*
Noted. See attached landscape plan on Sheet 12.P.

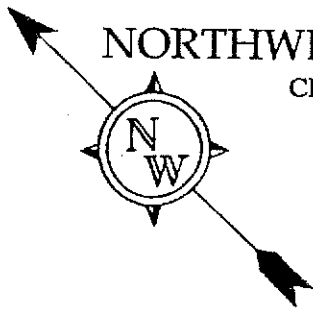
Upon review of all of the above, please let us know if there are further questions or comments. Thank you again for your assistance in this matter.

Sincerely,



Michael Ezgur
Attorney for Petitioner
Enclosures

CC: Rolando Acosta, Esq.
Latika Bhide, Development Planner



NORTHWESTERN ENGINEERING CONSULTANTS, P.C.

CIVIL ENGINEERS • SITE PLANNERS • LAND SURVEYORS

675 N. North Court, Suite 160

Palatine, IL 60067

June 24, 2014

Mr. James Tinaglia
Tinaglia Architects, Inc.
814 W. Northwest Highway
Arlington Heights, IL 60004

Ref: 14-13
Parkview
212 N. Dunton Avenue
Arlington Heights, IL

RECEIVED
JUN 26 2014
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Dear Jim:

We are attaching a pdf of a revised Preliminary Engineering plan for the subject project. This drawing has been revised per review comments received from the Village of Arlington Heights.

We understand that Tinaglia Architects will be responding to the Village comments per the request of Latika Bhide in a review letter dated June 12, 2014. We have the following responses to the specific items in the various Village review memos:

Building Department #1 (5-20-14): No responses needed.

Public Works Department:

1. A note regarding vertical separation has been added to the Preliminary Engineering drawing.
2. Village of Arlington Heights Note 1 has been added to the Preliminary Engineering drawing.
3. No response needed.
4. Village of Arlington Heights Note 3 has been added to the Preliminary Engineering drawing.
5. Tinaglia Architects, Inc. will need to respond to this item.

Engineering Department:

- 1-10. No response needed.
11. Tinaglia Architects, Inc. will need to respond to this item.
12. We have prepared and are attaching an Engineer's Opinion of Probable Construction Cost dated 6/14/14 based upon the revised Preliminary Engineering drawing.
13. Storm Water Detention calculations dated revised 6/20/14 are attached.
14. Tinaglia Architects, Inc. will need to respond to this item.
15. Tinaglia Architects, Inc. will need to respond to this item.

Mr. James Tinaglia
June 24, 2014

Page 2

16. Village of Arlington Heights Note 2 has been added to the Preliminary Engineering drawing. Please note that similar projects at 201 Vail and the Village parking garage at Evergreen and Eastman do not have ADA domes in the public sidewalks at the driveway/public sidewalk locations.
17. A new tree grate to the south of the existing tree grate to be removed in Dunton Avenue has been added to the Preliminary Engineering drawing.
18. The proposed storm manhole has been moved on the Preliminary Engineering drawing as requested.
19. An MWRD Permit application for the project will be completed when the final engineering drawings are prepared.
20. Tinaglia Architects, Inc. will need to respond to this item.
21. Tinaglia Architects, Inc. will need to respond to this item.
22. Tinaglia Architects, Inc. will need to respond to this item.
23. Tinaglia Architects, Inc. will need to respond to this item.
24. Tinaglia Architects, Inc. will need to respond to this item.
25. Tinaglia Architects, Inc. will need to respond to this item.
26. Tinaglia Architects, Inc. will need to respond to this item.
27. Per Public Works comment No. 2 Village of Arlington Heights Note 1 has been added to the Preliminary Engineering drawing. This note will also be shown on the final civil engineering drawings.

Fire Department:

1. Tinaglia Architects, Inc. will need to respond to this item.
2. Tinaglia Architects, Inc. will need to respond to this item.
3. Tinaglia Architects, Inc. will need to respond to this item.
4. We have shown a fire department connection on the Preliminary Engineering plan just to the south of the front entrance to the building.
5. We have shown a dimension of 67 feet from the existing fire hydrant to the new fire department connection.

Police Department:

- 1-5. No responses needed.
6. Tinaglia Architects, Inc. will need to respond to this item.
7. Tinaglia Architects, Inc. will need to respond to this item.

Health Services Department:

- 1-4. Tinaglia Architects, Inc. will need to respond to these items.

Planning & Community Development Department 7:

- 1-19. Tinaglia Architects, Inc. will need to respond to these items.

Mr. James Tinaglia
June 24, 2014

Page 3

Planning & Community Development Department 7A Landscaping & Tree Preservation:

1. Tinaglia Architects, Inc. will need to respond to this item. Please note that we are showing a new tree grate to the south of the driveway onto Dunton Avenue on the Preliminary Engineering plan in response to Engineering comment No. 17.

Building Department #2 (6-12-14):

1. Tinaglia Architects, Inc. will need to respond to this item.
2. Tinaglia Architects, Inc. will need to respond to this item.
3. Tinaglia Architects, Inc. will need to respond to this item.
4. Tinaglia Architects, Inc. will need to respond to this item.
5. Tinaglia Architects, Inc. will need to respond to this item.
6. We have shown a fire department connection just to the south front entrance on the Preliminary Engineering plan. We have shown a dimension of 67 feet from the existing fire hydrant to the new fire department connection.
7. Tinaglia Architects, Inc. will need to respond to this item.

If you have any questions after reviewing the enclosed material, please do not hesitate to call us.

Very truly yours,

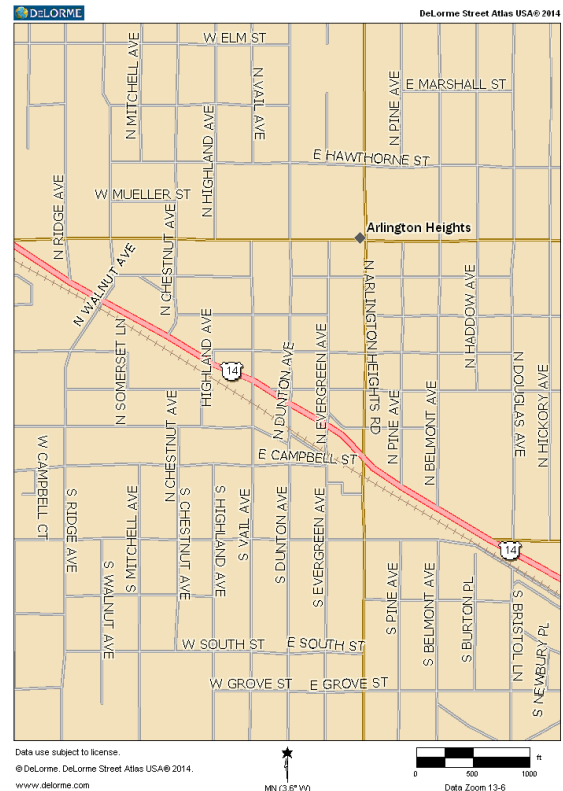
NORTHWESTERN ENGINEERING
CONSULTANTS, P. C.



Daniel M. Havlir

DMH/jh

1413ltr.doc



VICINITY MAP FLOOD ZONE

MICHAEL J. EMMERT SURVEYS, INC., DOES HEREBY CERTIFY THAT WE HAVE EXAMINED THE FLOOD INSURANCE RATE MAP OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY OF THE FEDERAL INSURANCE ADMINISTRATION AND DETERMINED THE FOLLOWING:
PROPERTY IS LOCATED WITHIN COMMUNITY NUMBER - 170056
ON MAP DATED - AUGUST 19, 2008
ON PANEL NUMBER - 17031C0203J
AND FIND THAT THE PROPERTY IS LOCATED WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN)

BEARING BASIS

THE CENTERLINE OF N. DUNTON AVENUE IS ASSUMED TO BE SOUTH 00 DEGREES 26 MINUTES 29 SECONDS EAST

ZONED "B-5" DOWNTOWN DISTRICT

ZONING INFORMATION AS PER VILLAGE OF ARLINGTON HEIGHTS ONLINE ZONING MAP
LEGALLY DESCRIBED AS FOLLOWS:

LOTS 1 AND 2 IN BLOCK 15 IN TOWN OF DUNTON, (NOW ARLINGTON HEIGHTS), IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS,
CONTAINING 17,507 SQ. FT. OR 0.4019 ACRES

THE FOREGOING LEGAL DESCRIPTION DESCRIBES THE SAME PROPERTY AS SHOWN IN SCHEDULE A OF TITLE INSURANCE COMMITMENT NUMBER 1410 NW1700809 AH BEARING AN EFFECTIVE DATE OF APRIL 4, 2014 AS PREPARED BY CHICAGO TITLE INSURANCE COMPANY.

