

**VILLAGE OF HUNTLEY
VILLAGE BOARD
February 24, 2022
MEETING MINUTES**

CALL TO ORDER:

A meeting of the Village Board of the Village of Huntley was called to order on Thursday, February 24, 2022 at 7:00 p.m. in the Municipal Complex, Village Board Room, 10987 Main St., Huntley, Illinois 60142.

ATTENDANCE:

PRESENT: Mayor Timothy Hoeft; Trustees: Ronda Goldman, Mary Holzkopf, Niko Kanakaris, Curt Kittel, Harry Leopold, and JR Westberg.

ABSENT: None

IN ATTENDANCE: Village Manager David Johnson, Deputy Village Manager Lisa Armour, Management Assistant Barbara Read, Director of Development Services Charles Nordman, Finance Director Cathy Haley, Chief of Police Robert Porter, Deputy Chief of Police Linda Hooten, Deputy Chief of Police Amy Williams, Information Technology Manager Karl Schmidt and Village Attorney Betsy Gates-Alford.

PLEDGE OF ALLEGIANCE: Mayor Hoeft invited Boy Scout Troop 167 forward to lead the Pledge of Allegiance.

PUBLIC COMMENTS: Public comments were deferred to later in the meeting due to all the commenters listed pertained to the Regency Square petition on the agenda.

CONSENT AGENDA:

All items listed under Consent Agenda are considered to be routine by the Village Board and may be approved and/or accepted by one motion with a Roll Call Vote. If further discussion is needed, any member of the Board may request that an item be moved off of the Consent Agenda to Items for Discussion and Consideration.

- a) Consideration – Approval of the January 27, 2022 Village Board Meeting Minutes
- b) Consideration – Approval of the February 24, 2022 Bill List in the Amount of \$387,394.33

Mayor Hoeft asked if the Village Board had any comments or changes to the Consent Agenda; there were none.

A MOTION was made to approve the February 24, 2022 Consent Agenda.

MOTION: Trustee Leopold
SECOND: Trustee Kittel
AYES: Trustees: Goldman, Holzkopf, Kanakaris, Kittel, Leopold, and Westberg
NAYS: None
ABSENT: None
The motion carried: 6-0-0

ITEMS FOR DISCUSSION AND CONSIDERATION:

- a) Consideration – A Resolution Authorizing Staff to:
 - i. Execute an Agreement with Bernardi Securities, Inc. for Bond Underwriting Services for Potential Debt Issuance
 - ii. Execute an Agreement with Kane McKenna Capital, Inc. for Municipal Advisory Services for Potential Debt Issuance

Director of Finance Cathy Haley stated the FY22 Budget includes several large projects within the Water Capital Fund and the Downtown TIF Fund. These projects include the construction of a new deep potable water well (Well #12 and treatment facility), parking lot additions and improvements within the downtown area, and other improvements within the downtown TIF District. The Village budgeted \$7,970,000 over the next two fiscal years for the well and treatment facility. The contemplated debt issuance for the water infrastructure improvements is \$5 million. The difference between the cost of the project and the debt issuance will be made up by use of available funds. The Downtown TIF Fund budget includes \$4.7 million for capital improvements and the proposed debt issuance is \$5 million. The Village's current net outstanding debt is \$5,740,000.

Staff Analysis

To assess funding options for these projects, Staff has begun discussions with Bernardi Securities (Municipal Bond Specialists) and Kane McKenna Capital, Inc. (a financial service firm specializing in municipal economic development and public finance). The Village has utilized both firms in the past for bond underwriting and TIF consulting services. To continue the discussion on potential debt issuances for all or some of these projects, both firms have provided the Village with proposed Letters of Agreement outlining the services to be provided.

2022-2025 Strategic Plan Alignment

The Strategic Plan identifies *"Strong Local Economy"* as a strategic focus and the following goals: *"Location of Choice for New and Expanding Businesses of all Sizes"* and *"A Vibrant Downtown Gathering Place."* The plan also identifies *"Forward Looking Community"* as a strategic focus and *"Management of Infrastructure Assets for Today and Tomorrow"* as a strategic focus.

Financial Impact

Both firms' fees are contingent upon the Village's successful close of one or both issues. No other fees would be paid if the Village chooses not to issue new general obligation bonds. Fees would be paid from bond proceeds.

Legal Analysis

The Village Attorney has reviewed both agreements.

Mayor Hoeft asked if the Village Board had any comments or questions; there were none.

A MOTION was made to approve a Resolution Authorizing Staff to Execute an Agreement with Bernardi Securities, Inc for Bond Underwriting Services for Potential Debt Issuance and to Execute an Agreement with Kane McKenna Capital Inc. for Municipal Advisory Services for Potential Debt Issuance.

MOTION: Trustee Kanakaris
SECOND: Trustee Holzkopf
AYES: Trustees: Goldman, Holzkopf, Kanakaris, Kittel, Leopold, and Westberg
NAYS: None
ABSENT: None
The motion carried: 6-0-0

- b) Consideration – A Resolution Approving a Professional Services Agreement with Dewberry Architects, Inc. for a Facility Assessment of the Former Village Hall Building, 11704 Coral Street

Deputy Village Manager Lisa Armour stated the Village vacated the former village hall building in 2006. The Huntley Chamber of Commerce has leased the building since 2011. The current lease expires in 2023. The Village Board has indicated an interest in repurposing the building for commercial use. The next step in the process is conducting a facility assessment of the structure to identify options and costs associated with re-use of the building. Staff contacted Dewberry Architects, Inc., which previously completed facility assessments for the Catty building and the Visitor’s Center, to request a proposal for a building assessment.

Staff Analysis

The Village has received preliminary interest in the building from a restaurant operator, with the possibility of utilizing the north side of the building for rooftop dining. The facility assessment would include a review of:

- the existing mechanical, electrical and plumbing systems;
- the structural system and the potential for roof-deck seating on the one-story addition
- building and site elements along with the potential for expansion for carry-out
- building code issues, including ADA accessibility, that may need to be addressed; and
- provide recommendations for repair or replacement of existing equipment/structure.

2022-2025 Strategic Plan Alignment

The Strategic Plan identifies “*Strong Local Economy*” as a strategic focus and the following goals: “*Location of Choice for New and Expanding Businesses of all Sizes,*” and “*A Vibrant Downtown Gathering Place.*” The addition of a restaurant will offer new dining opportunities. Additional commercial development in the downtown would also enhance its location as a gathering place and reinforce the economic vitality of the area.

Financial Impact

The proposal cost is \$17,270, plus expenses.

Legal Analysis

None required.

Deputy Village Manager stated that Mr. Daniel Atilano from Dewberry is in attendance to answer any questions from the Village Board.

Trustee Westberg asked if the assessment would be mostly for discovery purposes. Deputy Village Manager said yes, it is to get a review of the structural components, ADA compliance, etc.

Trustee Kanakaris asked how they will know the electrical needs for the end user since the Village does not know at this time what the building will be utilized for. Trustee Goldman asked if adding an elevator will be considered and how long it would take to complete the assessment. Mr. Daniel Atilano, from Dewberry Architects said the assessment should take approximately 4 – 6 weeks. He added that different options will be provided, but they will be assessing the building in anticipation of a restaurant being the end user.

Mayor Hoeft asked if the Village Board had any additional comments or questions; there were none.

A MOTION was made to approve a Resolution Approving a Professional Services Agreement with Dewberry Architects, Inc. for a Facility Assessment of the Former Village Hall Building, 11704 Coral Street.

MOTION: Trustee Kanakaris
SECOND: Trustee Leopold
AYES: Trustees: Goldman, Holzkopf, Kanakaris, Kittel, Leopold, and Westberg
NAYS: None
ABSENT: None
The motion carried: 6-0-0

- c) Consideration – An Ordinance Approving (i) Site Plan Review, including any necessary relief; (ii) a Text Amendment to define *Logistics, Freight, and Trucking Operations* and allow *Logistics, Freight, and Trucking Operations* as a Special Use in the “BP” Business Park zoning district; and (iii) a Special Use Permit for *Logistics, Freight, and Trucking Operations*, accommodating the construction of a new 40,800 square foot industrial building with associated truck parking for AZE, Inc., George Bush Court

Director of Development Services Charles Nordman reviewed a presentation and informed the Village Board that AZE Inc. proposes to purchase and develop the ±8.2-acre site positioned at the southeast corner of George Bush Court in the Huntley Corporate Park. The parcel is zoned “BP” PDD, Business Park Planned Development District and is located directly south of Cargo Equipment and has frontage on Interstate 90 (I-90). The proposal calls for the construction of a 40,800 square foot multi-tenant building that could potentially be divided in up to four tenant spaces. The petitioner, AZE Inc., would occupy one of the four tenant spaces and the remaining three spaces would be occupied by subsidiaries of AZE, although specific businesses have not been identified.

AZE Inc. is a transportation company with over 300 employees and is currently headquartered in Schaumburg, IL with a secondary location in Elgin. The trucking firm operates 250 trucks with projected growth to reach 500 trucks in 2023. It is anticipated that the Huntley facility will provide a hub for light truck maintenance and tractor-trailer parking.

To accommodate the intended use of the property, the applicant is requesting a text amendment to define *Logistics, Freight, and Trucking Operations*. This newly defined use would be included as a Special Use in the “BP” Business Park zoning district. AZE will subsequently request a special use permit for *Logistics, Freight, and Trucking Operation* upon the subject property as well as for *Logistics, Freight, and Trucking Operations* as a speculative use for the remaining tenant spaces.

Development Review

Site Plan and Parking

Principle access to the site is provided off of George Bush Court. The proposed ±40,800 square-foot building is positioned with the main entrances to the four tenant spaces facing north toward the rear elevation of Cargo Equipment. The rear truck court supports eight drive-in repair bays and four depressed docks which face south toward I-90. The building has been sited to comply with all required building setback requirements. The site supplies a compliant 76 standard 10' x 19' parking spaces at the front of the building and 122 12' x 55' semi-truck trailer stalls which line the east, west, and south property lines. The petitioner proposes a 19'-foot parking setback for the semi-trailer parking along the I-90 frontage, rather than the required 25 feet. The precast dumpster enclosure is proposed to be located at the southwest corner of the facility at the end of the truck court.

Elevations

The proposed building elevations utilize precast panels with a dark gray paint scheme. The north facing building frontage will include the main entrances to each tenant space with windows running the length of the façade. The south facing rear façade includes the 12 overhead doors. The plans indicate a building height of 29' - 31' feet.

Landscaping

The proposed landscape plan includes eight varieties of shade trees and Black Hills and Norway spruce evergreens around the perimeter of the site. Landscaped islands are provided in the passenger parking areas. Foundation plantings are provided on all sides of the building. The site entrance at George Bush Court and each of the facility entrance walkways includes shrubs, grasses and perennials in accordance with landscaping requirements..

Required Relief

As proposed, the plans will require the following relief to be approved as part of the Site Plan Review:

1. The "BP" zoning district requires a 25'-foot parking setback when abutting a street. The parking setback adjacent to I-90 is 19 feet. Relief is required to allow the 19-foot parking setback.

Text Amendment

The proposed use of the property for *Logistics, Freight, and Trucking Operations* is not currently allowed as a permitted or a special use in the "BP" District. A text amendment is required and requested by the Petitioner to define *Logistics, Freight, and Trucking Operations* and to allow *Logistics, Freight, and Trucking Operations* as a special use in the "BP" District.

