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BEFORE THE VILLAGE OF BARTLETT

IN RE THE MATTER OF:)
)
Joint Special Meeting for)
the Draft Downtown Transit)
Oriented Development (TOD))
Plan-Public Hearing.)

REPORT OF PROCEEDINGS

July 14, 2016
7:30 P.M.

PROCEEDINGS had and testimony taken
before the Bartlett Plan Commission, Economic
Development Commission, and the Zoning Board of
Appeals of the above-entitled cause taken at the
Village Hall, 228 South Main Street, Bartlett,
Illinois, before LYNN M. EVANS, C.S.R., License
#084-003473, a Notary Public qualified and
commissioned for the State of Illinois.

PRESENT:

- MR. JIM LEMBERG, Plan Commission.
- MR. MARK HOPKINS, Plan Commission.
- MR. JOHN MIASO, Plan Commission.
- MR. JACK ALLEN, Plan Commission.
- MR. TIM RIDENOUR, Plan Commission.
- MS. DIANE NEGELE, Plan Commission.
- MR. TOM CONNOR, Plan Commission.

1 PRESENT: (Cont.)

2

 MS. TRACY SMODILLA, Economic Development
 Commission.

3

 MR. ROBERT PERRI, Economic Development
 Commission.

4

 MS. CECILIA GREEN, Economic Development
 Commission.

5

 MS. DONNA WEIR, Economic Development
 Commission.

6

 MR. NAYAN MEHTA, Economic Development
 Commission.

7

8

 MR. GEORGE KOZIOL, Zoning Board of Appeals.

9

 MR. MIKE WERDEN, Zoning Board of Appeals.

 MR. BOB BUCARO, Zoning Board of Appeals.

10

11

 ALSO PRESENT:

12

 MR. JIM PLONCZYNSKI, Community Development
 Director.

13

14

 MS. ROBERTA GRILL, Assistant Community
 Development Director.

15

 MR. TONY FRADIN, Economic Developmnet
 Coordinator.

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 MS. ANGELA ZUBKO, Village Planner.

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1 COMMISSIONER LEMBERG: I would like to call to
2 order the Joint Special Commission meeting with
3 the Planning Commission, Zoning Board of Appeals,
4 and the Economic Development Commission for today
5 at July 14, 2016, at 7:45 p.m.

6 Secretary call the roll.

7 MS. GRILL: Jim Lemberg.

8 COMMISSIONER LEMBERG: Here.

9 MS. GRILL: Tim Ridenour.

10 MR. RIDENOUR: Here.

11 MS. GRILL: Jerry Kallas.

12 Mark Hopkins.

13 MR. M. HOPKINS: Here.

14 MS. GRILL: John Miaso.

15 MR. MIASO: Here.

16 MS. GRILL: Shane Cook.

17 Austin Hopkins.

18 Diane Negele.

19 MS. NEGELE: Here.

20 MS. GRILL: Tom Connor.

21 MR. CONNOR: Here.

22 MS. GRILL: Jack Allen.

23 MR. ALLEN: Here.

24 MS. GRILL: Gerald Kubaszko.

1 Cecilia Green.

2 MS. GREEN: Here.

3 MS. GRILL: Nayan Mehta.

4 MR. MEHTA: Yes.

5 MS. GRILL: Jeff Petro.

6 Tracy Smodilla.

7 MS. SMODILLA: Here.

8 MS. GRILL: Donna Weir.

9 MS. WEIR: Here.

10 MS. GRILL: Robert Perri.

11 MR. PERRI: Here.

12 MS. GRILL: Mike Sobel.

13 Mike Werden.

14 MR. WERDEN: Here.

15 MS. GRILL: Linda Hanson.

16 George Koziol.

17 MR. KOZIOL: Here.

18 MS. GRILL: Joe Banno.

19 Bob Bucaro.

20 MR. BUCARO: Here.

21 MS. GRILL: Patty Hanson.

22 COMMISSIONER LEMBERG: Okay. The first item

23 on our agenda is the draft for downtown transit

24 oriented development plan, known as the TOD.

1 This is going to be a public hearing. If anyone
2 here wishes to say anything, comments, questions,
3 we have a form in the back to fill out and hand
4 it in to Jim and we'll call your name at the
5 public hearing.

6 Do we have the documents for the public
7 hearing notices?

8 MR. PLONCZYNSKI: We have them here, and then
9 we also, since it's a special meeting, we had to
10 post a notice on the Village Hall entrance, so
11 that's been done also.

12 Before we start, I just want to welcome
13 everybody and tell you that this is our first
14 ever triple commission meeting. We've had dual
15 ones and this could be our last, but --

16 MR. MIASO: We all get along.

17 MR. PLONCZYNSKI: No, I'm not saying for that
18 reason. This is for our downtown TOD plan; and
19 before we get into introductions, I want to say
20 that from our standpoint, from the Village's
21 staff, Tony and Roberta Grill did the heavy
22 lifting on this project from the Village staff
23 standpoint attending all the steering committee
24 meetings, working with the various consultants

1 that we have hired, and then shepherding the
2 steering committee through this project; and the
3 project came about from the Economic Development
4 Commission's recommendations a couple years ago
5 of how to improve the downtown plan or downtown
6 area; and one of the recommendations was to apply
7 for an RTA grant for the downtown transit
8 oriented development plan, so that kind of worked
9 out that way.

10 So, again, welcome everybody and I'm going
11 to turn it over to Tony Fradin and he will
12 introduce our consultant team.

13 MR. FRADIN: Thank you, Jim. As Jim mentioned,
14 this has been a long project. This is the
15 culmination of a year-long project that was
16 originally one of the recommendations from the
17 Economic Development Commission several years
18 ago.

19 Roberta Grill and myself were members of
20 the steering committee for this project as was
21 George Koziol, Tracy Smodilla was part of the
22 steering committee for it, and also in the
23 audience tonight Jane Schumacher for Harris Bank
24 was a member of the steering committee as well.