THE SUBJECT PROPERTY ADJOINS EASTMAN STREET (A PUBLIC STREET) ON THE NORTH AND ADJOINS N. DUNTON AVENUE (A PUBLIC STREET) ON THE EAST. DIRECT ACCESS IS PROVIDED VIA THE AFOREMENTIONED STREETS.

SCHEDULE B GENERAL EXCEPTIONS

ITEMS 1 THROUGH 7 - NOT SURVEY RELATED

8. PERMANENT INDEX NUMBERS

03-29-325-004-0000

03-29-325-005-0000

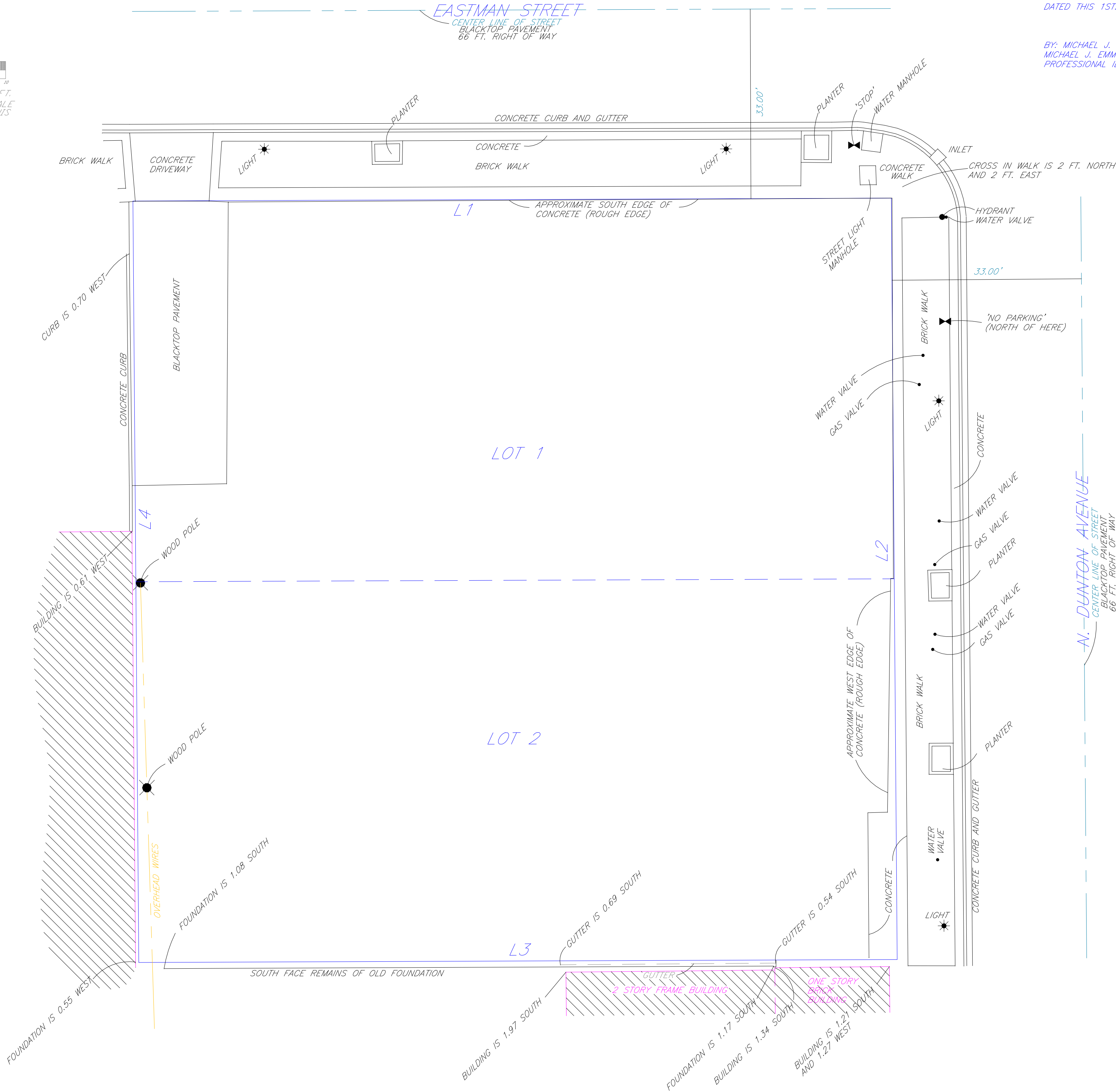
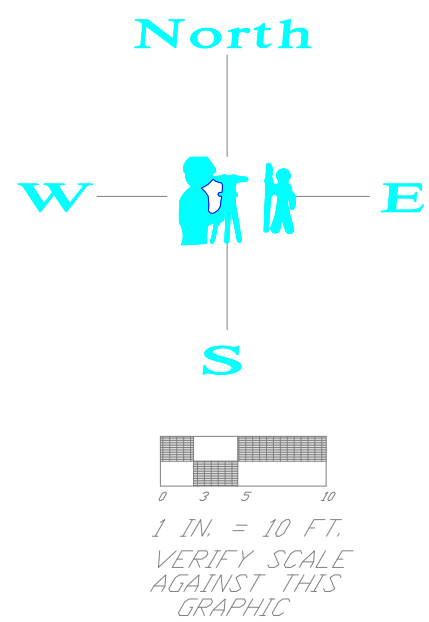
03-29-325-006-0000

ITEMS 9 THROUGH 22 - NOT SURVEY RELATED

END OF SCHEDULE B

NOTES:

1. SURVEY SHOWN HEREON IS OF VACANT PROPERTY.
2. SURVEY SHOWN HEREON IS LIMITED TO ABOVE GROUND VISIBLE IMPROVEMENTS AND NO UNDERGROUND INFORMATION IS INTENDED TO BE PROVIDED.
3. ALL UTILITIES APPEAR TO ENTER THE PROPERTY VIA A PUBLIC RIGHT OF WAY.
4. THE SUBJECT PROPERTY APPEARS TO DRAIN INTO A PUBLIC RIGHT OF WAY.
5. THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
6. THERE ARE NO CHANGES IN STREET RIGHT OF WAY LINES EITHER COMPLETED OR PROPOSED TO THE BEST OF OUR KNOWLEDGE, AND AVAILABLE FROM THE CONTROLLING JURISDICTION.
7. THERE IS NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
8. THERE IS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL OR CEMETERY.

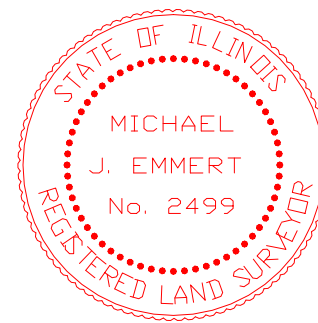


AS PER MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS EFFECTIVE FEBRUARY 23, 2011 ITEM 7 CERTIFICATION
THE PLAT OR MAP OF AN ALTA/ACSM LAND TITLE SURVEY SHALL BEAR ONLY THE FOLLOWING CERTIFICATION, UNALTERED, EXCEPT AS MAY BE REQUIRED PURSUANT TO SECTION 3.B

TO: UP DEVELOPMENT, LLC AND
CHICAGO TITLE INSURANCE COMPANY
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2011.
THE FIELD WORK WAS COMPLETED ON MAY 1, 2014.