Section 156.011 of the Zoning Ordinance is proposed to be amended as follows (added text is **bold and underlined**):

LOGISTICS, FREIGHT, AND TRUCKING OPERATIONS: A business engaged in long-distance general freight trucking that provides movement of freight from origin to destination. Such operations may include areas for the minor maintenance of trucks associated with the business and private parking areas for trucks and trailers. All repair work must be performed inside a structure.

Section 156.063(C)(II) of the Zoning Ordinance is proposed to be amended as follows (added text is **bold and underlined**):

(II) *Special Uses*. Upon recommendation by the Plan Commission after public hearing on a petition pertaining thereto, in accordance with the requirements set forth for such hearing in Article VII of this Ordinance.

(1) Commercial/Retail Uses

- (a) Building, electrical and construction material sales (no outside storage)
- (b) Depository and non-depository credit institutions and banks
- (c) Gas/service stations (not including truck stop)
- (d) Restaurants, including alcohol sales and service, excluding drive-in or drive-through service

(2) Office/Business Park Uses

- (a) Data Center
- (b) Day Care Center
- (c) Heliports
- (e) Hospitals

(f) Logistics, Freight, and Trucking Operations

- (g) Planned Unit Developments in accordance with the applicable provisions of the Zoning Ordinance
- (h) Storage and distribution of bulk commodities
- (i) Warehousing, storage and distribution
- (j) Self-Storage

Special Use Permit

A special use permit is requested by AZE Inc. to allow the proposed *Logistics, Freight, and Trucking Operation*. The applicant's responses to the standards identified in Section 156.068(E) of the Zoning Ordinance are provided as an attachment to this report. The Plan Commission considered both the public benefit and mitigation of adverse impacts when evaluating the applicant's evidence.

Village Board Concept Review

The Village Board reviewed conceptual plans for AZE on July 22, 2021. Discussion emphasized the need to sufficiently screen the outdoor truck parking and trailer storage from adjacent properties and public thoroughfares with a significant visual buffer provided along the tollway. The petitioner has since revised the landscape plan to add 18 evergreen trees along the tollway frontage. In addition, the Plan Commission added a condition requiring that the 8 trees currently shown adjacent to the truck docks will be moved to the tollway frontage. In total, 25 deciduous and evergreen trees have been added along the site's south property line abutting the tollway. The distance from the building to tollway pavement is approximately 278 feet, with the distance from the trailer parking lot to tollway pavement at approximately 100 feet.

Plan Commission Recommendation

The Plan Commission conducted a public hearing to consider the petitioners' request on February 14, 2022, and, with no members of the public offering testimony in favor or opposition to the request, unanimously recommended approval of the petition by a vote of 7 to 0, subject to the following conditions:

1. All public improvements and site development must occur in full compliance with all applicable Village Municipal Services (Engineering, Public Works, Planning and Building) site design standards, practices and permit requirements.

2. The petitioner will comply with all final engineering revisions to be approved by the Village Engineer and Development Services Department.
3. The petitioner is required to meet all development requirements of the Huntley Fire Protection District.
4. The outdoor storage of shipping/cargo containers shall be prohibited.
5. Tractor trailer parking spaces shall be for occupants of the building only. The tractor trailer parking spaces shall not be leased to an off-premise business by the owner or tenant(s) of the building.
6. The parapet wall height shall be increased to be 6" above the proposed rooftop unit to ensure proper screening from adjacent view.
7. The dumpster enclosure is required to have an aluminum or steel gate and must be approved by the Development Services Department.
8. Additional landscaping is required to provide a sufficient visual buffer which completely conceals the outdoor trailer parking areas as viewed from public thoroughfares. Revised landscaping plans must be approved by the Development Services Department.
9. No building construction permits, plans, sign permits, or Certificates of Occupancy are approved as part of this submittal.

The Plan Commission added the follow condition:

10. The eight proposed trees in the truck court islands shall be relocated along the south property line to assist in screening the outdoor trailer parking areas as viewed from I-90.

2022-2025 Strategic Plan Alignment

The Strategic Plan identifies *"Strong Local Economy"* as a strategic focus and the following goal: *"Location of Choice for New and Expanding Businesses of all Sizes."*

Financial Impact

None.

Legal Analysis

None.

Director of Development Services Nordman said that Mr. Adam Reiche, petitioner, was in attendance to answer any questions of the Village Board.

Trustee Kittel thanked Mr. Reiche saying the building fits the area well and asked for additional landscaping along the southeast corner. Trustees Leopold and Goldman agreed with Trustee Kittel about the building being appropriate for the area and complimented Mr. Reiche on presenting a nice building. Trustee Kanakarlis also liked the building and asked Mr. Reiche if additional relief is needed. Mr. Reiche said no. Trustee Holzkopf said she was pleased with the additional landscaping. Trustee Westberg stated he liked the building but would like to know if hazardous material or chemicals would be stored by the renter. Director Nordman said that would be disclosed at time of business registration.

Mayor Hoeft concluded the discussion saying Mr. Reiche always does nice work and is pleased with the building being presented. He thanked Mr. Reiche for his time and asked if Village Board had any further comments or questions; there were none.

A MOTION was made to approve an Ordinance for (i) Site Plan Review, including any necessary relief; (ii) a Text Amendment to define Logistics, Freight, and Trucking Operations and allow Logistics, Freight, and Trucking Operations as a Special Use in the “BP” Business Park zoning district; and (iii) a Special Use Permit for Logistics, Freight, and Trucking Operations, accommodating the construction of a new 40,800 square foot industrial building with associated truck parking located on Lot 3 of the resubdivision of Lot 2 of the resubdivision of Lot 5 in the Huntley Corporate Park Phase 3, AZE, Inc., George Bush Court.

MOTION: Trustee Westberg

SECOND: Trustee Goldman

AYES: Trustees: Goldman, Holzkopf, Kanakaris, Kittel, Leopold, and Westberg

NAYS: None

ABSENT: None

The motion carried: 6-0-0

- d) Consideration – An Ordinance Approving a (i) Preliminary and Final Planned Unit Development for Lots 3 and 4 of the Duke Realty Corporation Huntley DC Subdivision; (ii) a Text Amendment to allow a Fuel Dispenser as a Special Use in the “ORI” Office, Research, Industrial zoning district; (iii) a Special Use Permit for a Fuel Dispenser; and (iv) Preliminary and Final Plats of Resubdivision, for the construction of a new ±100,000 square foot industrial building to be utilized as a truck terminal, with associated truck parking for Universe Carrier Inc., Weber Drive

Director of Development Services Charles Nordman reviewed a power point presentation and said that Universe Carrier, LLC purchased and is proposing to develop lots 2, 3, and 4 in Duke Realty Corporation of Huntley DC Subdivision (the 3 vacant lots west of the Weber Global Distribution Center). Universe Carrier plans to develop the site in two phases. The current petition is for the development of Phase 1 on lots 3 and 4, which includes a 100,000 square-foot industrial building with 20 loading docks, 10 grade level doors, and associated parking lot for tractor-trailer parking. The Phase 2 portion is targeted for a second building and outdoor truck parking; however, that phase is not part of this review.

Universe Carrier is a trucking firm and is currently located in Melrose Park. The Huntley facility will function as a warehousing and tractor-trailer maintenance hub and their new corporate and logistics headquarters. The petitioner estimates 30 employees per day will be working in the Phase 1 building.

The parcels are zoned “ORI” PUD, Office/Research/Industrial Planned Unit Development, and were annexed into the Village with the Weber parcel to the east on May 8, 2014. The annexation agreement provides for the entire development to follow the “ORI” zoning regulations that were in place at the time of annexation. In 2014, the “ORI” zoning allowed Truck Terminal and Warehouse (storage) as permitted uses. The Truck Terminal definition in the zoning ordinance allows land and buildings to be used as a relay station for the transfer of a load from one vehicle to another or one party to another, and temporary warehousing. Truck terminals also allow for storage areas for trucks, tractor trailers, and areas for the repair of trucks associated with the terminal. *Truck Terminals are no longer allowed in the “ORI” District, but the aforementioned Weber annexation agreement requires the Village to allow the use for this development.*

It is noted, two public hearings were held for this petition. The December 12, 2021 Plan Commission meeting requested approval of a special use permit to locate an above ground fuel dispenser near the northwest corner of the building. The Plan Commission recommended approval of proposed plan;

however, following the December 12th meeting the petitioner proposed modifications to the plan which resulted in significant changes to the design of the fuel dispenser. Due to these changes, the petitioner was required to return to the Plan Commission on February 14, 2022 for review of the current plan, which relocated the fuel dispenser and weigh station to the southeast corner of the building, and now proposes underground storage tanks.

Staff Analysis – Preliminary and Final PUD

Site Plan

Phase 1 includes the construction of the 100,000 square-foot building (94,800 square foot warehouse, and 5,200 square foot office area). All access to the site will be from the existing Weber Drive cul-de-sac (a private road). A stoplight at the intersection of Weber Drive and Freeman Road is being installed as part of the Amazon project and is expected to be completed and operational in 2022. A traffic study was completed for the project, reviewed by the Village's traffic consulting engineer. The review confirmed additional improvements were not required for Freeman Road.

The site plan provides parking for 61 passenger vehicles (including three ADA accessible). The Zoning Ordinance requires 48 parking spaces for the warehouse space (0.5 space per 1,000 SF), and 21 parking spaces for the office portion of the building (4 spaces per 1,000 SF), requiring 69 total spaces for the project. Relief will be needed to allow 61 parking spaces (8 less than required).

The site plan also provides 95 trailer and tractor-trailer stalls (54 at 55' length, and 41 at 75' length). There are 20 truck docks (east and west side), and 10 grade level doors (east and west side). The annexation agreement allows Trucking Terminals to provide truck docks and outdoor parking areas for tractors and trailers. The tractor-trailer parking spaces will be for Universe Carrier only. The tractor-trailer parking spaces will not be leased to any off-premise businesses.

An 8-foot tall, gated, black vinyl coated chain link fence surrounds the entire project site. Relief is required to allow a fence in the front yard setback, and to allow the fence to be 8-foot tall.

The petitioner proposes to utilize a trash compactor, which will be stored inside the building. No outdoor dumpsters will be utilized.

Weigh Station and Fuel Dispenser

Universe Carrier will be performing their own trailer maintenance and inspection operations at this facility and state it is critical to their business operation to be able to efficiently fuel and weigh tractor trailers at the same location. The site plan indicates the proposed fuel and weigh station will be located near the southeast corner of the site. The fuel dispenser station will be fed by a 30,000-gallon underground fuel tank and a 6,000-gallon underground Diesel Exhaust Fluid tank. There will be one fueling lane with both a master and satellite dispenser. This will improve site circulation and allow for quicker fueling operations by allowing trucks to be fueled from both sides. Specifications and example photos were included in the packet. The weigh station is located in the drive aisle directly south of the building. The Huntley Fire Protection District has reviewed the site plan, including the proposed fueling station, and found both to be acceptable. Prior to construction of the fueling station the petitioner is required to obtain written approval from the Office of the State Fire Marshal, which includes the approval of an Underground Storage Tank Operation and Maintenance Plan. The Operation and Maintenance Plan details the requirements for operator training, monthly and annual inspections, and emergency response. A copy of the plan is on file with the Village.

Building Elevations

The proposed building materials are primarily insulated precast wall panels in blue, white and gray, as illustrated on the color renderings. The offices will be located at the northeast corner of the building. Truck docks will be located on both sides of the building. The plans indicate a 32' clear ceiling height, with the parapet wall top reaching 38', thus providing an average 6' of roof top mechanical screening for the entire structure.