1 The consultants were selected by grading a
2 number of consultant submittals by Village
3 staffers, people from the RTA, as well as Metra.
4 It was a competitive process where we received a
5 grant in the amount of \$100,000 with the Village
6 matching 20 percent, or \$25,000, for a project
7 cost of up to 125,000, so we've been working on
8 this for quite some time.

9 The lead consultant on this project that
10 was selected goes by SCB, Solomon Cordwell Buenz.
11 I said Buenz many times, but now I saw it right.
12 Christine Carlyle is the principal of the firm
13 and the lead consultant on this project, sitting
14 next to Christine is Cindy Fish of the Fish
15 Transportation Group who did all the analysis of
16 the transportation issues that are included in
17 the report that's before you tonight, and sitting
18 directly to my left is Adam Flickinger. He's
19 also with Solomon Cordwell Buenz and did quite a
20 bit of the background analysis and study data
21 gathering that went into this report.

22 You can see there is a 104-page report
23 before you tonight. If you went onto the project
24 website, you would see a number of appendix

1 reports. I urge you all to review those.
2 Hopefully, you've had a chance to and you can see
3 just the vast amount of research work and effort
4 that's gone into this project.

5 So, again, it's exciting and interesting
6 to have three commissions here together tonight;
7 and without further ado, I'm going to turn it
8 over to Christine Carlyle from SCB.

9 MS. CARLYLE: Good evening. I also wanted to
10 recognize our market analyst who worked on it who
11 was not able to come tonight, Linda Goodman from
12 the Goodman Williams Group, and they prepared a
13 lot of the research that you'll see or have seen
14 also in the report.

15 So, you know, this plan is -- the main
16 purpose is really to look at improving and
17 bettering the position of downtown Bartlett for
18 the future. That includes adding and attracting
19 new visitors and residents to the downtown,
20 identifying opportunities for future development
21 that will really make a positive impact to the
22 community, identifying, also, opportunities to
23 increase the development downtown. So we looked
24 at a variety of different market areas, including

1 office, residential retail, and neighborhood
2 serving amenities.

3 Another goal is really to look at the
4 downtown population during the daytime and
5 supporting those existing businesses and
6 attracting new development, encouraging walking
7 and biking and a healthy lifestyle in Bartlett,
8 and in order to ensure a safe and welcoming
9 public realm, and you'll see a lot of
10 recommendations associated with that, and also
11 looking at Metra and the ridership associated
12 with the train. This is sponsored by the RTA.
13 One of their goals and one of the goals of the
14 community is to look at the growth of the Metra
15 ridership.

16 So as Tony and Jim said, this has been an
17 11-month process. We started in August,
18 September last year. It really is -- the
19 planning process includes sort of three
20 components. The first three months we're looking
21 at existing conditions, doing a lot of data
22 analysis, also conducting stakeholder interviews,
23 and I know some of you were stakeholders and we
24 appreciated your input you gave to us. We had at

1 the close of that segment a public meeting where
2 we also got input from the community at large;
3 and then the next three months we looked at
4 creating and developing from all that input the
5 land use recommendations based on market data,
6 transportation recommendations, and urban design
7 analysis.

8 And then all of that was brought forward
9 into the second community meeting where we looked
10 at the initial recommendations of feedback in the
11 community. From that we created the draft
12 recommendations, and this -- all of this was
13 throughout this period of time was being vetted
14 by the steering committee, so we would have
15 meetings and discuss the goals and meeting the
16 goals of the plan.

17 And then we had a third public meeting
18 where we had a draft plan at that point in time
19 and then from that information we prepared the
20 final plan.

21 We also had a website that was available
22 to everyone so those that could not make the
23 meeting could then track the progress and then
24 provide us input as well on any opinions and

1 survey information that we had requested on the
2 website.

3 So in terms of the community outreach and
4 engagement process, we had five focus groups
5 where over 30 of your local experts participated
6 in giving us feedback that included downtown
7 businesses and property owners and residents and
8 representatives from the Village administration
9 and institutions, and we talked to people about
10 everything from business needs to event
11 programming.

12 We also had an online survey that was
13 available through the website and through your
14 Village website where you have a link. We got
15 287 responses to that. We also -- our steering
16 committee, we had five presentations during the
17 times -- just about every six weeks we met.
18 There were 14 members on the committee; and the
19 project website, which I think -- we're finding
20 more and more this is a way of communication
21 that's very, very important with every community.
22 We had 4,000 views, we had 1500 visitors, and 70
23 people signed up to follow. That meant that they
24 could get emails whenever we had any changes on

1 the -- in the plan and the notifications.

2 We also had a number of staff and steering
3 committee review opportunities throughout the
4 process and each one of the review periods was
5 about two weeks to get feedback.

6 So we've heard a lot from everyone and
7 this is just capturing some of the key, sort of,
8 statements. We had a lot of people who wanted to
9 see more events and encourage more people to be
10 participating in that, in not only the planning,
11 but also attendance, sort of reactivating the
12 Bartlett Plaza, and looking at, you know,
13 engaging youth and seniors. Those were some of
14 the many comments that we had that there were
15 part -- you'll see part of the plan.

16 In terms of the market analysis, there was
17 a lot of research and demographic household data,
18 economic trends that were looked at to understand
19 the basic fundamentals of the market within the
20 village of Bartlett. Within Linda Goodman's
21 group, there are residential specialists and
22 market and retail specialists, and so we looked
23 at those components. Those were folded into the
24 recommendations. There is also a full market

1 report, if you're interested, that's an appendix
2 to the plan.

3 Through the research, there was also a
4 number of civic leaders that were interviewed, as
5 well as representatives from the real estate
6 industry to learn about current plans in your
7 community, as well as surrounding communities,
8 and as well as looking at all the studies that
9 have been done in the past few years, including
10 your town center study in 2010, the variety of
11 different TIF qualification report, your downtown
12 TIF closeout report, and the briefing that was
13 done by the EDC in 2014.