DATED THIS 1ST. DAY OF MAY, 2014

BY: MICHAEL J. EMMERT SURVEYS, INC.
MICHAEL J. EMMERT, PRESIDENT
PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2499



original plat is in colors
Michael J. Emmert Surveys, Inc.
185 East Vallette Street
Elmhurst, Illinois 60126
Office 630-516-0383
Fax 630-516-0387

LINE TABLE

Line	Bearing	Distance	Measure
L1	N.89°46'43"E.	132.00'	132.07'
L2	S.00°26'29"E.	132.00'	132.56'
L3	S.89°46'43"W.	132.00'	132.07'
L4	N.00°26'29"W.	132.00'	132.56'

SYMBOLS

	CONCRETE FILLED POST
	HYDRANT
	TEST WELL
	MONITORING WELL
	METAL COVER - SIZE VARIES
	MANHOLE
	SIGN
	LIGHT
	UTILITY POLE
	CONCRETE CURB
	CONCRETE CURB AND GUTTER
	CONCRETE

212 - 220 N. DUNTON AVENUE
ARLINGTON HEIGHTS, ILLINOIS

SCALE: 1" = 10'

CHKD. / AP'VD:

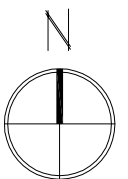
DATE: MAY 1, 2014

APPROVED:

DWN. BY: MJE

CHKD. BY: ADE

NOT TO SCALE

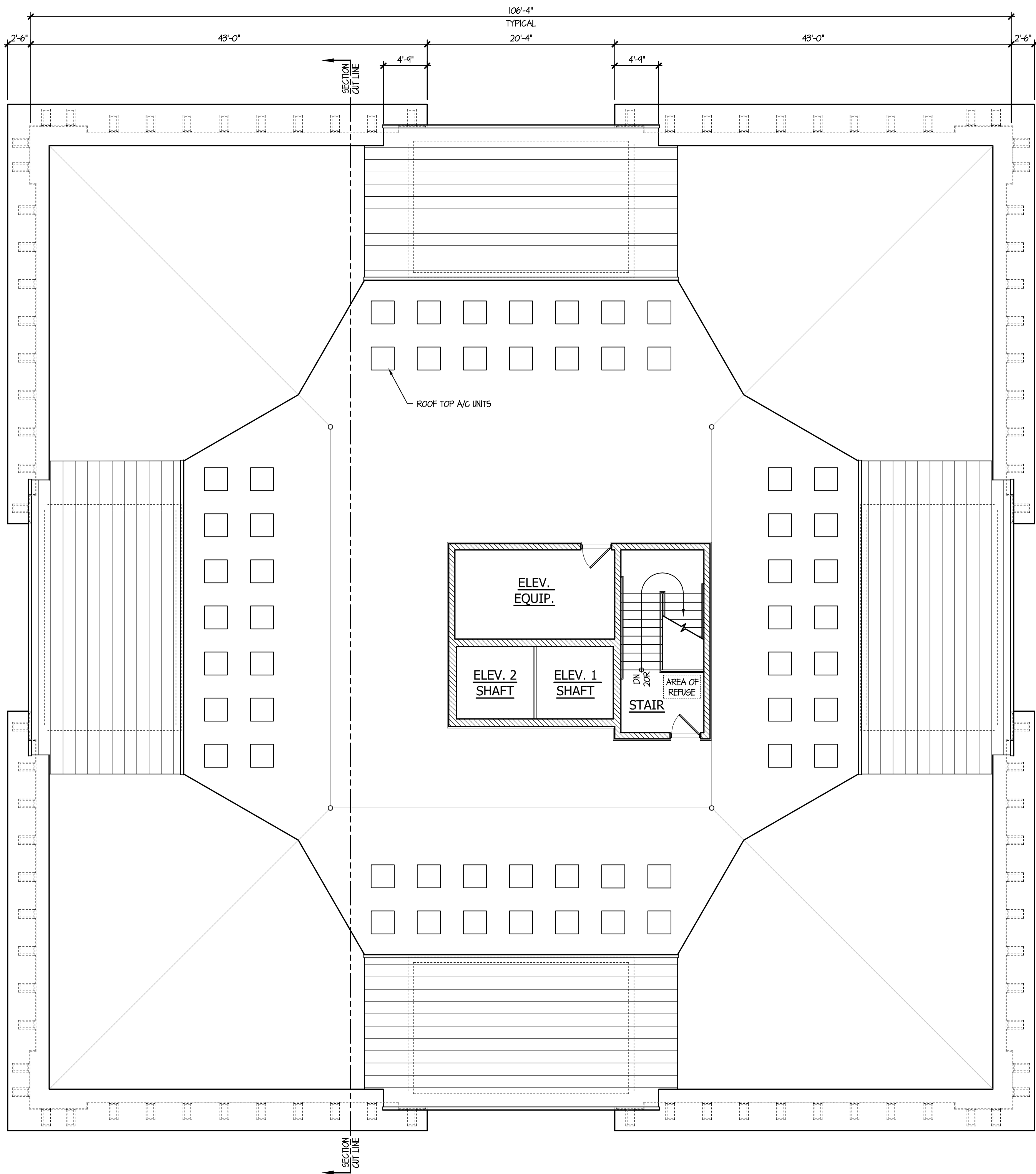


PARKVIEW
212 N. DUNTON AVENUE

FILE NAME: 3786-DC CONTEXT PHOTOS

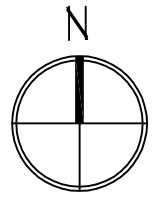
DATE: 5.12.14

T I N A G L I A
A R C H I T E C T S



ROOF PLAN

SCALE: 1/8" = 1'-0"



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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

ROOF PLAN

FILE NAME 3786-6P

DRAWN BY RDL DATE 3.26.14

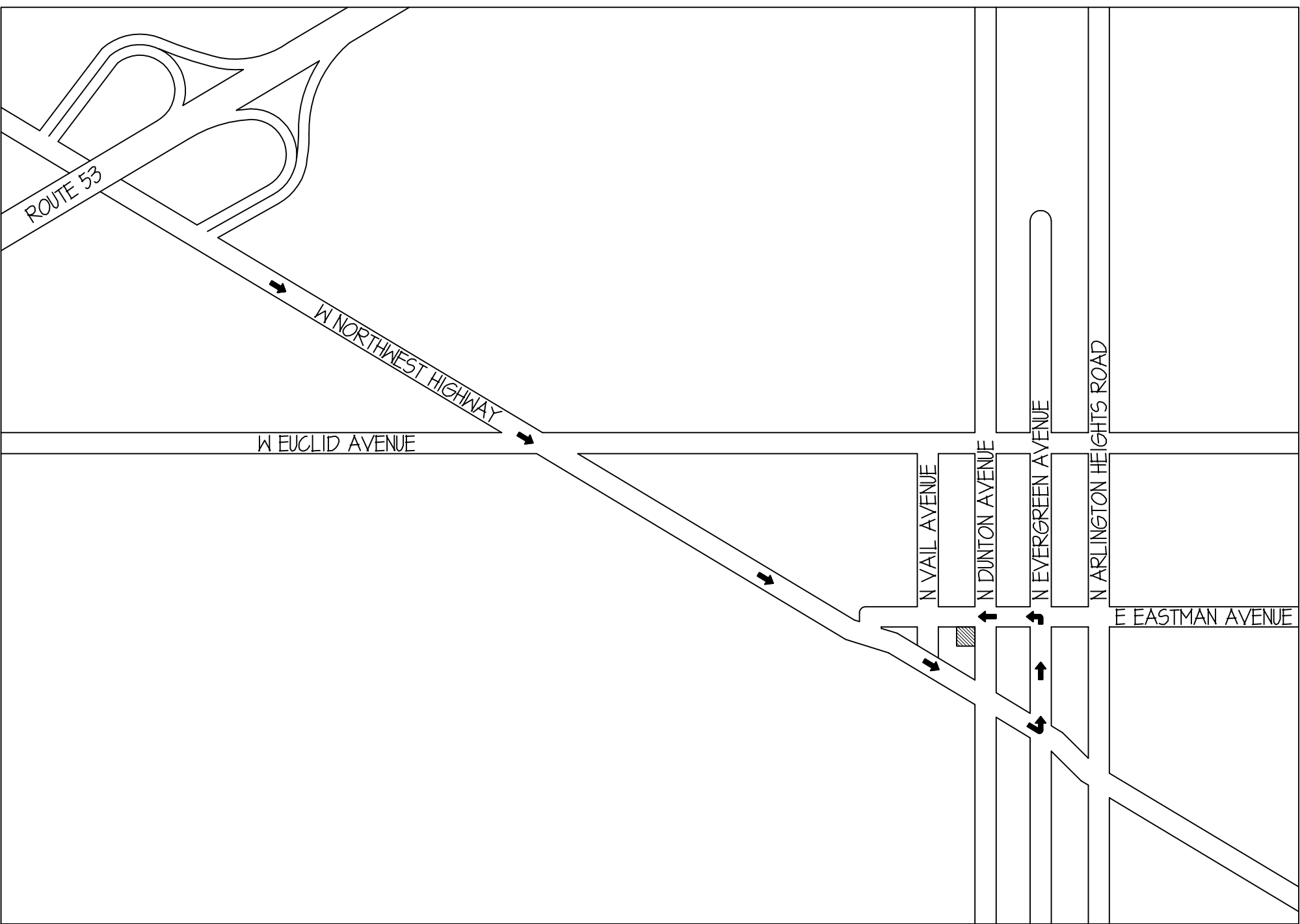
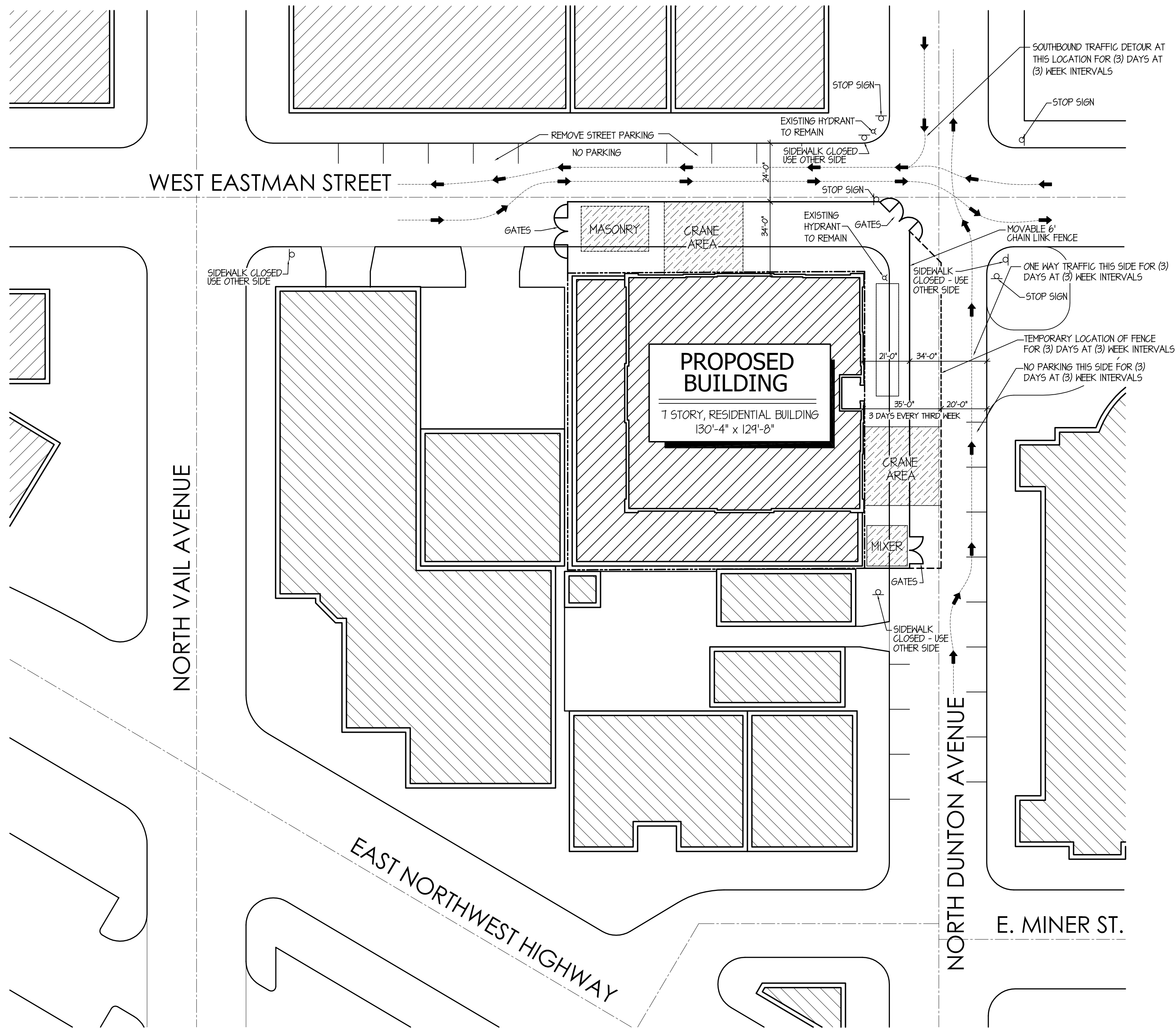
NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	4.10.14	RDL
2	DESIGN DEVELOPMENT	5.1.14	RDL
3	D. C. SUBMITTAL	5.12.14	RDL
4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KQB