Landscape Plan

The proposed landscape plan includes shade trees around the perimeter of the site and in the landscape islands, and foundation plantings on the north side of the building (office entrance). The northerly lot line and the area adjacent to Weber Drive also include added buffering with evergreen trees. The plans propose 51 shade trees, including Marmo Freeman Maple, State Street Maple, Common Hackberry, Skyline Honey Locust, Swamp White Oak, Greenleaf Linden, and Triumph Elm. There are 42 evergreen trees proposed, including White Fir, Norway Spruce, Black Hills Spruce, and Eastern White Pine. The plans propose 18 ornamental trees, including Apple Serviceberry, Heritage River Birch, and Prairifire Crabapple. Evergreen shrubs, ornamental grasses, and perennials are also included in the plans.

Lighting

The parking lot lighting plan indicates the use of Lithonia D Series LED shoebox light fixtures to be mounted on Lithonia SSS square straight steel poles. Lithonia wall pack lighting will also be utilized on the building.

Signage

The elevations delineate two wall signs on the building. One wall sign is located on the north elevation (above the office entrance) and one on the south facade (facing the tollway). Both signs measure 7' x 25' (175 SF) and utilize the Universe Carrier logo in blue and black. Section 156.123 (C) restricts wall signage to one wall per street frontage. The north wall sign is allowed for the Weber Drive frontage. Relief will be required to allow the second wall sign on the south façade. It is noted, the Village Board suggested the petitioner consider adding the second wall sign on the south façade to provide visibility from the tollway.

The engineering plans indicate a 4'- 1 ½" tall by 13-foot wide monument sign is proposed along the Freeman Road frontage on northerly lot (in future Phase 2), with an overall height of 6'-1". The 53.63 square foot sign meets all of the requirements of the Sign Ordinance.

Required Relief

As proposed, the plans will require the following relief to be approved as part of the Planned Unit Development:

1. The "ORI" zoning district requires a 25' front yard parking setback. The parking setback adjacent to Weber Drive is 20-feet. Relief is required to allow the 20-foot front yard parking setback.
2. The "ORI" zoning district does not allow fences within the 35-foot front yard frontage (along Weber Drive roadway easement). The plans indicate a fence placed 10-foot from the Weber Drive roadway easement. Relief is required to allow the fence to be setback 10-feet from the roadway easement.
3. The maximum fence height in the "ORI" zoning district is 6-feet. The plans indicate the fence will be 8-feet in height. Relief is required to allow the 8-foot tall fence in the "ORI" District

4. Table XII-2 of the Zoning Code requires sixty-nine (69) parking spaces for the proposed warehouse and office parking. The plans provide for 64 parking spaces. Relief is required to allow for 61 parking spaces instead of 69 spaces.
5. Section 156.122 of the Sign Code allows one wall sign per street frontage of the building. The north wall sign is allowed for the Weber Drive frontage. Relief will be required to allow the second wall sign (facing I-90) on the south façade.

Text Amendment

The proposed fueling dispenser is not currently allowed as a permitted or a Special Use in the "ORI" District. A text amendment is required to allow a fuel dispenser as an Accessory Use in the "ORI" District. *It is noted, "gas tank storage" is currently allowed as a Special Use under Public Utilities in the "M" Manufacturing District.* A text amendment is requested by the petitioner to allow a Fuel Dispenser for Accessory Use Only as a Special Use in the "ORI" District.

Section 156.045 (II) of the Zoning Ordinance is proposed to be amended as follows (added text is **bold and underlined**):

(II) Special Uses. Upon recommendation by the Plan Commission after public hearing on a petition pertaining thereto, in accordance with the requirements set forth for such hearing in Article VII of this Ordinance.

(1) Commercial/Retail Uses

- (a) Depository and non-depository credit institutions and banks
- (b) Gas/service stations (not including truck stop)
- (c) Restaurants, including alcohol sales and service, excluding drive-in or drive-through service

(2) Office/Industrial-Light Manufacturing Uses:

- (a) Data Center
- (b) Day Care Center
- (c) Heliports
- (d) Hospitals
- (e) Planned Unit Developments in accordance with the applicable provisions of the
- (f) Storage and distribution of bulk commodities
- (g) Warehousing, storage and distribution

(3) Retail -Commercial Recreation Uses

- (a) Amusement and family entertainment establishments

(4) Accessory Uses

(a) Fuel Dispenser

Special Use Permit

A special use permit is requested by Universe Carrier to allow the proposed 30,000-gallon below ground storage tank and pumps for dispensing fuel. The fuel dispenser will be for the private use of Universe Carrier and will not be available for public use. Universe Carrier will be performing their own trailer maintenance and inspection operations at this facility, and they believe it is critical to their business operation to be able to efficiently fuel tractor trailers at the same location.

The applicant's responses to the standards identified in Section 156.068(E) of the Zoning Ordinance are provided as an attachment to this report. The Plan Commission considered both the public benefit and mitigation of adverse impacts when evaluating the applicant's evidence.

Plat of Subdivision

The petitioner is proposing a plat of subdivision to consolidate the property from three lots into two lots. Lot 2 in the Duke Realty Corporation of Huntley DC Subdivision (the northernmost lot) will remain unchanged. The Phase I project proposes to combine Lots 3 and 4 in the Duke Realty Corporation of Huntley DC Subdivision and plat it as Lot 1 in the UC Huntley Subdivision (Lot 1 UC). The proposed resubdivision meets the minimum lot area and width requirements in the "ORI" district.

Village Board Concept Review

The Village Board reviewed conceptual plans for Universe Carrier on September 9, 2021. Discussion centered on fence materials, maneuverability at the fuel pumps, and adding signage to the rear elevation.

Plan Commission Recommendation

The Plan Commission reviewed the petitioner's request for the Preliminary and Final PUD, Text Amendment, Special Use Permit for a Fuel Dispenser, and Final Plat on February 14, 2022, and with no members of the public offering comments in favor or opposition to the request, recommended approval of the petition by a vote of 7 to 0, subject to the following conditions:

1. All public improvements and site development must occur in full compliance with all applicable Village Municipal Services (Engineering, Public Works, Planning and Building) site design standards, practices and permit requirements.
2. The petitioner will comply with all final engineering revisions to be approved by the Village Engineer and Development Services Department.
3. The petitioner is required to meet all development requirements of the Huntley Fire Protection District.
4. If dumpsters are added anywhere to the exterior, they will be required to have dumpster enclosures and must be approved by the Development Services Department.
5. Roof top mechanical equipment visible from any angle at ground level shall be screened to the full height of the equipment. Required rooftop screens shall be integrated into the architecture of the main building and may include screens mounted directly to the equipment.
6. Tractor trailer parking spaces shall be for Universe Carrier, Inc. only. The tractor trailer parking spaces shall not be leased to an off-premise business by the owner or tenant of the building.
7. No parking shall be allowed on Weber Drive.
8. No loading or unloading activity is permitted to take place from Weber Drive.
9. The outdoor storage of shipping/cargo containers shall be prohibited on all lots.
10. Signage shall be installed on Weber Drive prohibiting truck traffic from traveling east on Freeman Road (This is consistent with the Amazon and Weber truck traffic restrictions). Such signage shall be installed prior to the issuance of a certificate of occupancy.
11. The petitioner shall obtain final approval of the Landscape Plan from the Development Services Department.
12. The petitioner is responsible for mowing the grass areas adjacent to Weber Drive and Freeman Road (on their lots).
13. No building permits are approved as part of this submittal.
14. No sign permits are approved as part of this submittal.
15. In accordance with Section 155.221 of the Subdivision Ordinance, the Final Plat of Subdivision shall be recorded with Kane County within three (3) months of approval by the Village Board.

Plan Commission Added Conditions:

16. A spill containment kit shall be made available near the fuel dispenser.

17. Signs shall be installed near the storm drains to that advise fuel dispenser users *“No dumping, drains to creek.”*

2022-2025 Strategic Plan Alignment

The Strategic Plan identifies *“Strong Local Economy”* as a strategic focus and the following goal: *“Location of Choice for New and Expanding Businesses of all Sizes.”*

Financial Impact

None.

Legal Analysis

None.

Director Nordman concluded his presentation and said Ms. Kristen Bruns, of Jacob & Heffner on behalf of the petitioner, was in attendance to answer any questions of the Village Board.

Trustee Westberg asked if the fence will match Weber-Stephen. Director Nordman said yes. Trustee Kanakaris asked if the lighting was wall packs and also if they would encourage local contractors to bid on the project. Ms. Bruns said the lighting was wall packs. Trustee Leopold stated the use is consistent with the location and approved of the project. Mayor Hoeft asked if the fuel dispenser curb was in the middle so trucks can fuel from both sides. Ms. Bruns said yes.

Mayor Hoeft thanked the petitioner and asked if the Village Board had any further comments or questions; there were none.

A MOTION was made to approve an Ordinance for a (i) Preliminary and Final Planned Unit Development for Lots 3 and 4 of the Duke Realty Corporation Huntley DC Subdivision; (ii) a Text Amendment to allow a Fuel Dispenser as a Special Use in the “ORI” Office, Research, Industrial zoning district; (iii) a Special Use Permit for a Fuel Dispenser; and (iv) Preliminary and Final Plats of Resubdivision, for the construction of a new ±100,000 square foot industrial building to be utilized as a truck terminal, with associated truck parking, located on Lots 3 and 4 of the Duke Realty Corporation Huntley DC Subdivision for Universe Carrier Inc., Weber Drive.

MOTION: Trustee Kittel

SECOND: Trustee Westberg

AYES: Trustees: Goldman, Holzkopf, Kanakaris, Kittel, Leopold, and Westberg

NAYS: None

ABSENT: None

The motion carried: 6-0-0

- e) Consideration – An Ordinance Approving a Text Amendment to the Village of Huntley Zoning Ordinance, Section 156.070 Planned Unit Developments

Director of Development Services Charles Nordman reported that Section 156.070 of the Village of Huntley Zoning Ordinance regulates Planned Unit Developments (PUDs), including standards for which a PUD must comply. These standards address, among other things, height restrictions, minimum site area, setbacks, and parking. The regulations of Section 156.070 “are established to encourage imaginative

design of coordinated land uses and to provide relief from the subdivision and zoning district requirements which are designed for conventional developments, but which may inhibit innovation...”; however, in some cases the limited extent of relief allowed from the subdivision and zoning district requirements do not allow the flexibility necessary for an imaginative design. The proposed amendment to Section 156.070(D) would allow for the ordinance approving a PUD to provide greater flexibility for alternative development standards for land use, development and design requirements, and other applicable standards that would apply to a specific development in lieu of the general requirements set forth in the Zoning Ordinance.

Staff Analysis

The Plan Commission and Village Board would consider any requested relief from the general standards as part of the Preliminary PUD review process no differently than currently reviewed; however, there would be greater flexibility allowed in granting relief from that currently allowed by the Zoning Ordinance. Any requested relief from the general standards would be considered on a case-by-case basis for each PUD and would be subject to the Preliminary PUD review criteria identified in Section 156.070.