14 As part of the analysis, there were a
15 number of findings. One was that the residential
16 market has a pent-up demand. There was -- the
17 recession has sort of ended. There has been, you
18 know, a need for additional housing. People
19 wanting to move into communities like Bartlett in
20 this area.

21 In looking at the rental apartment demand,
22 they estimated between 50 and 60 units and one-
23 to two-bedroom unit types, ranging from 750 to
24 1200 square feet, and monthly rentals from 1200

1 to 1600.

2 Also within the demand for this area is
3 town houses in the range of 45 to 55 units, and
4 this is within the next five years for both of
5 them, and two- to three-bedroom unit types, 1600
6 to 1900 square feet, and price points between
7 225- and 245,000, so with that, that was -- this
8 was based on research that was done with local
9 real estate industry specialists and developers,
10 as well other comparables in communities
11 surrounding here.

12 And then from the commercial side, there
13 would need to be some work to really capture what
14 is considered a limited demand for additional
15 retail today. There is lots of competition for
16 retail. There has been shrinking retail, but the
17 bright spots in the retail markets are really
18 looking at the eating and drinking places,
19 specialty food stores, independent retailers,
20 service businesses, and then supporting -- also
21 there was opportunities to support improvements
22 to some of your vacant store fronts to increase
23 business through sort of clean-up and fix-up
24 components to that, and then really sort of some

1 of the key things to helping market the downtown
2 Bartlett add to your constituency and the
3 community as a whole.

4 And another goal is really to look at
5 encouraging more residential development because
6 I think that's really the key that we're seeing
7 throughout the region is that it's really the
8 housetops that really drive the retail. Having
9 more people down here will generate more demand
10 for retail, as well as it will create the
11 vitality for the district.

12 As part of these sort of overall planning
13 strategies and through translating that market
14 analysis into physical recommendations is looking
15 at sort of, you know, increasing the residential,
16 redistributing some of the Metra parking,
17 reenforcing the Bartlett Avenue retail,
18 reconnecting some of your existing street grids
19 because you have some very large blocks, and then
20 revitalizing some of your older retail properties,
21 and improving your bike and pedestrian
22 connections.

23 So as you can see, here this is a 1500-foot
24 block here where you have about 600-foot block to

1 the north, so this is a very large area. So
2 there is opportunities to really think about
3 reconnecting this -- the street grid for
4 accessibility and that was also done with looking
5 at opportunities associated with Bartlett Plaza,
6 as well as opportunities for sort of, you know,
7 revitalizing some of your older retail with some
8 modernization with improvements to the facades
9 and then reenforcing the Bartlett Avenue and
10 retail along the north side of the railroad
11 tracks and then seeking out opportunities to what
12 you see in yellow for some potential residential.

13 So what you see here is in the plan and
14 we've talked at length with the community on
15 opportunity sites at your Western and Oneida and
16 Bartlett. There is opportunity sites where the
17 existing Associated Bank is along Bartlett
18 Avenue -- I'm sorry -- Railroad Avenue, north of
19 the Senior Flexonics. There is some Metra owned
20 land and Metra has been part of the discussions
21 about potentially for trading for development
22 sites and parking would have to be part of the
23 reuse -- redevelopment opportunities.

24 We have a variety of scenarios that could

1 be looked at for the Bartlett Plaza. We did talk
2 extensively with the Gorskis about opportunities
3 there. They were very interested in looking at
4 potentially redeveloping part of the site or
5 maybe all of the site in the future. There are
6 strategic locations in red for potential retail
7 infill along Devon Avenue and along your Main
8 Street.

9 So part of what this plan is are
10 opportunity sites, where do you have currently
11 land that could be utilized to develop that would
12 add to the ambience of downtown and create that
13 continuity throughout downtown.

14 So this happens to be just one of the
15 sites. I'm not going to go into details on all
16 of them, but it covers a lot of the process and
17 what we looked at. We have primarily a 60-foot
18 building footprint, which is typical for today's
19 standards, for a residential to have opportunity
20 for first-floor retail on the lower level and for
21 parking along Oneida and Western. The site area
22 is about three-quarters of an acre and it's got
23 an FAR 1.3. We estimated a density of about 42
24 units per acre, so the number of units would be --

1 could be up to 32. Now, we're not saying that
2 this is -- the actual number is something that
3 would be -- to understand it from the standpoint
4 of a planning perspective of what the
5 opportunities are for the site, so each one of
6 these sites we looked at, we tried to right size
7 it and keeping it within the scale of the existing
8 buildings in the downtown area, and organizing it
9 that way.

10 So we also looked very extensively at the
11 site -- at the roadways. This happens to be
12 Bartlett Avenue and where this is -- this line
13 here is kind of a section through there. This is
14 east of Western Avenue, so we looked at
15 improvements to the pedestrian realm. One of the
16 key things that we've heard from everyone in our
17 conversations was that there are many commuters
18 that come off of the trains, then scatter across
19 the streets, and there isn't a sort of
20 channelling of them to go at crosswalks. There
21 is lighting problems, very dark. It's some
22 potential safety issues associated with that. So
23 with the work of Cindy and our team and looking
24 at both your urban design and transportation

1 components, we defined how to work within that
2 existing right-of-way. How can you increase some
3 of your parking there so that there are
4 opportunities to close some of the curb cuts, so
5 limiting your access in and out so you don't have
6 cars coming in in multiple locations, but they're
7 channeled, and then providing crosswalks in
8 strategic locations and improved pedestrian
9 areas.