JOB NO. 378614

SHEET NO.
OF 13

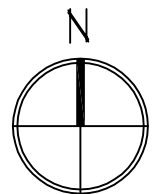
6.P

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



PROPOSED DELIVERY ROUTE
NOT TO SCALE

PROPOSED STAGING PLAN
SCALE: 1" = 30'-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

PROPOSED
STAGING PLAN

FILE NAME 3786-0P
DRAWN BY KQB DATE 6.25.14

NO.	REVISED PER	DATE	BY
5	VILLAGE COMMENTS	6.25.14	KQB

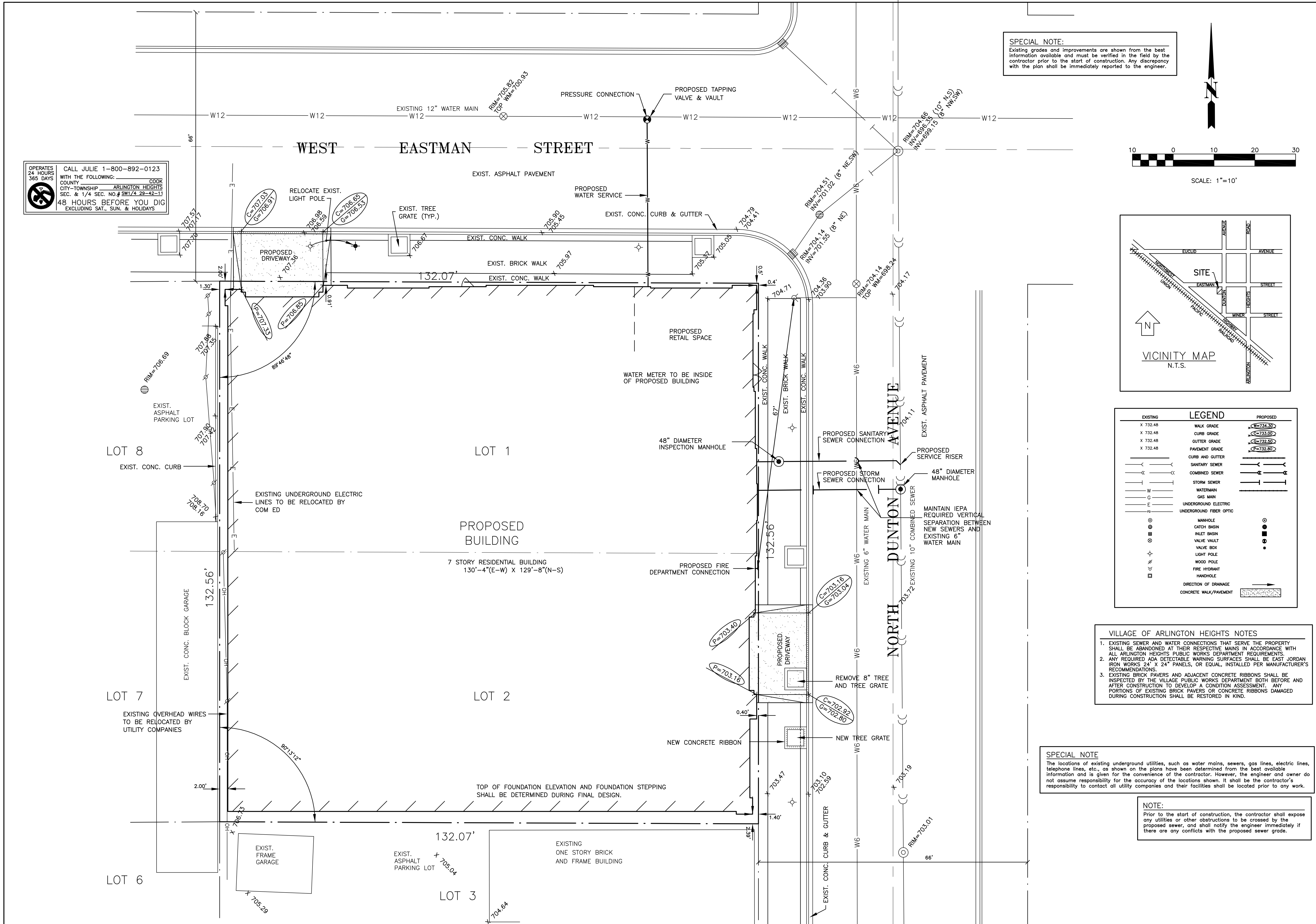
JOB NO. 378614

SHEET NO.
OF 13

13.P

PROFESSIONAL DESIGN FIRM LICENSE # 184-002934

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NOTE:
Prior to the start of construction, the contractor shall expose any utilities or other obstructions to be crossed by the proposed sewer, and shall notify the engineer immediately if there are any conflicts with the proposed sewer grade.