The specific amendments proposed to Section 156.070 of the Zoning Ordinance are as follows (new text is **underlined and bold**):

§ 156.070 PLANNED UNIT DEVELOPMENT (PUD)

* * *

(D) *Standards for Planned Unit Developments*

- (1) For any PUD, the regulations and standards established in this section shall be substituted for the general regulations set forth elsewhere in this chapter **unless the PUD ordinance specifies an alternate standard. A PUD ordinance may specify alternate standards for land use, development and design requirements, and other applicable standards that will apply to the development in lieu of the general regulations set forth in this section or elsewhere in this chapter.**

Plan Commission Recommendation

The Plan Commission conducted a public hearing for the proposed amendment on Monday, February 14, 2021, and with no members of the public offering testimony, unanimously recommended approval of the amendment by a vote of 7 to 0.

Mayor Hoeft asked if the Village Board had any comments or questions; there were none.

A MOTION was made to approve an Ordinance Approving a Text Amendment to the Village of Huntley Zoning Ordinance, Section 156.070 Planned Unit Developments.

MOTION: Trustee Leopold
SECOND: Trustee Kanakaris
AYES: Trustees: Goldman, Holzkopf, Kanakaris, Kittel, Leopold, and Westberg
NAYS: None
ABSENT: None
The motion carried: 6-0-0

- f) Conceptual Review – Proposed Rezoning of 45 Acres at Regency Square from “BP” Business Park and “C-2” Commercial “MF-2” Multi-Family Residential to Develop the Property with 94 Townhome Units and 296 Apartment Units at the Southwest Corner of Charles H. Sass Parkway and Princeton Drive

Mayor Hoeft said Trustee Kanakaris wished to make a statement.

Trustee Kanakaris read the following statement: Before the Board begins this agenda item, I would like to disclose that I have an indirect interest in the application for rezoning and development of Regency Square. The applicant and property owner is BO2 Investments LLC. I am a member and have 25% ownership share in BO2 Investments LLC. Because of this, I am recusing myself from participation in all Village Board discussions regarding this matter, and I will abstain from all votes or other official Village actions relating to the development application.

Trustee Kanakaris left the meeting at 7:41 pm.

Mayor Hoeft announced that Staff will make the first presentation for the concept petition, Lynd Living will follow Staff, public comments will then be heard, with Village Board discussion of the project last. He then asked Staff to begin the presentation.

Director of Development Services Charles Nordman reviewed a power point presentation and reported that BO2 Investments, Inc., owner of the majority of the remaining property at Regency Square, appeared before the Village Board on May 27, 2021, for a conceptual review of the proposed rezoning of ±45 acres at Regency Square from “BP” Business Park and “C-2” Commercial to “MF-2” Multi-Family Residential to accommodate development of attached single family (townhome) rental and apartment units. The property is located within the Planned Development District that includes all of Regency Square and Sun City. The “MF-2” zoning district allows for a density of not less than 16 nor more than 24 dwellings per net residential acre for single-family detached dwellings, townhomes, duplexes, and multi-family buildings. An excerpt of the meeting minutes and discussion regarding the potential rezoning was provided to the Village Board.

Staff Analysis

Lynd Living is now the contract purchaser for the property and is proposing to develop 94 townhome units with two-car garages (15 six-unit buildings, one four-unit building), and 296 apartment units in two buildings with covered parking. The total number of proposed units is 390. In addition, an approximate nine-acre prairie preserve is proposed immediately adjacent to Sun City Neighborhood 7.

The formal entitlement process will include, at a minimum, the following:

- Amending the Comprehensive Plan to identify the property as planned for residential use; It is currently shown as Business Park and Mixed Use (Commercial/Office)
- Rezoning (Map Amendment) to “MF-2” Multi-Family Residential
- Amending the existing Special Use Permit for development of the property
- Amending the Regency Square Design Guidelines (no residential component is currently included other than institutional uses); the design guidelines address bulk regulations (setbacks, building height, lot coverage, etc.) and design standards for building, landscaping, signage, and required amenities.
- Approving a preliminary/final plat of subdivision for the property

- Approving a development agreement for the property (if necessary)

2016 Settlement Agreement

Per the settlement agreement with Standard Bank and Trust Co. (the previous owner) approved by the Village Board in 2016, public improvements to be completed at the time of development include:

- completion of the extension of Regency Parkway from its current terminus north to Charles H. Sass Parkway (previously Kreutzer Road) – the developer is proposing to eliminate the extension beyond the southern access to the townhomes; this would require an amendment to the 2016 settlement agreement
- completion of a water main loop along the roadway extension

Site Plan

The ±45-acre site is proposed to be developed with 390 residential units, which consists of 16 townhome style buildings containing 94 units and two 4-story apartment buildings containing 296 units. Units range from studios to three bedrooms. Additionally, a 2-story clubhouse will be located adjacent to the apartment buildings. The townhome buildings would be located primarily on the perimeter of the site with the two 4-story apartment buildings located internal to the site, directly north of the 3-story Alden Independent Living building. The site plan provides approximately 500 feet between the Sun City Neighborhood 7 and the nearest building on the site. The developer is proposing to leave approximately 9 acres on the west side of the property adjacent to Neighborhood 7 as open space in the form of a prairie preserve that would include stormwater management areas and a walking trail. Additional stormwater management facilities are proposed towards the center of the site with a network of walking trails providing connectivity across the development. The total acreage proposed for stormwater management and green space is approximately 34 acres.

Primary access to the site would be provided on Charles H. Sass Parkway with a second access being provided on Princeton Drive (a private roadway). A fire lane for emergency purposes is provided on the west side of the site on the existing portion of Regency Parkway. The petitioner is not proposing to construct the extension of Regency Parkway to Sass Parkway as required by the 2016 settlement agreement between the Village and previous owner, but instead proposes to leave the area as open space. A traffic study will be required should the petitioner submit a formal development application for the required entitlements. The traffic study will evaluate the potential traffic impact to the surrounding area and identify any necessary roadway improvements required to accommodate the proposed development of the site. The Village would utilize an outside traffic engineering consultant to review the traffic study.

Development Amenities Proposed

The petitioner has stated the development would include many amenities for use by its residents. The proposed clubhouse will include 6,000 square feet of co-working space, a kitchen and lounge area, and exercise facilities with free training services. The courtyard located between the two apartment buildings will include grilling equipment, fire pits, bocce courts, volleyball courts, a swimming pool with cabana, and locker rooms. The site is also proposed to include a fenced-in dog park with a warming house (located south of the apartment buildings), a dog washing facility, and covered car washing area for use by residents only. A network of walking trails will be provided throughout the site and open space located on the west side of the property.

Building Elevations and Interior Features

The proposed apartment buildings are 4-stories with an overall height of 55’-9” and would include below-grade covered parking under each building. The townhomes are 3-stories with an overall height of 34’-5” to the roof ridge (the end units of each building are two stories). Both the apartments and townhomes would have in-unit washers and dryers and access to the development’s amenities.

The following is a summary of the unit types to be provided in the development:

Apartments	# of Units	Starting Rent	Townhomes	# of Units	Starting Rent
1-bedroom	192	\$1,350	2-bedroom	62	\$2,500 -
2-bedroom	80	\$1,900	<u>3-bedroom</u>	<u>32</u>	<u>\$3,500</u>
3-bedroom	8	\$2,350	Total	94	
<u>Studio</u>	<u>16</u>	<u>Not Provided</u>			
Total	296				

Additional details related to the exterior finishes of the buildings have not been identified on the preliminary plans provided for concept review. Such information shall be required with a formal development application.

Parking

Parking is provided utilizing a combination of interior and exterior parking spaces for both the apartment buildings and townhomes. The apartment buildings will each include 85 underground parking spaces located below the buildings. An additional 324 exterior parking spaces will be provided adjacent to the apartment buildings. Each of the 94 townhomes will include a two-car garage, with an additional 24 exterior spaces along the shared drive aisle that provides access to the townhomes. Parking would also be available in the driveway for each townhome unit. The following is a summary of the required/proposed parking:

	Proposed
4-Story Apartments	494 (170 underground spaces, 324 exterior spaces)
Townhomes	212* (188 garage spaces, 24 exterior spaces)
<u>Clubhouse</u>	<u>40 exterior spaces</u>
TOTAL	746 spaces

*does not include parking in driveways

2022-2025 Strategic Plan Alignment

The Strategic Plan identifies “*Strong Local Economy*” as a strategic focus and the following goal: “*Location of Choice for Residents*” as “residents of all ages seeking to make Huntley their home will have a diverse range of housing choices.”

Courtesy Review

The petitioner has requested the Village Board to conceptually discuss the proposed rezoning of the subject site. The Village Board is not required to provide a formal position statement on the proposal, and the petitioner shall not be required to comply with any position statements which are offered. The concept review shall provide the petitioner with initial comments and concerns that should be considered as they proceed in the formal review process. The Village Board and its individual members are not bound by any comments made during the discussion and the petitioner acknowledges that it cannot claim in the future any reliance whatsoever on those comments.

Director of Development Nordman said representatives of Lynd Living, Mr. Peter Bazos, Attorney, Mr. Anthony Tiritilli, President of Development, Mr. Eric Rohrsen Development Manager, and, Mr. Jonathan Muraski, Architect, were in attendance to make a brief presentation of the Lynd Living company and to answer any questions and concerns from the Village Board.

Attorney Bazos thanked the Mayor and Village Board for their time. He continued saying that Lynd Living (Lynd) is before the Board because Lynd has a 45 acre parcel of land under contract to purchase subject to getting the entitlements. He briefly reviewed the current zoning and the impact the project would have on the Village of Huntley. He then turned the presentation over to Mr. Tiritilli, President of Development, to present the company and site plan specifics in greater detail.

Mr. Tiritilli reviewed a presentation and said the company was founded 42 years ago, is a national development firm based in San Antonio Texas and has offices in 14 states with over 20,000 units under management. Lynd closes out over \$100 million in acquisitions every month and estimated that the project before the Board would be in excess of a \$120 million investment by Lynd. Mr. Tiritilli said Lynd is not here to just build a project and flip it, Lynd is here to operate it. Lynd owns 50% of their portfolio, most of the projects are new, Class A communities. He stated they have current projects in Willow Springs and Oswego. Lynd brings in investors, puts on debt, and the key properties Lynd buys are held within their own portfolio. He described the advantages that they see in the proposed location. Mr. Tiritilli concluded his presentation and thanked the Village Board for their time.

Mayor Hoeft thanked the Lynd presenters for their presentation and said Public Comments will be heard at this time. Mayor Hoeft invited Mr. David Applegate up to the podium.

Thank you Mr. Mayor, David Applegate, 12862 Bluebell. I am very familiar with this area because I have a handicapped brother who lived in Deerpath, almost from the time it opened, and is now in a nursing home in East Elgin. Something Mr. Tiritilli said, if I have his name correctly, really stuck out at me. After we have heard all the wonderful things about this development, they are beautiful drawings, it really comes down to how you manage these properties. According to an online review by someone who lives in Lynd apartments in San Antonio, she says this is by far the worst place I have lived completely due to the poor management of this company. I went without a bathroom for three months because they were going to pay to fix it. Another review, which gives one star out of five says the townhouse I live in was an affordable, quiet decent quality place to live at. Then the Lynd Corporation bought it out. They fired the maintenance people, raised the rent, and never seem to pick up the phone to resolve issues. Another review with Lynd says Lynd Living has an overall rating of 2.5 out of 5, based on 61 reviews left by employees, only 32% of employees would recommend working there to a friend and only 36 have a positive outlook for the business. This rating has decreased by 7% over the last 12 months. And finally Mr. Mayor, the Better Business Bureau gives a rating to Lynd Living of a D minus. So I know nothing about Lynd Living other than what I have heard and read tonight, but I would seriously urge this Board to do a very deep dive into this issue. Research this company and carefully consider the implications of what management may be versus initial construction tax base. So I thank the Board for its time and I thank Lynd Living for its wonderful presentation. Thank you.