10 This is -- again, we did the same for the
11 area east of Oak Avenue and this -- imagine this
12 is TL's at that location there. Again, looking
13 at, you know, preparing more of a pedestrian
14 space, opportunity for identity signage as well,
15 could be with lighting and with banners. There
16 is also opportunities for directional signage.
17 This is an area to transform into a two-way
18 street from the existing one way, which would
19 allow for more -- a greater flow and allow people
20 to circulate in an easier way to get out of the
21 area without having to go around the block.

22 So, again, looking at the development
23 concepts, we identified what we were calling the
24 kind of super block, this 1500 foot by 600 foot

1 block, as an opportunity site for redevelopment,
2 especially with the situation of the Bartlett
3 Plaza. Looking for -- there is opportunities for
4 really condensing existing retailers that are
5 there into half of the site and then preparing
6 for a development site where the former grocery
7 store was, and then really creating a smaller
8 commercial development along like Devon Avenue
9 where you could have a more attractive area and
10 utilize some of the parking.

11 So this shows you sort of the conceptual
12 layout of how that could work. Again, this is
13 the Bartlett Plaza area. What you have in yellow
14 here is potential redevelopment site. There are
15 also opportunities for commercial along Devon and
16 repositioning of the existing plaza where --
17 internal to the site. There is also sites here
18 in gray for new commercial and then multi-family
19 sites along your Railroad Boulevard.

20 This shows you just again some examples of
21 how that can be done and accomplished. This
22 would be the remaining Bartlett Plaza. There is
23 opportunity to bring a road through. It would
24 require some demolition of the end of the -- the

1 one-story structure. This is where the grocery
2 store is today. That could be demolished and
3 made into a retail -- made into a development
4 site, and then these are showing two outlots,
5 retail outlots along Devon.

6 This shows you the next sequence of
7 development and in terms of looking at
8 residential on the east side in this area and
9 then roads and streetscape and starting to break
10 down the block to a smaller sort of walkable
11 environment and still keeping enough parking to
12 serve each one of the retail establishments, so
13 this is showing approximately three stories of
14 development and about 80- to 85,000 gross square
15 feet and 55 to 65 units.

16 We also looked very carefully at your
17 existing bike infrastructure and bikeways, and so
18 there is a lot of opportunities for connecting
19 within the Village. So where you have your
20 existing trails are in green, your planned trails
21 are dotted in green, and future are the kind of
22 yellow, and so making sure it starts to work as a
23 network where people can get in and out of the
24 community; and it is an asset today more than

1 it's ever been where people are choosing to live
2 in places where they can have an opportunity for
3 recreational trails.

4 So another one of the downtown strategies
5 is increasing, you know, your local programming.
6 I know you've got some great work that's being
7 done with your Heritage Days and some of your
8 other events, but there are opportunities to
9 think about more event planning and bringing
10 people downtown as gathering places, so -- and
11 encouraging more for families, kids events,
12 seniors, and teens. So it can include everything
13 from -- you know, if you have short-term empty
14 retail, there is opportunity for having pop-up or
15 storefront displays and temporary ones
16 incorporating more events and seasonal retail and
17 then opportunities for maybe community -- more
18 community spaces as well and encouraging the more
19 family fitness activities.

20 So in looking at the plan, we did a lot of
21 work associated with implementation and
22 understanding, you know, phasing and where the
23 sequence of events -- development can take place
24 from a near term, one to three years; a midterm,

1 I guess, three to five years; and then five to
2 ten; and then beyond ten years.

3 So in terms of the phasing of the near
4 term, we looked at opportunities for service
5 parking at Western and Oneida Avenues, looking --
6 talking with the Associated Bank and coordinating
7 potential opportunities for infill development on
8 their site and consolidation of their banking and
9 use of the bank drive-through area, as well as
10 looking at the site identified as C, which is a
11 service parking lot at Oneida and Eastern Avenues,
12 and then looking at the vacant parcel along
13 Railroad Avenue further to the east, and as well
14 as the vacant parcel along the rail right-of-way.

15 In the midterm, we looked at, you know,
16 sort of ways of doing the buildout for the
17 Associated Bank drive-through, as well as some of
18 the vacant areas to the -- along Railroad Avenue
19 and start to look at, you know, sequence of
20 development that could start with multi-family;
21 and as demand was met, you could work towards
22 the -- each one of these sites. They would be
23 based on market timing and market needs.

24 And then the final build-out is the seven-

1 to ten-years time and that would be looking at
2 the build-out for the Bartlett Plaza area and the
3 retail core and then opportunities along
4 Main Street for infill.

5 And then ten-plus years, again, this is
6 sort of a graduated time frame looking at, you
7 know, potentially having enough demand at that
8 point for a parking garage in the site that's
9 along Eastern Avenue and Oneida and Bartlett
10 Avenue, and then the final build-out for the
11 block and sort of remaining parcels.

12 So I think this shows you sort of an
13 overview of the recommendations that are within
14 the plan. There are many recommendations in this
15 plan and it's based on a significant amount of
16 community stakeholder and Village leadership
17 input. Many of the recommendations have
18 unanimous support. We know there are a few that
19 are controversial, so we also would see that
20 there would be additional coordination and
21 dialogues about many issues in the plan going
22 forward. We look to -- passing this plan is
23 really achievement of that vision and realizing
24 there should be some flexibility in the details

1 of the planning. It should be based on market
2 dynamics, your Village cost implications to
3 decisions, and then continually working through
4 community support in the process. As the
5 projects move toward implementation, there needs
6 to be continued property owner and community
7 dialogue about all the critical issues in it.
8 This plan is based on sound economic planning and
9 really a strong vision towards creating a vibrant
10 downtown for everyone in terms of residents,
11 businesses, and the overall village. So with
12 that I would like to sort of close and open up to
13 some questions.

14 COMMISSIONER LEMBERG: Does anyone have a
15 question?

16 MR. M. HOPKINS: Are we going to talk about
17 transportation too?

18 MS. CARLYLE: We have Cindy Fish here, so we
19 can talk a little bit about -- if you have
20 specific questions about the transportation piece.