SPECIAL NOTE

The locations of existing underground utilities, such as water mains, sewers, gas lines, electric lines, telephone lines, etc., as shown on the plans have been determined from the best available information and is given for the convenience of the contractor. However, the engineer and owner do not assume responsibility for the accuracy of the locations shown. It shall be the contractor's responsibility to contact all utility companies and their facilities shall be located prior to any work.

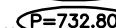
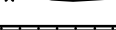
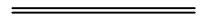
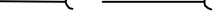
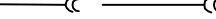
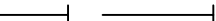
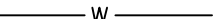
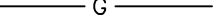
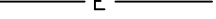
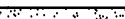
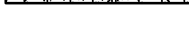
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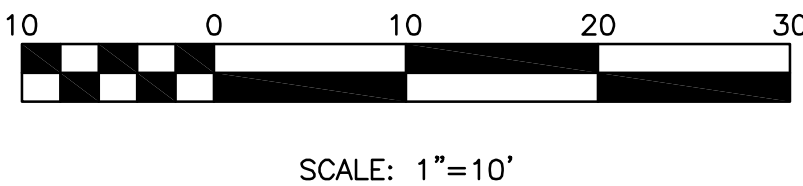
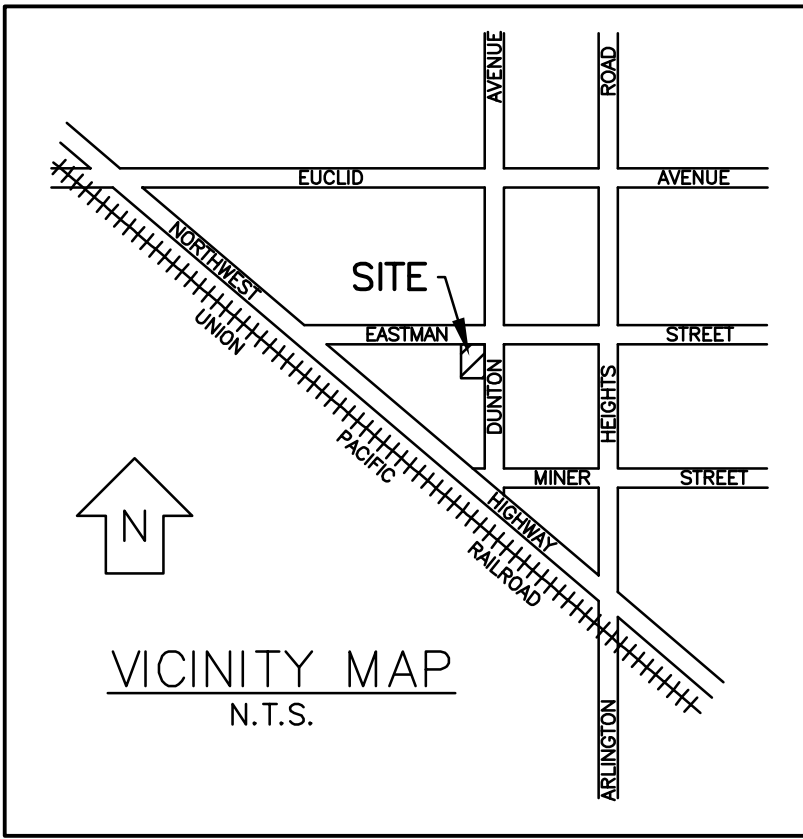
Prior to the start of construction, the contractor shall expose any utilities or other obstructions to be crossed by the proposed sewer, and shall notify the engineer immediately if there are any conflicts with the proposed sewer grade.

VILLAGE OF ARLINGTON HEIGHTS NOTES

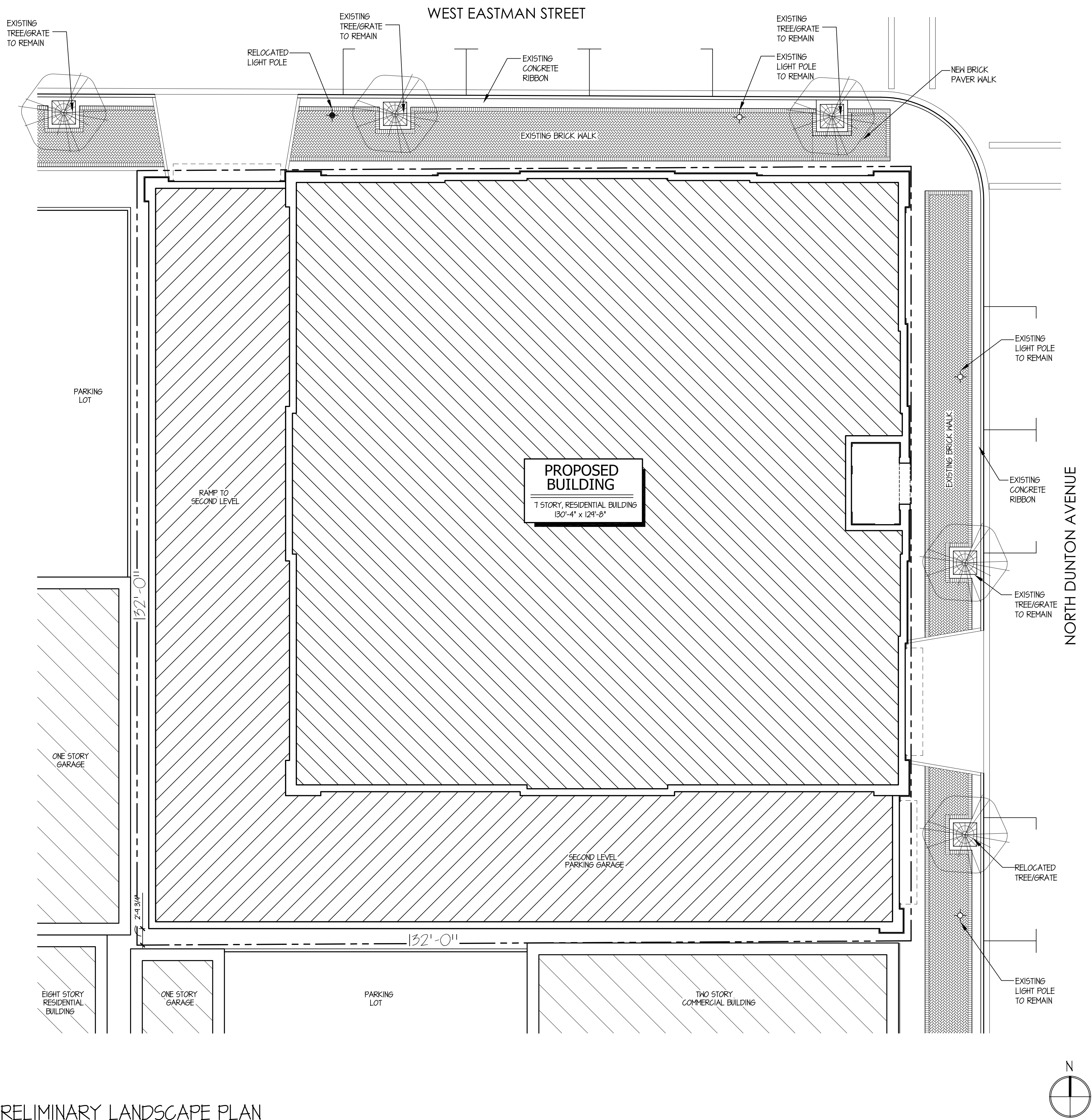
EXISTING SEWER AND WATER CONNECTIONS THAT SERVE THE PROPERTY SHALL BE ABANDONED AT THEIR RESPECTIVE MAINS IN ACCORDANCE WITH ALL ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT REQUIREMENTS. ALL REQUIRED ADA DETECTABLE WARNING SURFINGS SHALL BE AS EST. JORDAN CONC. 24" x 24" PANELS, OR EQUAL, INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

EXISTING BRICK PAVERS AND ADJACENT CONCRETE RIBBONS SHALL BE REMOVED BY THE CONTRACTOR TO EXPOSE THE EXISTING MAINS. AFTER CONSTRUCTION TO DEVELOP A CONDITION ASSESSMENT. ANY PORTIONS OF EXISTING BRICK PAVERS OR CONCRETE RIBBONS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED IN KIND.