Mayor Hoeft thanked Mr. Applegate for his comments and called up Keith Lessner.

Mr. Lessner requested to go last. Mayor Hoeft said that was fine. He reminded the commenters that if

they have specific questions for the Board to ask them, but the Board will not go back and forth in conversation about the questions. The Board will be taking notes and when the Board has a discussion, the items will be addressed at that time.

Mayor Hoeft then called up Mr. Ryan Pomrenke.

My name is Ryan Pomrenke and I am actually a Woodstock resident right on Route 47. A newlywed recently. I have been a Huntley hopeful for a while and have been searching the housing market in the area for some time. It is brutal. It's brutal right now. Housing prices are wildly over inflated, anywhere you look. I don't consider living in town in Woodstock. So with the current prices outside of town, that's not a possibility either. Huntley's always been an area that me and my wife have looked at. If you know and have tried to shop, it's brutal as well. There's not a lot of homes available and when they are and they do hit the market, they are gone as fast as they hit the market. I mean, they are contingent overnight, and in the event that you actually do get an opportunity to get to bid, it is a bidding war, and you get outbid. I won't share my personal finances with everybody here but I'm not rich, but I'm not poor either. It's not like I don't have money to spend. I'm a Huntley hopeful like I said, I'd love to start my family here, but like I said, you can't find homes. They had made a comment earlier about my generation and how we look at housing and they are dead right. Actually, other than the Boy Scouts here, I might be one of the youngest guys in the room. The majority of kids and guys, young adults my age, they don't want to buy but I do want to buy. I'm just not willing to mortgage my future doing it right now. Any hope of moving into a town currently, it needs something like this to happen. Huntley is known as a retirement community by and large by a lot of people, and they're not wrong. It does, in many ways dominate the politics of the town too. So, without something like this going up, people my age, you really don't have a shot. You want to start a family and something like this needs to happen. I'm actually pretty surprised with the quality of the build that I saw here today. I didn't expect it. Alright. \$1,000 for studio and what's the square footage on one of the studios? 600 square feet? \$1,000? That's not cheap. That's not affordable housing. I mean, that's quality housing. All right. I have no comments to the star rating on Lynd. I don't know anything about Lynd, but I also don't put a lot of stock on internet ratings on anything. But \$1,000 for a 600 square foot unit is big money. It was \$2,900 for a townhome? This isn't garbage housing. This is quality housing. Mortgages are cheaper than \$2,900 a month. I look at, and I've heard the whispers, about the discontent with the layout and the proximity to homes, mostly from Del Webb. I mean, we were told, 600 to 500 square feet on the west side – was it 100 or 200 on the south end; yes, 500 feet to the west, and was it 300 to the south? I would love to look at Google Maps, and go over Del Webb, and pan over Del Webb and start to see some of the spacing between the housing, and the chunks of actual wildlife habitat between segments of homes in Del Webb. This spacing reflects the same kind of spacing that they have in their community. I don't see the difference at all. So wanting to reject something like this, because more housing is moving adjacent to your housing with a similar layout just doesn't make any sense to me. I guess that's all I have to say. If there is an opportunity at the end, if I could speak again, in response, or with another thought I'd appreciate it. Thank you.

Mayor Hoeft thanked Mr. Pomrenke and called up Mr. Charlie French to the podium.

Charlie French, 12619 Meritage Court, Neighborhood 7. My wife and I have lived here for 23 years. We moved out of Michigan to come to a retirement community with what this retirement community had to offer. We raised our children as most people that we live with have. We've done that. We purposely moved into an area where they don't have children. That's a mature group of people that live there. We would not look favorably upon having children put on our doorstep. Not all kids are Boy Scouts. If they

were, they'd be welcome, but they're not. We, in the 23 years we have lived here have not seen one single thing the Trustees have done that we find fault with; not one single thing. We admire the work that you've done, and previous Trustees have done. This is the first time I've ever felt the necessity to come to a meeting and speak up, and it's because I think this would be a major issue. I think that you have been great and putting consistent businesses next to our community. When we drive out Farm Hill and we see the new fire station, and we see the other businesses that you put there; perfect, very compatible to what we have at Del Webb. Bringing multi-families on our doorstep is not consistent; not consistent. Thank you. If I can say one more thing. If you if you decide that this is a worthy organization, and they want to come to Huntley and you want them to come to Huntley, I would only request you to look at other sites. Fellow from Woodstock probably doesn't care that he lives right outside of Del Webb. No, well he can live in another site. Thank you.

Mayor Hoeft called Mr. Kevin Irving and asked him to name his name and address for the record. Kevin Irving, 12419 Black Oak Trail. I also live in Neighborhood 7. There's over 1,000 names on a petition that has been signed to not let this project go through. The problem is a couple of problems. You zoned this for commercial and now they're coming up with this nice plan or whatever they're saying, but they can flip it and say we're going to do something else once you guys end up giving them the zoning that they want. I think all the i's should be dotted and t's crossed, but this would be a disaster with traffic. Think of the traffic that's going to be put in this little area. You get these people that are coming down reasonably driving and in wheelchairs going to the stores and things like that. So really consider you've got a lot of income coming out of the Del Webb community. They're there for a reason and this project, I think is going to really mess it up.

Mayor Hoeft thanked Mr. Irving for his comments and called Mr. Bob Karas up to the podium.

Hi Bob Karas 646 Lake Ridge Drive. I live in South Elgin, Illinois. I've seen a lot of your faces. I own Rookies over here in Huntley. My family owns the Karas Restaurant Group. We have about 13 locations like the Village Squire, and Alexander's along with Rookies. I grew up in Elgin so I've always known Huntley as that little country charm friendly village next door. I never thought I would open a business in Huntley. We were excited to come into Huntley on 47 as everyone in Elgin was saying, Route 47 is the next Randall Road. So most of us that live in Elgin as Mr. Bazos knows, we missed the boat on Randall Road. So we said let's go to Route 47. So we've been here since 2013. We've been here nine years. Honestly, the Rookies in Huntley is one of our weaker locations. We don't know but we have some reasons why. I could go into those if the Board would like. I've been waiting for 2023 because my lease is up. I'm just going to walk away from this business because it's not taking care of itself enough to be sustainable here in Huntley. We don't consider ourselves a hard to run restaurant, we're pretty casual. We do have a lot of great customers from Del Webb, and from the regular town. We like to be here. Honestly, when I heard about this, I was excited to say, Oh, I'm going to stay. I'm going to renew my lease, because obviously, we've spent close to a million dollars in that location. When my lease is up, I'm walking away from it. I mean, without anything other than my tables and chairs I could take if I wanted to. When I heard about this, I was excited. I thought, yeah, I'm sure this is going to happen. I didn't realize it sounds like civil war in Huntley for this development. I know a few other restaurateurs in the area, they were supposed to come. I'm not sure if George is here from Brunch Cafe. Another friend of mine has another place down the street, and we're all kind of in the same boat. We're not getting what we expected as far as volume wise. So part of that reason is the population density. We need more people in Huntley. I don't personally care if they're behind me or down the street, but I think this looks like a good high quality development. At our Rookies in Elgin on Randall they built strikingly similar apartments called Watermark. I think there's like

eight buildings. You probably remember Mark Ebacher. He builds beautiful apartments and they're expensive the same as this. They look like identical. It has helped Rookies a lot and all those little restaurants in that area. I haven't noticed, on Randall Road, like an increase of traffic to be enough to bother me from that. We enjoy the increase in traffic in the restaurant. So all our restaurants are scattered around. I've always said, why, did they go west? West is not ready for, you know, higher scale bigger restaurants. I mean, mom and pop restaurants, there's nothing wrong with those. We are a mom and pop. We are a little bigger having 13 restaurants is not just Mom and Pop. It's really hard without the density and the volume. We need more people in the town. We love Del Webb, we love the people that are not from Del Webb, but I don't think this community would classify Huntley as a retirement community. By far. I don't think you want to have a bunch of empty restaurants in town. That other place, I don't know if it's open or closed. The former Niko's restaurant by the outlet mall. That's Casa Rubio's, they're closed. They were a good operator from Elgin, and restaurants close. We're not going to reopen if I leave that spot. I don't know what's going to happen there. Obviously somebody will get a high quality build-out for nothing. But will they be able to last like we did with our expertise and our volume and our economies of scale from having 12 other places? I don't know. So that being said, we really were excited. I'm hoping that this is decided to happen before my lease date comes up, which is next year, in 2023. I don't think this would change the town feel of not being a retirement community. As far as the reviews the other gentleman mentioned, I saw a restaurateur the other day, he put on the sign, come eat Dave's worst cheeseburger here, right on his sign. Like he put it on a sign so people can come. Obviously, as a jab to somebody saying, "This is the worst cheeseburger they've ever had in their life." When it's a successful restaurant. I mean, you're going to have that. You're going to have positive, you have new restaurants that are notorious for bad reviews. So I feel for you for those couple of bad ones. But, man, it's what can you do after a while. We deal with them. Obviously they do not want to run a bad place. We don't want to have bad cheeseburgers. They're not going to lose \$100 million, because they're not maintaining their property. Now, do we have problems? Yes, we have restaurant people. He has maintenance people. We have different types of employees that don't always measure up, and we're trying to keep everything together. I think the people would say, the Karas Group is a quality restaurateur group. So if you're going to have a bad meal there, you're going to have a slow service here occasionally, but for us to keep them all open, is because we're try. That's all we can say we try every day.

Mayor Hoeft thanked Mr. Karas for his comments and called up Mr. Jim Uszler.

My name is Jim Uszler. I reside at 12481 Cold Springs Drive. I want to thank you for putting on this presentation tonight and doing a fine job. Charlie did a great job of describing us. I know Mayor Hoeft, Dave Johnson and most of the Board wants a high quality product in Huntley and I'm not sure that we're seeing it with this particular company. As the gentleman said earlier, unfortunately, the Lynd Company has a reputation that is less than stellar. In fact, the BBB rating the Better Business Bureau of a D minus. If you go online some people claim that they are slumlords. The complaints are numerous and easily found online. They have a property in Woodstock and I encourage the Trustees to drive up there and take a look at it. Also check with the police department in Woodstock and find out what's going on there. The number of calls that they get annually. Those are the things that our community is concerned about when it comes to Del Webb. It's not about a beautiful complex like this going in. It's about what comes with that, and we're concerned about crime and security. There's no talk about any kind of barrier between this property and those homes that are on our side of that berm. There could be something to protect those folks, and that could be a wall. I know walls are not popular these days, but we saw it happen on Kreutzer down from Tuliptree, where they put in that berm on Kreutzer Road to protect those folks from the traffic on that street. It's something to consider. Thank you.

Mayor Hoeft thanked Mr. Uszler and called up Ms. Nancy Glissman.