21 MR. M. HOPKINS: The questions I have is about
22 future demand for Metra parking, where we are now
23 and where we expect to be in five years and then
24 ten years with ridership and number of parking

1 stalls needed.

2 MS. FISH: So Metra prepared a -- for each
3 project we start working on, they give us an
4 estimate of what they think the number of
5 additional parking spaces might be needed by --
6 within the next, like, 20 years. They told us, I
7 believe, about 150 to 200 by 2040, and that is
8 based upon kind of where you're at now because
9 right now the parking is about 85 percent
10 occupied, and that's about the time that Metra
11 starts looking to see if additional parking is
12 needed, so they gave us a number -- it's usually
13 a range. They look at -- in their model to
14 generate those numbers, they look at all the
15 demographics in the area and how the other
16 stations are performing, so that 150 to 250,
17 whatever it was, you know, generally around 150
18 to 200 translates into, you know, probably
19 another 250 to 300 riders.

20 MR. M. HOPKINS: So about 150 more cars by
21 2040 is what you're saying?

22 MS. FISH: Right.

23 MR. M. HOPKINS: I think the report said we
24 have 740 odd now, so 900.

1 MS. FISH: Right, and so that's when we looked
2 at some of the developments in the area Christine
3 was talking about. We looked at how we could
4 incorporate that additional parking demand that
5 Metra would look for.

6 MR. M. HOPKINS: All right. Since the plan
7 that you presented had a lot of redevelopment of
8 existing parking and shuffling it around, was
9 there a balancing and a -- so when this plan, the
10 final one, was shown it accommodated 900 cars?

11 MS. CARLYLE: Yes, but the final one would
12 also at that point need a parking deck to make
13 sure you had all the cars because we -- the
14 development area to the east on Railroad, that is
15 where Metra had identified their future parking,
16 so for that to be developed that would have to
17 have some -- final development of that, you would
18 have to have some spaces that would be identified
19 in a garage for that.

20 MR. M. HOPKINS: All right. Might be a little
21 bit preliminary, but how high did you think that
22 deck needed to be in order to get the 900 cars?

23 MS. CARLYLE: Well, there is other spaces
24 throughout, so we were always looking at a fairly

1 low deck, somewhere in three stories, but then it
2 depends on if you're going to have retail on the
3 first floor.

4 MR. M. HOPKINS: Got you. Thank you.

5 COMMISSIONER LEMBERG: Any other questions?

6 MR. ALLEN: So in area A, you're going to
7 eliminate, like, 83 parking spaces?

8 MS. CARLYLE: Uh-huh.

9 MR. ALLEN: And then those will all end up at
10 the far east end eventually, right?

11 MS. CARLYLE: Well, there is parking in the
12 back -- or along Oneida, so there is still a row
13 of parking along the back of Oneida, so not all
14 of them would be relocated.

15 MR. ALLEN: But you will lose the whole lot
16 itself, right?

17 MS. CARLYLE: We'd use the front of the lot.
18 It would depend on how many spaces are needed for
19 residential. Some spaces could still remain for
20 that area. Whether they'd be Metra parking, it
21 may be just a handful at that point.

22 MR. ALLEN: Would you maybe lose 50?

23 MS. CARLYLE: You would probably lose 50. I
24 think that would be a conservative.

1 MR. ALLEN: Has anybody walked from the far
2 eastern end to the drop off? That's like six
3 blocks.

4 MS. CARLYLE: We also are gaining some more
5 parking in the consolidation of parking along the
6 street edges where we've closed a few of the curb
7 cuts, so there is some opportunity for that as
8 well; and the bank parking, Associated Bank,
9 right now that is a very small lot. There is an
10 opportunity for better utilization of that
11 particular parcel, so I think there is a lot of
12 different components. It's not necessarily
13 saying we're shifting from, you know, Western and
14 Oneida all the way to the far eastern lot that's
15 owned by Metra today, but that was where Metra
16 had identified the larger parking.

17 MR. ALLEN: Yeah, I'm just afraid it's bad for
18 commuters that are coming from the west. Some of
19 them are going to have to cross Oak and park to
20 the east.

21 MS. CARLYLE: There will be probably some of
22 that. That was always the case in terms of
23 Metra's planning for this area. There are
24 trade-offs.

1 MR. ALLEN: I'm just afraid you'll lose
2 commuters.

3 MR. MIASO: You've already lost commuters.

4 MR. ALLEN: Yeah, but do you want to lose any
5 more?

6 MS. CARLYLE: One of the things, you know, in
7 terms of the economic development associated with
8 commuters is very minimal for the town itself --
9 for your village, so it's not -- it's not
10 perceived as an economic development issue as
11 much as it is a Metra issue where they want to
12 maximize the ridership at every one of their
13 stations. We have a number of lots that have
14 been looked at.

15 I don't know, Cindy, if you want to add to
16 this at all the parking analysis that you did
17 during the process.

18 MS. FISH: Well, I mean, we did look at all of
19 the parking within the downtown. We looked at
20 all the Metra parking. You know, I think to add
21 to that is that what we wanted to do was make
22 sure that there was a better way -- it was more
23 efficient to be able to walk and to bike to the
24 station so that you can accommodate -- you know,

1 there's always going to be the people that
2 drive -- you're saying drive from the west, but
3 if we can get more people to -- within that
4 quarter mile, half mile to walk and bike to the
5 station, that frees up some of the parking as
6 well. And when we look at some of the
7 redevelopment scenarios, building some of that
8 density in the downtown area, that can generate
9 more riders who aren't going to be needing a
10 parking space, but we did look at all of the
11 Metra parking lots; and we looked at the parking
12 demand for all the redevelopment scenarios; and,
13 you know, the fact is that because of the way
14 Metra operates it is spread out and it's kind of
15 a given for this station.