EXISTING	LEGEND	PROPOSED
X 732.48	WALK GRADE	 W-732.30
X 732.48	CURB GRADE	 C-733.00
X 732.48	GUTTER GRADE	 G-732.40
X 732.48	PAVEMENT GRADE	 P-732.80
	CURB AND GUTTER	
	SANITARY SEWER	
	COMBINED SEWER	
	STORM SEWER	
	WATERMAIN	
	GAS MAIN	
	UNDERGROUND ELECTRIC	
	UNDERGROUND FIBER OPTIC	
	MANHOLE	
	CATCH BASIN	
	INLET BASIN	
	VALVE VAULT	
	VALVE BOX	
	LIGHT POLE	
	WOOD POLE	
	FIRE HYDRANT	
	MANHOLE	
	DIRECTION OF DRAINAGE	
	CONCRETE WALK/PAVEMENT	



PRELIMINARY ENGINEERING PARKVIEW APARTMENT BUILDING 212 N. DUNTON AVENUE ARLINGTON HEIGHTS, ILLINOIS		CIVIL ENGINEERS SITE PLANNERS LAND SURVEYORS NORTHWESTERN ENGINEERING CONSULTANTS, P.C. 675 N. NORTH COURT PALATINE, ILLINOIS 60067 (647) 520-8410 ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 164-002695 EXP. 4-30-15																																								
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PRELIMINARY LANDSCAPE PLAN
SCALE: 1" = 10'-0"

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PROJECT

PARKVIEW
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ARLINGTON HEIGHTS, IL 60004

DRAWING TITLE

**PRELIMINARY
LANDSCAPE PLAN**

FILE NAME 3786-6P

DRAWN BY KGB DATE 6.25.14

NO.	REVISED PER	DATE	BY
5	VILLAGE COMMENTS	6.25.14	KGB

JOB NO. 378614

SHEET NO.
OF 13

12.P

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DRAWING TITLE

**EAST
ELEVATION**

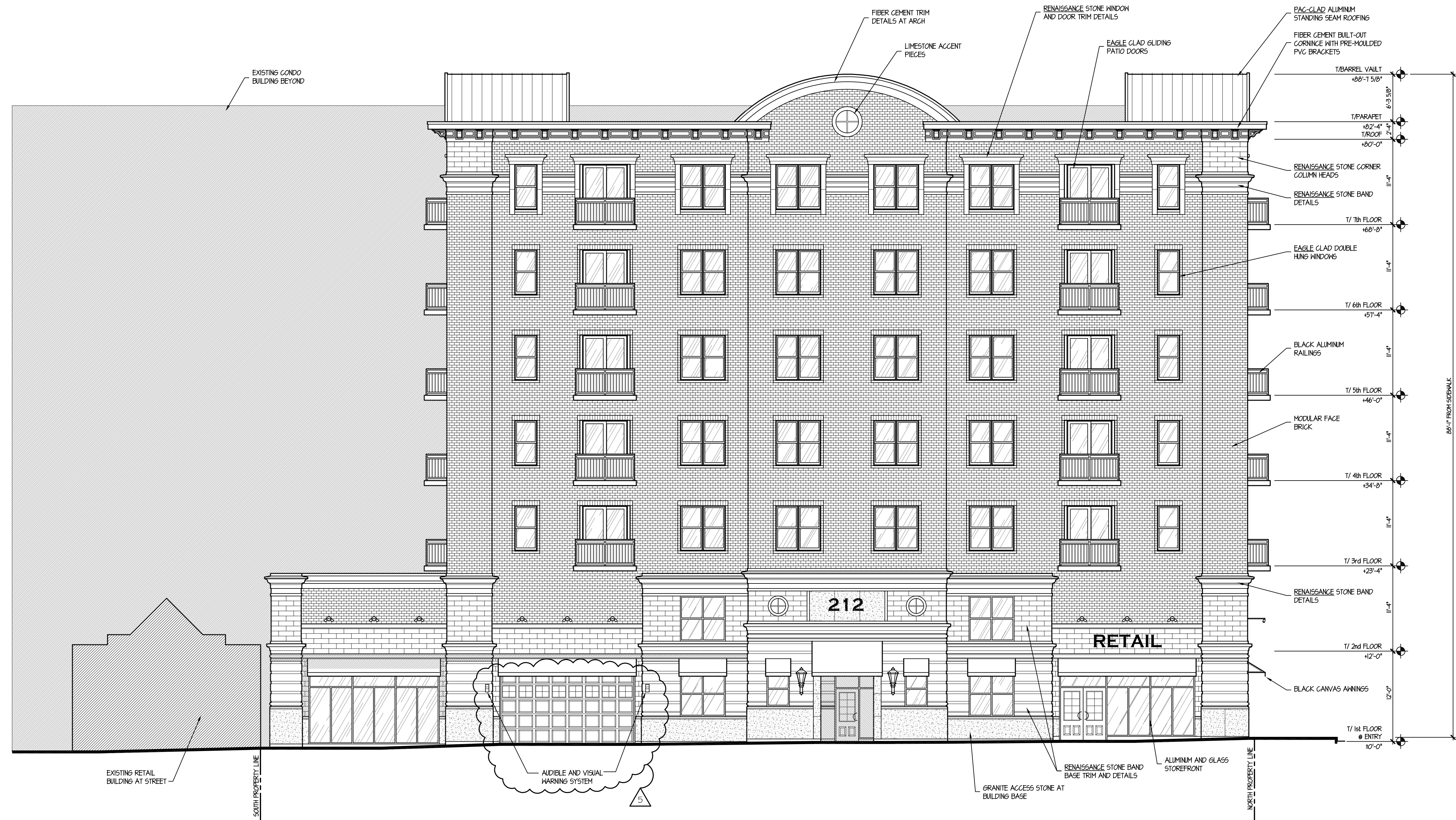
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3	D. C. SUBMITTAL	5.12.14	RDL
4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KGB

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EAST ELEVATION

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WEST ELEVATION

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DRAWING TITLE

WEST
ELEVATION

FILE NAME	3786-6P		
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4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KGB

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NORTH ELEVATION

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PROJECT

PARKVIEW
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ARLINGTON HEIGHTS, IL 60004

DRAWING TITLE

**NORTH
ELEVATION**

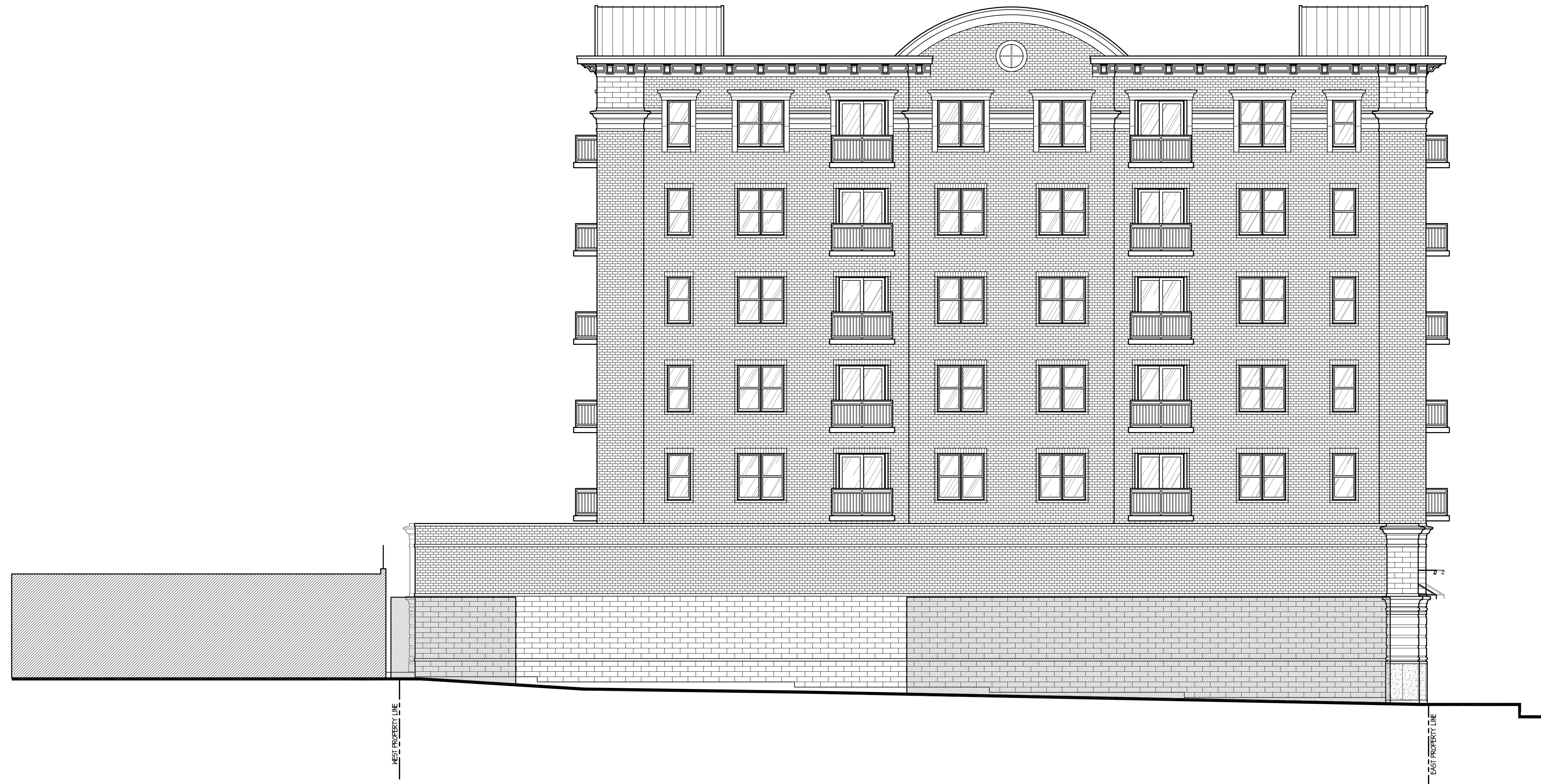
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4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KGB