Hey there I'm Nancy Glissman 13795 Wilshire Way in Sun City. Huntley. First of all, I want to say, can you make Rookie's into a Village Squire please? You have the best salmon sandwiches at the Village Squire. So just a thought. I really like those you know, they have some good food there. So anyway, I'm speaking on behalf of myself, I'm not speaking for walkers and bicyclists safety tonight. It's just my own personal opinion. I live about three miles away from in Sun City near Huntley High School from where this is, but where we go shopping, is Princeton, Princeton, Princeton. Sometime we're there more than once a day, depending on how many cups of coffee you get that day. I think the big problem is Princeton. Princeton has a hard time taking the amount of traffic it has now, especially during busy times if it is a busier time of day. Add that Amazon is coming, that's going to add to Princeton. I think Princeton will have a big problem with this. I don't know about anything about the quality and the reputation, but one of my neighbors, a couple months ago, when we were talking about this, he said you know where a great spot for apartments in Huntley would be? Behind Walmart, off Kreutzer. It really would be a way better spot for apartments. You wouldn't have the problem of the commercial. I counted 24 stores on Princeton. Some of what I've observed when it's not good, is people going south on Princeton, by Exxon, and they're going to turn left because they want to go to 47, they have a very hard time left when it's busy. Or when the arrow is there or the light has changed. There's a problem. I've also noticed sometimes when it gets kind of busy, people get impatient and they will pull right in front of you when they're coming out of Rookies or wherever. An additional problem, as I'm sure you know, is by Walgreens, if people are coming from Sass Parkway turning left, if they're trying to go into Walgreens, it's a problem. So you add Huntley growing to that, then you add this project, I don't think it's a good combination whatsoever. And as this man's brother was at Deer Path, we have to as part of our job to look out for people with special needs, and it's going to be more dangerous for them. So, I think if this was approved, it's going to take away from the Village of Huntley. It's going to make a Schamburgesque kind of feel there and it's not good for Huntley. I think there's better locations and better use of land. Thank you.

Mayor Hoeft thanked Ms. Glissman and asked Ms. Jill Cataldo to come up to the podium.

Hi everyone, Jill Cataldo 11321 Dean. I have been a 28 year Huntley resident. I moved here when Del Webb was a farm field. I moved here before we had a major grocery store, or any kind of fast food at all. I moved here at 20 years old with a dream straight out of my parents' house right to Huntley, because I love the area so much. I've seen a lot of growth, a lot of growth in that time. One of the things that I lived through after buying my very cute little postwar house at the corner of Algonquin and Kathleen, was my house being taken down for eminent domain for the greater good in the early 2000s. No one wants to lose their house, but I also understand probably more than most that growth does often change the living arrangements that we may have become accustomed to or become comfortable with. That said, I'm very proud of the work that you guys do, I think that you really do take a lot of care and thought and consideration into the things that come to this town. Our growth has been very controlled. Now, we're only a block or two away from the Catty property and we're very happy with the decisions that you guys have made for that because I think it's going to revitalize that property and bring some apartments to the area. That said, in looking at this, if the traffic issues, and I'm concerned about those as well, can be resolved, I don't see this necessarily as a negative for our community. It opens the door for people who, like me, are young and want to move to this area when I was young. It's really going to bring a lot of revenue to the town. And again, I'm not anti-growth, I think if it's done well, and this appears to be the kind of thing that could be done well, I'm for it. My daughter is 26 years old and as they pointed out, she doesn't want to buy, she's a renter, she's happy. She wants a maintenance free lifestyle at this point in her

life and that is very different than what we might have wanted. In recognizing that, I think while we're not always comfortable with the things that are done for the greater good as I was told when I lost my house, sometimes we all experience growth. Thank you.

Mayor Hoeft thanked Ms. Cataldo and asked for Mr. Lessner to approach the podium.

My name is Keith Lessner and I live in Woodstock currently. I'm also thinking about going back to Huntley. I did grow up in Huntley. I went to school with some of you. I remember sitting in this very room going before the Board when nobody wanted a General RV. I mean, nobody wants a General RV. I remember years ago back in like 1997 when Del Webb was coming to town, and everybody fought Del Webb saying don't bring them to town. We don't want them. It happened even though the people who lived in Huntley fought that as well. I think that the growth that you guys do, you guys always monitor and look at all angles and listen to all sides. You guys are for the greater good of the community. I live in Woodstock since currently my job just changed. I travel a lot for work. I'm constantly coming through that 47 corridor to go O'Hare. I would love to move back down there and have a maintenance free home because I'm gone three weeks out of the month. This is perfect for me. I would love to sell my house. I have acreage with all the trees and sticks everywhere. All I do is take care of my yard. I would love to have something like this with the clubhouse close to shops, restaurants and everything else. As far as traffic goes, they've done all the improvements and everything else. This lady said she lost her house to that. I mean you guys are doing the right things. I look forward to seeing it and as far as people being upset about being built in their backyard, I used to ride my four wheelers, dirt bikes, hunt, fish and all that right where Del Webb is. So with this with a 600 foot barrier, I don't think you need a wall. That's just my two cents. Thank you for hearing me.

Mayor Hoeft thanked Mr. Lessner and acknowledged a gentleman that wished to address the Board but was not signed in. The gentleman said he was not present in time to sign the sheet. Mayor Hoeft said he could make his public comment.

Thank you, my name is Jonathan Kaye. I'm a property manager with Tanglewood properties, a local company in Huntley on Farm Hill Drive. My parents are Liesl and Preston Kaye, owners of Kaye Eye Care, Tanglewood properties and Coop Working all located on at Farm Hill Drive just to the southwest of the photograph up there. This evening, I am representing Regency Square Association. This association includes property in Huntley from the north and south between Charles Sass Parkway and Del Webb Sun City and from east to west from Route 47 to Farm Hill Drive. It is about 100 acres, a couple dozen businesses and a handful of property owners. We have a couple questions or comments for your team to consider before moving forward. The first is that Regency Square, Kreutzer Road (Sass Parkway), and Farm Hill Drive are all roads controlled by the Village of Huntley but Princeton Drive is actually owned and maintained by the Regency Square Association. The members of the association, particularly those with frontage on that drive, actually pay dues towards that. So we specifically, with regards to traffic concerns, with this adjustment from business and commercial to potentially seeing additional individuals there and whether it was residential or commercial, just with this additional development, we wanted to bring to your attention two concerns potentially and another traffic impact study has not occurred yet. With that, moving forward over the last decade, we've seen development with Alden, and with those businesses between Princeton and Route 47. Princeton Drive has never had an expansion through that period. So certainly, with this additional development, and what some of the public members have brought to your attention today, that is a concern. Our second point was to Lynd Living as well, just to make you aware that there is indeed an association that indeed enrolls you in that you do have an obligation to,

particularly with that frontage on Princeton. Additionally, with that frontage on Princeton, we had a question in relationship to how that would be paid for whether that would be a homeowner's association, or if the individuals only fronting that property would end up being responsible for the dues back toward that drive. Thank you for this and your time this evening.

Mayor Hoeft thanked everyone for their comments. He then asked Trustee Goldman to begin the Village Board discussion to ask any questions or comments of the petitioner.

Trustee Goldman asked Lynd if there will be a manager on premise and who will vet the applications for rentals. She also asked of the longevity of the leases.

Mr. Tiritilli replied that when you have a facility of this size it includes staff and an on-site property manager as well. It is a normal business hour operation, open seven days a week. He added that there is a standard policy that Lynd has that has to be met. The criteria for any leasing community is established, and Lynd would create one for this property. After the criteria is established, legal compliance and underwriting would be done including tenant credit checks, background checks. It is all done at the at the property level.

Mr. Tiritilli continued saying the normal lease is a 12 to 13 month lease, depending on the tenant. There is a trend in the industry now for shorter term leases, like six months. This would not make a unit any type of Airbnb or anything of that nature in this community. He added that most tenants do not want to go longer than a year lease. Trustee Goldman said that she believed that is a lot of turnover for almost 400 units and makes for a lot of instability in the south end of town. She added that she is not looking at the south end of town as a retirement area, even though people classify it as that. She said that it is really the main area of our businesses along with the downtown.

Trustee Goldman asked if Lynd would allow sublets. Mr. Tiritilli said the tenant has to get permission for a sublet from the management company and there has to be a reason for them to sublet. Mr. Tiritilli said it is not a practice that Lynd encourages but if it is the right circumstance and the tenant is under a duress situation, it could be allowed.

Trustee Goldman continued the discussion by asking about the top-end rental which is almost \$3,000 per month. She said she started thinking of net income and expenses, etc., and it did not matter if the renters are Millennials or older, it takes a good income to come up with \$3,000 per month to afford along with car payments and all the other expenses. Trustee Goldman asked if Lynd would allow multiple people to live in one unit as roommates so they can split the \$3,000 rent. Mr. Tiritilli said yes it would be allowed if somebody wants to rent a townhome or an apartment with a friend. Both parties will be underwritten as far as their ability to pay and their background will be checked.

Trustee Goldman continued saying, hypothetically, with 390 apartments it results at base level of 800 cars plus roommates, etc. She added that that is too many cars in her opinion for that area. She continued by saying that Lynd has changed the exit metrics. The access is obviously off Sass Parkway. She said she is trying to understand about exiting onto Princeton, which is a very dangerous street. She said she thought Lynd was going to hook up to Regency and then come back by all of the Village's senior step-down facilities, the Medical Center and fire station. She asked how it happened that Lynd is now talking about exiting onto Princeton.

Mr. Tiritilli referenced an exhibit saying that there is an access point that Lynd put in mainly in anticipation of it being requested and have not yet met with the Fire Department, but typically they want another means of ingress and egress. He added that Lynd would want all the traffic to go through the large main entrance, which has a little gate house that would be open. Trustee Goldman then asked if 400 – 800+ cars would be going in and out of one entrance/exit.

Mr. Tiritilli said there will not be 800 cars at a given time. He added that a traffic study will be done and provided to the Village. The study would help Lynd make sure the project was designed with flexibility as to how the property would be accessed and not creating pinch points for traffic and dangerous turns. He said Lynd has already engaged KLA to perform a traffic study and hope to have it within the next couple of days.

Trustee Goldman concluded her discussion saying that she is particularly concerned about the golf carts that are allowed to go on Princeton in that area and encountering many cars. She added saying that she knows that this is Lynd's business but wanted them to understand that the Village has other rentals that are going to be opening up in Huntley and that Lynd will not be the only new apartments in the Village. She concluded saying she has a lot of apprehensions about the project.

Mayor Hoeft thanked Trustee Goldman for her comments and asked Trustee Westberg to go next.

Trustee Westberg said he has had some contact with some residents in opposition and has also seen the other side where they are in favor of the project. He asked Lynd to confirm that they are a whole new developer than what the Board has seen in the past and that this is the first time Lynd is appearing before the Board. He also asked if Lynd was aware of a previous plan that had housing all up and down the west side of the property.

Mr. Tiritilli confirmed saying they are aware of various plans that other property owners may have had in the past. Lynd was unaware of who had submitted plans formally or anything of that nature.

Trustee Westberg said that this is the most greenspace he had ever seen and that it looks as if Lynd listened and paid attention to those questions from previous plans submitted. He added that that he had a document published by Mark Obrinsky from Harvard University, stating the weekday single family detached number of trips was 9.57, and was 6.72 for apartments, for a difference of 42%. It went down in this type of development, because single renters don't have two and three vehicles. Trustee Westberg said that he lives in a three vehicle house, about to be a four vehicle, and creates more traffic per day than one person in an apartment. Trustee Westberg said it just shows that there is information out there that that the Board needs to know and see the traffic study that is being done. He added that he is concerned about crime as well, but these numbers being presented of \$1,000 for a 600 square-foot loft, or studio will not bring in any malicious characters. Trustee Westberg said that he is concerned of some of those reviews. He said most people take the reviews for what they are worth but definitely there is room for improvement. He said he would definitely address that Huntley is a different character here and that reviewers are not nice sometimes. He said it shows that people here care about our community a lot and to keep that in mind that that is what Lynd will face coming to Huntley. Trustee Westberg said the Board wants Lynd to be successful, but at the same time, it is tough here. He concluded saying he is going to be optimistic, but also going to step lightly and see where the Board goes with this project. He doesn't want Lynd to waste a ton of money. If there are already no's down there, than it is what it is.