16 MR. ALLEN: All right. I think, though, the
17 commuters are not a big player as far as traffic
18 in downtown.

19 MS. CARLYLE: They are a big player in terms
20 of peak traffic times when the trains come in.
21 Yes, that's something we looked at and that was
22 part of why you had Bartlett Avenue converted
23 into -- recommendation for that to be converted
24 from one way to two way so you can get people out

1 of these areas without having to increase the
2 amount of driving they do.

3 MR. ALLEN: I was afraid they might lose
4 commuters to National Street or you may lose them
5 to Hanover Park.

6 MS. CARLYLE: Well, I mean, I think one of the
7 things that people will choose to park in the
8 most convenient place for them for their needs.
9 You are at the end of a fare --

10 MS. FISH: Yes, you are getting -- people are
11 coming here because it is -- from the west
12 because it is a better fare zone.

13 MS. CARLYLE: Yeah.

14 MR. ALLEN: But you're losing some western
15 spots. Okay.

16 MS. CARLYLE: Throughout the process all the
17 parking will have to be calibrated every time
18 there is a piece of development, so it's not
19 that -- the parking spaces aren't going away.
20 Metra because they own the land will be looking
21 to the Village to coordinate where they go and
22 optimize the best spaces for it.

23 What we look at is where are the places
24 where there are opportunity for consolidation of

1 parking. There are also development sites that
2 are currently parking sites, so, you know, part
3 of that is going to be trade-offs with location.
4 We did hear from people, and specifically those
5 that were handicapped that had limited walking
6 abilities, that there would be -- would have to
7 make sure that the handicap parking is as
8 conveniently located as possible between the two
9 platforms and then also adding in additional
10 parking where possible along the road ways.

11 MR. RIDENOUR: What parts of this plan do you
12 consider to be the key steps towards letting this
13 happen? Are there any sort of --

14 MS. CARLYLE: Well, I guess you have to think
15 about the strategy we used was to think about the
16 downtown as a whole and that every site can be
17 encumbered by various things. It can be property
18 owner issues, it can be financial issues, and
19 things like that, so we have many sites that
20 could be thought of independently that wouldn't
21 hurt one another in terms of their sequence, and
22 so I think that -- I can't say that there is one
23 that's going to be the keystone to making this
24 thing happen.

1 I think it's an incremental process, so
2 there are some, you know, issues in terms of if
3 you can develop Bartlett Plaza, I think you're
4 going to send a signal -- there is more traffic.
5 As people see that, it sends a signal that there
6 is an opportunity in the downtown that people can
7 see. Both your Bartlett Avenue and Railroad are
8 also very conveniently located. People will want
9 to gravitate towards there.

10 We're seeing a lot more demand for access
11 to trains, and especially people who want to not
12 have to drive. It gets you to a lot of different
13 destinations for your employment. You can have,
14 you know, two-working adult families that want --
15 one has a car, one takes the train, so there is a
16 lot of different ways that lifestyles are changing
17 and so being able to have that opportunity to
18 have -- to use the train, to have a downtown that
19 is walkable, and you have some services here are
20 real assets, so it's really building off of those
21 is what we saw. Everything we did was to build
22 off the assets you have and the structure you
23 have.

24 MR. RIDENOUR: Let me ask from the other side

1 of the equation. We've tried some of the
2 build-it-and-they-will-come plans in the past and
3 it has not been very successful. What is going
4 to make the difference here over what we've tried
5 in the past?

6 MS. CARLYLE: Well, the town center has been
7 successful from the residential side. It was a
8 difficult time for everybody in the region and
9 across the United States when this -- that
10 project was opened. I mean, we hit the recession
11 of all recessions, so I think it's hard to use
12 that as your benchmark. I think the thing is not
13 to go too far out in terms of the numbers of
14 units you build at any given time and it will be
15 absorbed, so absorption is part of the issue that
16 everyone has in development timing.

17 Some of the things we looked at -- and all
18 of these projects are small projects, so they can
19 be done as a one-off, and they would then -- you
20 don't want them all happening at once, but what
21 we heard from all of our advisers from the market
22 side is that the residential -- there is a
23 demand. There has been a pent-up demand for it.
24 The foreclosure crisis and other things that

1 followed caused some stagnation in the market.
2 Now people are looking to make the moves that
3 they couldn't make, you know, for the last seven
4 to ten years for various reasons; and so there
5 are demands for these types of properties; and
6 this is basically a scarce entity to be close to
7 a rail station, so it's got a demand model to it.

8 MR. RIDENOUR: Do you think the fact that
9 this -- the majority of this is located in Cook
10 County is going to have a big effect on --

11 MS. CARLYLE: It has a big effect on the
12 retail. In terms of the -- your proximity to
13 DuPage with lower tax rate is something that's
14 difficult on your retailers, so it's -- there has
15 to be some forethought in that. I think every
16 community needs to think about supporting their
17 retailers. If you want them there, then you have
18 to encourage people to come downtown and, you
19 know, go to your restaurants and be there and
20 patronize them because they can't survive without
21 you.

22 MR. RIDENOUR: That's the part that scares me
23 just judging on our past experiences.

24 Do you have any way to move the Cook,

1 DuPage County line?

2 MS. CARLYLE: No. I don't have any magic wand
3 for that. Sorry.

4 MR. RIDENOUR: Thank you.

5 MS. SMODILLA: Christine, can you give us any
6 examples of other communities within Cook County
7 that have gone through a regentrification for
8 redevelopment similar to this where it's been
9 multi-phased and perhaps share some of the
10 success stories as those towns went through each
11 of the development phase?