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SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

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PROJECT

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DRAWING TITLE

SOUTH
ELEVATION

FILE NAME 3786-6P

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3	D. C. SUBMITTAL	5.12.14	RDL
4	P. C. SUBMITTAL	5.23.14	RDL
5	VILLAGE COMMENTS	6.25.14	KQB

JOB NO. 378614

SHEET NO.
OF 13

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PROPOSED EAST ELEVATION

PARKVIEW

212 NORTH DUNTON, ARLINGTON HEIGHTS

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MEMORANDUM TO: Katie Kreifels
Parkview Dunton, LLC

FROM: Michael A. Werthmann, PE, PTOE
Principal

DATE: May 29, 2014

SUBJECT: Traffic and Parking Evaluation
Dunton Avenue and Eastman Street Development
Arlington Heights, Illinois

This memorandum summarizes the results of a traffic and 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 and has been approved to contain 49 condominium units and approximately 3,700 square feet of commercial space. KLOA, Inc. performed the original traffic study for the development which was dated January 5, 2007. As proposed, the current development is to contain 45 apartments, 1,254 square feet of retail space and 54 parking spaces with access provided via one access drive on Dunton Avenue and one access drive on Eastman Street.

The purpose of this memorandum is to review the current development plan and determine if the proposed modifications have any additional traffic and/or parking impacts compared to the approved development plan.

Trip Generation Comparison

The peak hour traffic volumes that will be generated by the approved development was based on the trip estimates provided in the KLOA, Inc. 2007 traffic study while the traffic to be generated by the current development plan was based on trip generation rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition. **Table 1** provides a comparison of the number of trips estimated to be generated by the approved and current development plans.

Table 1
TRIP GENERATION COMPRARISON

Land Use	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Approved Development Plan						
Condominiums - 49 units	5	23	28	22	10	32
Commercial Space - 3,673 square feet	<u>6</u>	<u>6</u>	<u>12</u>	<u>6</u>	<u>6</u>	<u>12</u>
Total	11	29	40	28	16	44
Current Development Plan						
Apartments - 45 units	5	21	26	27	15	42
Commercial Space - 1,254 square feet	<u>2</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>4</u>
Total	7	23	30	29	17	46
The ITE trip rates include all the traffic generated by residents, guests/visitors and employees.						

From Table 1 it can be seen that the current development plan will generate approximately twenty five percent less traffic than the approved development plan during the morning peak hour and approximately the same volume of traffic during the evening peak hour. Therefore, the current development plan is a similar, if not less, traffic intense development than the approved development plan.

Parking Evaluation

As proposed, the development is to provide a total of 45 units with 16 one-bedroom units, 24 two-bedroom units and 5 three-bedroom units. A total of 54 parking spaces are to be provided with 21 parking spaces located in the first floor and 33 parking spaces located on the second floor. The 54 parking spaces will be reserved for the residents of the development.

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-bedroom 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. As such, 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 54 spaces to be provided by the development meets the Village parking requirements.

Parking for residential guests/visitors is to be provided via the on-street parking surrounding the development. 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. As such, approximately 56 on-street parking spaces are provided one block of the development.

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



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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

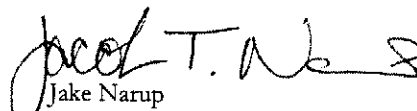

Jake Narup
Analyst

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Methodology to Quantify Demand.....	6
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APPENDIX

- Survey of Selected Rental Properties
- Assumptions and Limiting Conditions
- Certification
- Qualifications

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.

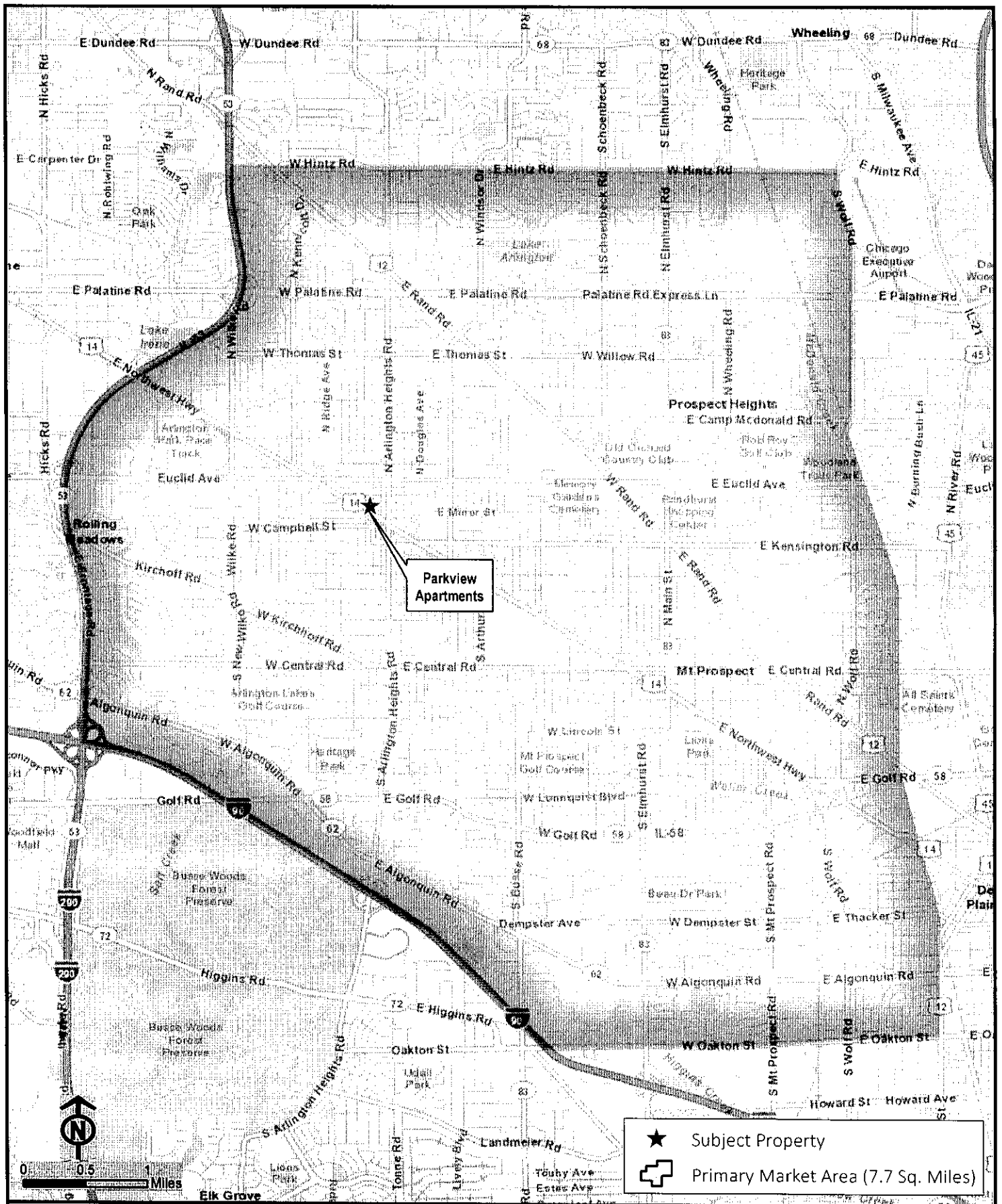
Overall, the subject property has a very attractive location in a largely mixed-use neighborhood with close proximity to transit, shopping, schools and parks.