Mr. Tiritilli thanked Trustee Westberg for his input. Mayor Hoeft asked Trustee Holzkopf to continue the discussion.

Trustee Holzkopf began by saying that the fact that anyone that puts this amount of time and effort into a project should be acknowledged and would like to thank them for even taking the consideration of coming to our town. She said she would like to start by saying that this has weighed heavily on her for weeks. She prays that the Holy Spirit takes her tongue so that she can speak with the grace and love that Christ has given her so that you know where her heart is when she is speaking so that you don't think that it is in a negative malice way, but that all of us sitting up here have a responsibility not just to Del Webb, not just to Talamore, Northbridge, and Cambridge, but to our entire Village of Huntley.

Trustee Holzkopf said that her questions, concerns and comments are based off the entire Village of Huntley. She started with the numbers that were provided in the staff report versus the numbers that Lynd presented today. The staff report has a one bedroom unit starting at \$1,350, and for a three bedroom townhome going to \$3,500. She said the numbers given today by Lynd were \$1,000 to \$2,900 and asked Lynd to explain the discrepancy.

Mr. Tiritilli replied the \$1,000 is for a studio that was not listed in the staff report. Mr. Tiritilli continued saying there is a handful of three bedroom units that could go as high as \$3,500. Lynd is showing a range across the board. The \$1,000 unit would be the least expensive unit that Lynd would put into the project. Mr. Tiritilli continued referencing the market study, saying the study will say if there a big enough demand for studios to build studios and that will be something figured out once the study is done. He said that when Lynd does the comp analysis of competitive properties, they will consider projects in the general area. He added that basically, a lot of it is analyzing what the total price is, and also analyzing it on a rent per square foot basis. The rents that Lynd would achieve here would be similar to those other projects. Trustee Holzkopf asked what the rent would be per square foot be approximately.

Mr. Tiritilli said it depends on the size of the unit. It is not as simple as taking 1,300 square-foot unit or 1,600 square-foot townhouse that the price per square foot drops, depending if it is the bigger unit. On a small unit, like a studio would be the high end of that dollar. Mr. Tiritilli said that when he looked at this exact thing, because he has been around this project for about a year, that rents go for about \$1.75 per square foot to \$1.85. The rents at the same facility that we compare against are the same unit that is renting for over \$2.00 per square foot currently. There is currently a price escalation and the rent is getting pushed high; it's not sustainable.

Trustee Holzkopf asked that with these rent prices being what they are, what clientele Lynd will be going for to rent these apartments and what income will be their anticipated income.

Mr. Tiritilli said looked at it from two cohorts, most likely the younger cohorts that are in the 25 to 35 year old range. He added that most of the tenants in this building would be on a single basis, over \$50,000 per year to \$70,000 per year.

Trustee Holzkopf said in looking at housing prices, you do not want more than 30% of your income to go towards housing, or else you cannot sustain that living. If we are looking at median income levels in Huntley, based off of 2019, that was the most recent study found, for a single income individual, the average income is \$40,307, which puts a maximum rent of \$1,007. A household median income is \$75,100, which puts an absolute maximum rent of \$1,877.50. Trustee Holzkopf said that is why she is

questioning the type of clientele being sought because what was presented in the staff report does not seem to match what Lynd is presenting.

Mr. Tiritilli said he understood the demographic that Trustee Holzkopf used for the stats, and 30% actually is a standard in the industry. However, if you look at what renters actually are forced to pay these days, that percentage has been escalating for years. It is closer to 38%. There are cities in other states that are higher and as much as 50%. It is a bigger discussion relative to how much income people are putting towards their home. Thirty percent used to be the norm. While talking about median incomes of \$70,000, in a family and \$40,000 for a single; that is a median. The way Lynd looks at projects is that there are 94 townhomes. There are 94 people in the general area that can afford the rents being estimated for these projects on these properties. Lynd feels comfortable in their projections, or they would not invest \$120 million, nor would the lenders that give Lynd the loans if they did not believe in the market.

Trustee Holzkopf replied that higher percentages makes her nervous and believed it would be a high turnover rate when the housing income goes above the 30%. She added that Lynd is squeezing pennies out of people, and does not feel it is sustainable. Trustee Holzkopf questioned what percentage of this establishment would Lynd need to have rented out in order to make it feasibly run, profiting, and not have to close the establishment.

Mr. Tiritilli said that was a good question and Lynd refers to that as a breakeven. Lynd is making a little bit of profit but when does the project start to cash flow. He said that it is income over expenses, including debt. On a property like this, it would be in the mid 70's percentile. One developer might put a lower loan than another. He may put a 90% loan on the property so he cannot run a project the way Lynd can. What Lynd will go in with is construction loans, and come out and try to take the debt off the property. It is important to get the debt as low as possible to weather storms. Mr. Tiritilli said Lynd has been around for 42 years and he has been in it for 30 adding that he has been through the 2008 market, the S & L crisis and other difficult times. Lynd knows how to survive in this market. The risk is building a Class A product, and bringing it to communities where it may be far and few between or is not here yet. Those are risks that Lynd takes as a developer every day.

Mr. Tiritilli said he appreciates Trustee Holzkopf's questions and concerns regarding her interest in an affordable component. He stated this was one of the few times he has been in a meeting where he was trying to defend the caliber of the tenant that they are bringing in and their ability to pay and how wealthy they are versus providing affordable housing. Trustee Holzkopf stated that the caliber of a human is not based on their income. Mr. Tiritilli said he meant the caliber of their income not the tenant, and apologized for that statement. He stated affordability is a huge part of housing today.

Mr. Tiritilli said Lynd has that approach in their company in many ways. There are ways to provide it if the Board would want it. There could be tax relief to offset some of the income or other type of mechanisms to provide affordable housing. Lynd would be happy to show examples of Class A properties and where it all works affordably. He added that Lynd does hundreds and hundreds of units every year that way. Trustee Holzkopf asked if Lynd would be willing to do that in Huntley, Mr. Tiritilli stated they would be interested in further discussion regarding that possibility.

Trustee Holzkopf stated that this is a groundbreaking project that could potentially be coming to the Village. This project is going to set a precedence for future developments. She added that she is very

passionate about making sure that everybody in Huntley, not just the middle class, not just the upper class, but that everybody has access to quality, safe housing. Trustee Holzkopf asked if Lynd would consider taking just 5% of this project and making it affordable.

Mr. Tiritilli asked what Trustee Holzkopf's definition of affordable was. Trustee Holzkopf said that affordable is at 70% of median income level, by definition. Mr. Tiritilli said that Lynd would be open to discuss that. Lynd does a lot of work in the City of Chicago and has done plenty of work where there are affordable components. If Lynd can put it all together where it works financially, still get everything financed everything can work. Lynd would love to be able to provide that.

Mayor Hoeft stated that this is a conceptual discussion and that the project is not up for formal consideration at this time. Discussions like this can take place at a later time.

Trustee Holzkopf said she is concerned by the negative reviews and understands that everyone gets them from time to time, but the level of negativity is quite high here. She asked that if Lynd is not at that mid 70's break even point, will Lynd start to cut corners to make sure reviews are high by not doing maintenance repairs because there are no funds for it.

Mr. Tiritilli said that he is not on the operation side of the business, and could bring people back but he would could answer some of it. He continued saying they are a vertically integrated company; management, acquisitions, development. Acquisitions go out and find a building that is mismanaged and under disrepair. Then they go in and displace the tenants, renovate the units, get a higher rent, and then they sell the property. When you displace tenants, or you go in, and the rent used to be this, and now it is raised to this, so that is a part of what Lynd does in acquisition mode. Yes, we do run that building in Woodstock and it is not a Class A building. It was never said that it was Class A building. There are various classes when you have 22,000 units. You have a lot of tenants, and you have a lot of properties, and Lynd does third party management. Certain owners do not keep their property up the way that a management company would want them to. We do not own all of those 22,000 units. Half of those units are owned by somebody other than Lynd but Lynd manages them. Lynd does a good job. There are tenants, residents or employees not happy at times. There are employees in our business that have been there for 30 years so I could refute their comments and be happy to share that. If Lynd goes forward, we will bring in an operations team and the Board can go through the questions that have been asked. Questions asked about the details of how do you underwrite these people who are coming here, show exactly what the criteria is. Lynd would be happy to do that.

Trustee Holzkopf continued saying she would like to see a Tracy Cross report done and said that the area has higher traffic flow from the way that it is zoned currently versus zoning it to multi-family. She agreed with Trustee Westberg that there would be more in and out traffic with a business than you would see with an apartment building. She added there is going to be concerns with traffic when any new development is brought forward. Trustee Holzkopf then asked if Lynd had any numbers that they could share in comparing a commercial project to this multi-family project.

Mr. Tiritilli said none that could be shared at this time with any level of expertise. He said that the traffic study is closed to be completed and will be shared with the Board after Lynd has received and reviewed the study. He said that he understands the concern of the Board and residents of Del Webb. He said it makes logical sense when you are residents in a community. They have a beautiful community. Del Webb is a fantastic development, and you can see the density that they have achieved. There is great

open spaces. You put density together and you achieve great open space. Lynd tried to carry that throughout here. Lynd expects our tenants, and I believe that they will, have a higher degree of homeownership pride.

Trustee Holzkopf asked about the street parking adding that she did not see fire hydrants included on the diagrams. She asked if the amount of street parking for the townhomes is 24 spaces. Mr. Murasky, architect, stated the diagrams did not include the additional parking spaces behind each garage, which would be two additional spaces. The 24 spaces were the lateral. The additional spaces are shown elsewhere on the exhibit showing four or five sprinkled between the townhouses. It does not include the parallel parking on the east side where the six unit and three unit is. Mr. Murasky said the exhibit does not include any parking in front of the garages or parallel parking. Trustee Holzkopf asked what that number is for the parallel parking in that area. Mr. Murasky said that is about 20 on the parallel, and then there is 98 if you include the double parking behind the garages.

Trustee Holzkopf asked if Lynd was taking into account that the hydrants will eliminate parking spaces based on 300' per fire hydrant, and the fact that you can only park a certain distance from them. Mr. Murasky said, not necessarily, that once the loop is established with the Fire Department, the site is large enough that Lynd could shift parking accommodations. Trustee Holzkopf stated she has a concern of no street parking saying that for parties and holidays, it will be extremely congested in there.

Mr. Tiritilli said that these are the kinds of questions that are helpful. Nothing is set in stone when it comes to engineering. Lynd is keeping the engineering exactly intact as far as retention, but some things can be addressed that were brought up by the Board.

If Lynd does not extend Regency Parkway, this design can be modified a bit. Maybe it makes sense to make a connection and extend it in and maybe move these buildings around so there is another entrance to take some more of the load off of that main entrance. The last thing we want is to have inadequate parking. The people own this project too and when you have unhappy tenants, or an inconvenient place to live, people will leave. Mr. Tiritilli continued saying people will rent and then if you do not solve or address all the issues that are being raised, it is not going to be a successful project. Receiving these items addressed here and having this conceptual review meeting provides Lynd the opportunity to hear some feedback from the residents, in addition to what has been heard from the Board, is very helpful. It gets rigid very fast when we come in with the formal application. This has been very helpful.