12 MS. CARLYLE: Well, I mean, you have your
13 existing neighbors. I mean, you've got sort of
14 your -- let's see. Arlington Heights has done
15 that for the last couple of decades. We're
16 working right now in Palatine. They've gone
17 through a number of development cycles, and I
18 think you have to just keep on thinking about
19 them as development cycles. There is kind of the
20 upside of the cycle and the downside of the cycle
21 and almost all of those communities also had some
22 support in terms of TIF and other things; and I
23 think that is one of the challenges of this
24 community, is that you don't have a TIF at the

1 moment, and so that is something that developers
2 are looking for. I think that's some things that
3 our market group looked at very closely.

4 MS. SMODILLA: And that was the only
5 opportunity that was provided to those communities
6 in their development was through TIF?

7 MS. CARLYLE: No, not necessarily. I mean, I
8 think that a lot of it has to do with the ability
9 to help the development process. You can also
10 have some -- look at the fees associated with it.
11 Having a plan in place is also a good thing to
12 give predictability to a developer and -- as well
13 as sort of the coordination effort. I think you
14 have to think of it as a partnership, and I think
15 most of the communities that have been very
16 successful they have worked towards this as their
17 vision. They've helped developers as they come
18 in to make sure it fits the goals.

19 When it comes to tenant attraction and
20 things like that for retailers, ensuring that you
21 get the right sort of mix for the community and
22 then marketing it as well. I think that having a
23 marketing plan for downtown is extremely
24 important that tells people there is an

1 expectation they should come down. It gets them
2 excited about stuff and so coordinating your
3 programming with that as well. Encouraging your
4 retailers to be engaged. Maybe create a merchant
5 association. Some of these things that would
6 just start to add the synergy to creating that
7 vitality. It does take time. This is nothing
8 that happens overnight.

9 MS. SMODILLA: Well, there is no question that
10 redevelopment for downtown is desirable by not
11 just the business community, but certainly by
12 many of the residents here in the community, but
13 as Commissioner Ridenour alluded to, there is a
14 little bit of trepidation because of past history.

15 Based on the plan that has been presented
16 and recognizing that there is flexibility within
17 that, would you, or perhaps any of the other
18 commissioners, recognize some perhaps low-lying
19 fruit that we could capitalize upon without
20 having to go to TIF.

21 MS. CARLYLE: Well, I guess the one thing you
22 do have is some Village owned land, so that is an
23 opportunity to think about if you're trying to
24 attract a developer who is maybe choosing between

1 a place with a TIF and you can offer some land
2 cost remediation that might be good or looking at
3 some of your fees and -- there is also going to
4 be some infrastructure issues associated with
5 this as well, so if you have to update your water
6 and sewer in these areas to accommodate, that's
7 something that's looking at those components of
8 it that's within the public realm. Streetscape
9 is definitely something that benefits everybody
10 in the community, so I think there is a lot of
11 ways of making it a partnership without the TIF,
12 and so sort of looking at the different ways the
13 community can support that and encourage the
14 development.

15 MS. FISH: Christine, some of the communities
16 that I've worked in, some of the things that
17 they've done, some of the short-term actions have
18 been -- I think there is three or four of them
19 right now that have applied for ITIP funds that
20 are installing sidewalks, pedestrian crossings,
21 adding bike facilities, so there are some --
22 those are things that can be done relatively
23 quickly. You know, the RTA has some monies
24 available for implementing some of the -- kind of

1 the smaller budget infrastructure-type projects
2 and that always shows that the community is
3 investing and looking to move forward.

4 MS. CARLYLE: The federal government is
5 supporting more transit-related improvements in
6 many ways to reduce congestion and encourage
7 people to take the train and do other things, so
8 that is where the FTA money is then trickling
9 down to the states and then they distribute it to
10 the communities. So having projects is something
11 that when there is a call for projects at the
12 state level for the federal funding, that is
13 always good to have some of these things ready
14 and put forward because they will go to those
15 that are prepared.

16 MR. MIASO: What other TODs have you done?

17 MS. CARLYLE: What other TOD have I done?

18 MR. MIASO: What suburbs?

19 MS. CARLYLE: I worked for about five years
20 for the city of Dallas in the '90s, and we did
21 the 22 stations as their starter stations, so I
22 worked on -- I was working with the city of
23 Dallas. I was their liaison for that, so I did a
24 lot of station area with that.

1 We just recently did a plan that was built
2 out for Loyola University and the CTA station
3 there in working through the development of the
4 CTA station area on the Red Line if you're
5 familiar with that.

6 MR. MIASO: Red Line where?

7 MS. CARLYLE: Rogers Park.

8 MR. MIASO: Which one? On Howard Street?

9 MS. CARLYLE: No. Loyola.

10 MR. MIASO: Okay.

11 MS. CARLYLE: So we worked with them on that,
12 and it was a very complicated one because Loyola
13 had the land and the property and a little
14 triangle of land. They offered to re- -- to take
15 that down and demolish it and create a plaza and
16 then work through the development of a number of
17 buildings on either side of it. We did the TIF
18 plan for that because it was at North Sheridan
19 Road. It was TIF, and then we worked through
20 about ten years of various incremental components
21 associated with that, and there was also
22 pedestrian funding from IDOT for sort of
23 incorporating their bike connections through the
24 campus and moving the access from the CTA station

1 to -- across the plaza to a corner where you had
2 a signalized intersection. At that point, there
3 was a -- before that there was -- the students
4 were crossing underneath an embankment, which was
5 very dangerous, so that was part of the
6 pedestrian enhancement and so they got federal
7 funding because of that.

8 MR. MIASO: Have you done any of the suburbs
9 out here?

10 MS. CARLYLE: Well, right now we're working
11 with Palatine. We just finished up their plan
12 for the downtown, so it's a TOD plan with RTA.

13 MR. MIASO: Well, they developed what, about
14 15 years ago in Palatine?

15 MS. CARLYLE: Well, they did, but now --
16 they're very proactive and they're back at it
17 again and looking at the next phase and wave of
18 development. Really, it's, you know, things have
19 changed significantly, you know, throughout the
20 region and everywhere since -- you know, 2002 was
21 their last plan for the downtown, so we're
22 looking at that right now.