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



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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 Arlington 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	Arlington				
	PMA	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

© ESRI, 2014

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

	Market Rate 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)
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 Heights	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.

$$\text{Penetration Rate} = \text{Units to Serve the Market} \div \text{Total Existing Qualified Renter Households}$$

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.

$$\text{Capture Rate} = \text{Proposed Units Serve the Market} \div (\text{Annual Demand} + \text{Growth in Qualified Renter HHs})$$

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 [$\$774 \div 35\% \times 12$ 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

Average		2014	Proposed	2012		2017	
Unit	Household	Max. Gross	LIHTC	Minimum	Maximum	Minimum	Maximum
Type	Size	Rent	Gross Rents*	Income	Income	Income**	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	

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Qualified Households

Using the information for the PMA, we have determined the total number of income qualified households 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 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

Primary Market Area	60% AMI			
	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 (Units ÷ Eligible Renter HHs)	0.5%	1.1%	0.8%	0.5%
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 (Units ÷ Eligible Renter HHs)	1.7%	3.7%	2.7%	1.7%

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 Heights, 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

Unit Amenities:

- | | |
|--|--|
| ☒ Refrigerator | ☐ Ceiling fans |
| ☒ Oven/range | ☒ Balcony/patio (some) |
| ☒ Dishwasher | ☐ Washer/dryer hookups |
| ☐ Disposal | ☐ Washer/dryer in unit |
| ☐ Microwave | ☒ Walk-in closets |
| ☐ Wall a/c | ☐ Extra storage |
| ☒ Central a/c | ☐ Other (see comments) |

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 |

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 (\$65) |
| ☐ Secure entry | ☐ 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

Built/Renovated: 1988

Current Occupancy: 94%

Absorption: Not available

Rent Increases: Incr. \$90 (April 2014)*

Concessions: None

Waiting List: None

Unit Amenities:

- | | |
|--|--|
| ☒ Refrigerator | ☐ Ceiling fans |
| ☒ Oven/range | ☒ Balcony/patio (some) |
| ☒ Dishwasher | ☐ Washer/dryer hookups |
| ☐ Disposal | ☒ Washer/dryer in unit |
| ☒ Microwave | ☐ Walk-in closets |
| ☐ Wall a/c | ☒ Extra storage |
| ☒ Central a/c | ☐ Other (see comments) |

Distance from Subject: 0.1 mile southeast

Section 8 Vouchers: Accepted

Type of Utilities: Gas and electric

Utilities Included in Rent: **

- | | | |
|--------------------------------|------------------------------------|--|
| ☐ Water | ☐ Hot water | ☐ All electricity |
| ☐ Sewer | ☐ Heat | ☐ Cable/satellite |
| ☐ Trash | ☐ All gas | ☐ Internet |

Community Amenities:

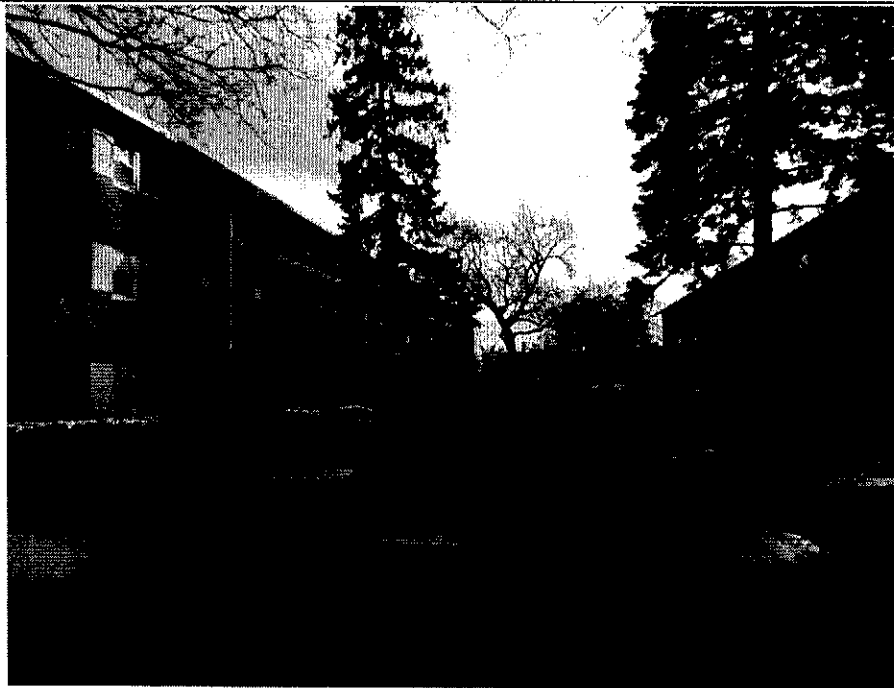
- | | |
|--|---|
| ☒ On-site management | ☐ Playground |
| ☒ Community room | ☐ Sport courts |
| ☐ Laundry facilities | ☒ Picnic/BBQ area |
| ☒ Business center | ☒ Swimming pool |
| ☒ Fitness center | ☐ Off-street parking |
| ☐ Elevator | ☒ Garage parking (\$75) |
| ☒ Secure entry | ☐ Other (see comments) |

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 60004Date 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**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) |

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 |

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:

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

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) |

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 |

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:

*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

Unit Amenities:

- | | |
|--|--|
| ☒ Refrigerator | ☐ Ceiling fans |
| ☒ Oven/range | ☒ Balcony/patio (some) |
| ☒ Dishwasher | ☒ Washer/dryer hookups |
| ☒ Disposal | ☒ Washer/dryer in unit** |
| ☒ Microwave | ☒ Walk-in closets |
| ☐ Wall a/c | ☒ Extra storage |
| ☒ Central a/c | ☐ Other (see comments) |

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 |

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:

*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
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) |

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 |

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:

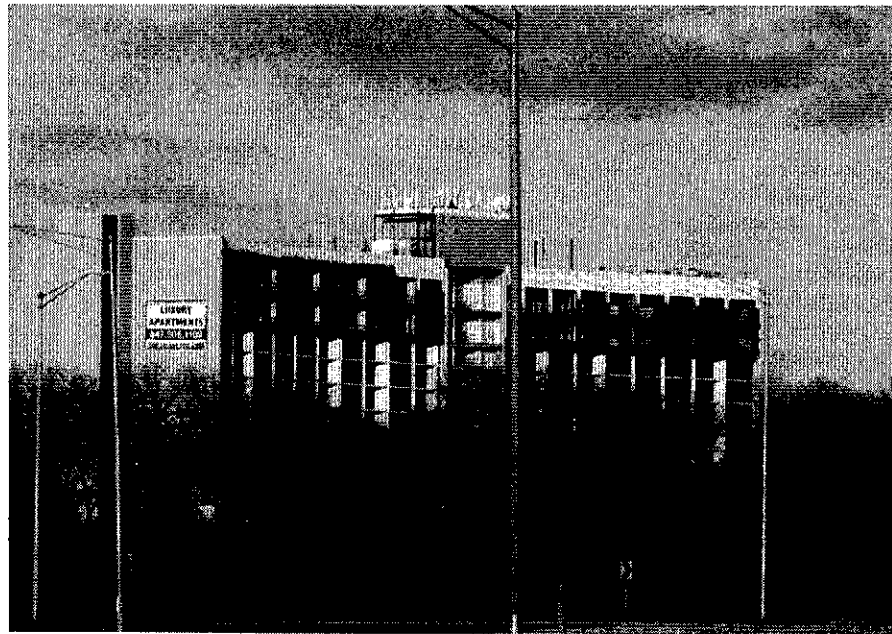
*No utilities are included in rent.

**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
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) |

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 |

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.

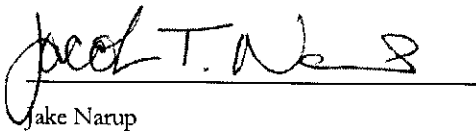
CERTIFICATION

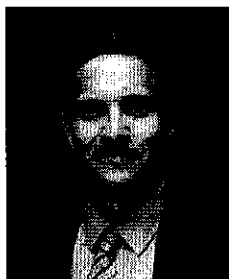
1. Neither Development Strategies nor any of its employees has any identity of interest with any member of the sponsor's development team.
2. Neither Development Strategies nor any of its employees has any ownership interest in the project.
3. Our fee for preparation of this study does not rely in any 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.

A handwritten signature in black ink, appearing to read "Brad Beggs", written over a horizontal line.

Brad Beggs, MAI

A handwritten signature in black ink, appearing to read "Jake Narup", written over a horizontal line.



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.

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 Archi-
tecture, 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

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.

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.

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

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.



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