Trustee Holzkopf concluded by saying she would like to see a fiscal impact study done. She added that she is overall in favor for apartments in town and also in favor of affordable housing, but it needs to be done correctly and not jammed in. The project needs to be safe and traffic needs to make sense and it needs to be in an appropriate place for the land use. Trustee Holzkopf thanked Mr. Tiritilli for listening to her concerns.

Thank you Trustee Holzkopf. Mayor Hoeft asked Trustee Leopold for his comments.

Trustee Leopold said it was past his bedtime and that he is one of those old guys from the Del Webb retirement community out here. He added that there are 9,000 residents in Del Webb and 30,000 in the town, how can you call that a retirement community? He complimented the speakers for calmly presenting their comments whether they be positive or negative and said he would like to get answers to the anecdotal comments that Mr. Applegate discussed and the Better Business Bureau things that were

brought up and to have that information provided to the Board. Trustee Leopold said that being from Sun City, the Sun City residents look to him to act in their best interest, and does so to the best of his ability. He reminded everyone that in the matter of the multi-family housing presented on Regency, there was ample consideration given to the residents when it was initially rezoned for commercial. He added that he is old enough to have been around to have some objections to that being done and to rest assured that once he has all the facts, and all the pros and cons, he will act in the best interests of our residents. Thank you.

Mayor Hoeft thanked Trustee Leopold and continued with Trustee Kittel.

Trustee Kittel said that it was a lot to digest on both sides but first of all he wished to express his appreciation to all the residents that came out to have their voice heard and to the presentations made by Staff as well as the Lynd team. He added that there is a lot of good here and that he is trying to balance what we have and what we want to be. Trustee Kittel said there is a delicate balance to seeing the care you have taken and how thoughtful you have been in taking in either the past presentations that you've had access to listening to, and listening to the residents on Facebook. He added that obviously there are still some concerns to address, but he appreciates the greenspace and the design. He also appreciates the amenities, because that is going to enhance our Village as a whole. Trustee Kittel said he hears Del Webb and he hears Huntley, and he wants to make sure everybody is a part of Huntley. It is not Del Webb only, this is our community. He said that the Village needs to be able to diversify that with rentals, doing it the right way. There's been some talk of putting the project somewhere else, but the Village does not have developers knocking on the door on those other properties. Trustee Kittel said the Village has someone coming in and wanting to better the community in this property and thinks the Village needs to take the facts from both sides and really understand, work together, collaborate and continue to move forward with that. Some of the concerns he would still like addressed, not to repeat, but the traffic on Princeton. He said he would rather not widen Princeton because that would enhance higher speeds. He would like to see some safety protocols put in, resurface the road with better markings. Because it is a private road, it is part of the POA, Property Owners Association. Trustee Kittel said more importantly he would like to see crosswalks installed since there will be a lot of residents going to businesses. He added that he would like to see the crosswalks blinkered to safely get the walking residents to and from the businesses safely.

Trustee Kittel said Lynd mentioned the curb cut out and that was a concern of his that people will overuse Princeton. If the project could have those two entrances, if the Fire Department requires it, use that existing curb cut out plus the second you are proposing, that would be very good. Trustee Kittel said he has heard a lot of talk from the residents in the community on a bike path connection so if Lynd could help develop it would make the proposed project better for their residents as well as the entire community.

Trustee Kittel concluded his discussion by saying he has some concerns, but understands that this plan presented is conceptual. He thanked Lynd for listening, not only to past comments from what they have seen, but also from the Board and residents here tonight. Trustee Kittel said the word that it still sticks with him is how flexible Lynd is willing to be because they want to be a part of the community. He finished by saying he understands that Lynd is not here to invest \$120 million and pack up and leave and it is important to balance everything. He again thanked the residents and Lynd for their input.

Mayor Hoeft thanked Trustee Kittel for his comments. He added that he had some comments to make as

well. Mayor Hoeft start by saying that he is one of those residents that has lived here before everything else was here. In 1986 the Village was roughly 1,303 people. Growth came with the annexation of the 2,600 acres south of Kreutzer Road. There was an uproar in town that the Village was getting sold down the river with everything that was getting done. Mayor Hoeft continued by saying this is nothing new with conflict with growth and he is very happy with the development that the Village has had. He is happy we have Del Webb, including all of the development that has taken place on the south end of town, not just Del Webb. Mayor Hoeft said Del Webb is a great part of this fine Village, along with the other subdivisions and developments that came along through the 90's and early 2000s to get the Village where it is today. He continued saying that over the past year, this has been a hot topic throughout the whole community. He said he has heard a lot of opposition as well as some proactive stances on it. Mayor Hoeft said since 1998, when this area was zoned, it has sat vacant. There are some residents that feel that it is going to remain the open prairie forever, and it is not. This area is zoned, right now, as commercial business park, but there could be a lot heavier uses that would be closer and affect Neighborhood 7 in general more than this plan proposes. Mayor Hoeft said he would like to thank the Lynd group for paying attention to those comments that had probably been passed along through Staff, and on the homework you have done. He said his next point was with Regency Parkway. There has always been a huge concern for Del Webb being a cut-through. The Village has heard the comments with Amazon coming to town that it is a cut-through for semi traffic, and that is a concern that this Board is taking seriously. The Village is going to have to have things in place to make sure that Del Webb is not having Amazon trucks, other than deliveries to your door, in Del Webb. He continued saying that with Regency Parkway not extending all the way through, maybe Lynd would want to add a cul-de-sac with the entrance or egress for fire equipment if needed there. That was if someone turned up Regency Parkway and realize they cannot get in, or vice versa, they are not coming through trying to cut through Regency to get to Farm Hill Drive. Mayor Hoeft said that this is something no one will know until the traffic study is completed. He said he agreed that there is going to be less traffic in general, in the multi-family development based on the research that has been done, compared to a commercial use and he believes that has validity to it. He added that if someone lives there, they are going to Route 47 to Sass Parkway to get in, and you're going to have that if it is a shopping center or whatever else it could be there. Mayor Hoeft said he thinks that on the whole, the traffic and the cut through traffic through Del Webb, is still going to be less with this proposed development than what the Village could have there. The Mayor agreed with Trustee Westberg and his concerns about crime. That is part of the concern on the quality of renters. The Mayor believed there are numbers somewhere that staff can look into to find out the crime rate with the current apartment complexes already in town. He added that he has looked into these numbers and percentages in the past, but did not have the figures currently, and guarantees that the current multi-family dwellings in the Village are not the number one area where the police are called for assistance – he repeated are not.

Mayor Hoeft concluded his discussion by saying as a Board we are your elected officials for the entire Village and myself included. Everybody's voice matters. It's not just because it's in somebody's backyard, this should or shouldn't happen. Every decision I've made as a trustee for the six years I was a Trustee and I was on Planning and Zoning for four or five years before that. My decision making now is, I would put myself in any one of the houses along Neighborhood 7 that backup to this project and say I wouldn't mind this in my own backyard. When you have 650 feet, doorstep to doorstep on one end, and 500 feet on the other, there is already a berm of trees there. I am sure that if we talk to the proposed developer that we needed a bigger buffer or if we needed something else, with the way that they have been so far this evening, I am sure it would probably be able to be looked at and taken into consideration. Like I said, this is a preliminary concept review with no formal vote tonight. I just wanted everybody to know where I

stand on it, because I have gotten the same emails the rest of the Board has. Like I said, I think we have to go at it with an open mind. It sat vacant for 20 years for a reason. Part of that is probably because the way the world is turned with our new partner we have on the southern end of town. If commercial is going to come back, I don't know the answer to that, but if it has sat vacant for 20 years, and we have somebody that's interested with a project that fits, I think it is worth taking a look at especially when we have Alden, Deer Path, and Heritage Woods right there in that same area. If this whole area was vacant, and none of that was there, it might be a little bit different, but I think we have already kind of started that trend with the housing even though it is not, per se the same. I would like to at least just get a consensus of the Village Board. This is nothing formal, just so we know if it is worth moving forward. I would like to start with Trustee Kittel.

Trustee Kittel said, I think just based off the conversations tonight, I would still like to see this further along and see where we end up with some of the collaboration and some of the changes that they would like to bring back to the table. I would like to move forward.

Trustee Leopold said he would like answers to the questions that have been asked here tonight. I think we should pursue.

Trustee Holzkopf agreed and yes pursue.

Trustee Westberg said I think we start with a traffic study and go from there. I would like to see what maybe a Costco or Menards would do on traffic on a Saturday to double lanes turning left stacked 18 cars each way versus something like this. So let's see what we get.

Trustee Goldman said here is my take on commercial buildings. Let's say that Costco or Menards hypothetically went up there instead of something like what you are proposing. What we have to remember is that people come home from their jobs at night, they roam around on weekends, and they are out and about at night. The cars are moving in a complex, if it is a commercial building, it closes they go home. There is really nothing at night. I am not talking restaurants. I am talking a medical building or whatever. That is a difference in traffic. We have to be logical about that. I appreciate your being here. This is my ninth year and it's been a complicated conversation. One of the most that we have had since I have been on the Board. You are right Mayor, to think about the fact that we have to think about all of Huntley and not just one section. I am surprised you chose to locate near our southern section in truth because there is still land north and some land east, and you have younger people north. I would think that younger people want to be with younger people and not be surrounded by a lot of seniors, but that is my take. I am just surprised at your location, but you must have done your due diligence.

Attorney Bazos said that he wondered with all the notes, and comments heard this evening, it wouldn't make sense before putting together a full blown preliminary, that Lynd makes further revisions to the concept plan and come back one more time. He asked the Mayor if that make sense to the Board. Mayor Hoeft said yes, that would be welcomed. He added that it shows Lynd's flexibility to be a partner with the Village. Then the Board can go from there. The Mayor asked Lynd to keep in touch with Staff.

Mr. Tiritilli said they would stay in touch with staff and would also have the traffic study and economic impact study available soon to answer all the other questions.

Mayor Hoeft thanked Lynd and said it would be a positive for both sides. He added that by bringing the

concept plan back to the Board, a few more things may be addressed prior to submitting the formal application. Mayor Hoeft concluded by thanking everyone for attending the Village Board meeting on this cold night and keeping everyone out late.

No action was taken on this agenda item as it was conceptual review only.

Mayor Hoeft continued with the remaining agenda items.

VILLAGE ATTORNEY'S REPORT: None

VILLAGE MANAGER'S REPORT: Village Manager Johnson provided a handout from the Chamber of Commerce event he spoke at on Wednesday. He said the event was well attended and the information was well received. Trustee Westberg agreed adding that there were several positive posts on social media about the presentation.

VILLAGE PRESIDENT'S REPORT: Mayor Hoeft asked Trustee Goldman to report on the McCOG meeting held Wednesday evening. Trustee Goldman said it was a good meeting and that the widening of Route 47 north to Woodstock is second on the transportation priority list.

UNFINISHED BUSINESS: None

NEW BUSINESS: None

EXECUTIVE SESSION: None

POSSIBLE ACTION ON ANY CLOSED SESSION ITEM: None

ADJOURNMENT:

There being no further items to discuss, a **MOTION** was made to adjourn the meeting at 9:41 p.m.

MOTION: Trustee Holzkopf

SECOND: Trustee Westberg

AYES: Trustees: Goldman, Holzkopf, Kittel, Leopold, and Westberg

NAYS: None

ABSENT: Trustee Kanakaris

The motion carried: 5-0-1

Respectfully submitted,

Rita McMahan
Village Clerk