23 MR. MIASO: All right.

24 MS. CARLYLE: We did work with Hoffman Estates

1 when they were -- there was potential for a Star
2 Line alignments and that didn't pan out for a
3 variety of reasons, but we did look at some
4 stationary development for them.

5 MR. MIASO: Okay.

6 MR. PERRI: In regard to TIF plans, the
7 question is towns that you had worked previously
8 with and are working now, how many of them have
9 or had TIF plans?

10 MS. CARLYLE: We have a map of that in terms
11 of the towns and growth and we're happy to
12 provide that to you. I think that almost all of
13 the ones on your alignment that you've seen some
14 growth have had some TIF associated with it, so
15 it is a significant contributor to encouraging
16 development.

17 MR. PERRI: In your own personal evaluation of
18 a TIF plan, do you think it's an integral part of
19 revitalizing a downtown area?

20 MS. CARLYLE: No. No. It's really the issues
21 associated with financing, so, you know, it's
22 been a -- there are sort of -- there are not as
23 many opportunities for communities to finance
24 development and deal with this sort of gap

1 financing issues of the other things that have to
2 be done in the public realm, like the street
3 changes, the water and sewer, the streetscapes,
4 those types of things. Typically, those are
5 where the improvements come in, you know, some
6 electrical work in areas, and things like that,
7 so the TIF can be very, very helpful in providing
8 sort of the Village's part of the development
9 package.

10 MR. PERRI: So in your evaluation, do you
11 think the Village of Bartlett would be better off
12 having a TIF plan or not have having a TIF plan?

13 MS. CARLYLE: I think it would be better off.
14 I mean, there are ways of doing it. I mean, in
15 terms of we talked about the land and some other
16 things, and it depends on how desirable this
17 location is for developers.

18 I am not a market analyst. We had Goodman
19 Williams who looked at that. They felt very
20 strongly that you needed something to be able to
21 encourage development, so they reviewed your
22 McAfee report and some of the other reports that
23 were done and thought there were some good sound
24 recommendations for TIF within that.

1 I think one of the things you have now
2 with this TOD plan you actually have an action
3 list of development sites so that you could
4 program a TIF to be very specific as to what the
5 goals would be and how it would be used.

6 MR. PERRI: Right now Bartlett does not have a
7 TIF plan. Do you think Bartlett should have a
8 TIF plan --

9 MS. CARLYLE: I would recommend it, but I
10 don't think that means you have to do this today.
11 I think it's one of the things as you go down
12 this, you should think of that as one of your
13 tools.

14 MR. PERRI: Okay. What is the alternative of
15 not having a TIF plan?

16 MS. CARLYLE: Possibly not attracting the
17 right investment that you're looking for.

18 COMMISSIONER LEMBERG: Anything further?

19 At this time, we'll open up to the public.

20 MR. PLONCZYNSKI: Randy Ramey.

21 MR. RAMEY: Randy Ramey, 935 Glenlake Drive,
22 Carol Stream, Illinois. I'm obviously not a
23 resident of the village of Bartlett, but have
24 been involved with Bartlett's infrastructure for

1 many years.

2 I come to you as a representative of two
3 companies that could be helpful as you move
4 forward in your downtown development. One of
5 them being a buy-in cooperative where if the
6 Village were to join it, it makes things a lot
7 easier in the purchasing realm where pricing is
8 already set at the lowest, best price and kind of
9 avoid the bidding process. It's called TIPS is
10 the name of the company and the Bartlett Park
11 District just recently became a member. I have
12 given information to the Village board in the
13 past, so they're aware of the benefits of doing
14 this, but it can help save money as you move
15 forward as you're trying to develop your downtown
16 area.

17 Part of that, there is another company
18 that I represent; and when you mention
19 low-hanging fruit, you know, what was one of the
20 goals that you had up there? No. 5 was lighting
21 public safety. Well, people have concerns with
22 that.

23 In this downtown area, you can look at
24 retrofitting into an LED system very inexpensively

1 and you're going to start seeing 75 percent
2 saving on your electrical bills, money that can
3 be reinvested that you've been saving off those
4 budgets and put back into your development, but I
5 think the biggest part of that right now is that
6 DCEO, Department of Commerce and Economic
7 Development, for Illinois just through this
8 temporary budget got funded and they have a pool
9 of money, \$56 million, that is offered to
10 governmental agencies for green activity, moving
11 up from regular lighting into LED and other
12 various available ideas, so the issue with that
13 is that money goes very quickly.

14 So when you look at low-hanging fruit and
15 it's been talked about by the Mayors Conference
16 of America, that switching over to LED lights is
17 very easy to do, does very quickly, and you save
18 money right away, so that too has been offered to
19 the village as an opportunity. Something that
20 you would look into.

21 I had hoped that the plans would have that
22 as part of the change because when you switch to
23 an LED light, you have a white light, it's
24 brighter, it helps with safety, see things better,

1 and for the police departments to be able to
2 identify clothing, cars, of any other potential
3 problems that they have in those areas, so just
4 my opinion obviously. Something to look at.
5 Many of you on the board have my contact
6 information as does the Village, so be happy to
7 have further conversation if you see that
8 necessary. Thank you very much.

9 COMMISSIONER LEMBERG: Thank you.

10 MR. PLONCZYNSKI: Terry Witt.

11 MR. WITT: Terry Witt, 471 South Western
12 Avenue in Bartlett. I came to speak in favor of
13 the TOD. It's a plan. It's a very well written
14 plan; and if we're going to revitalize downtown
15 Bartlett, we have to have a plan; and at some
16 point in time, we are going to need a TIF; and if
17 we're going to get a TIF, we have to have a plan.
18 That last attempt to get a TIF, I believe, failed
19 because we didn't have a plan. We didn't have
20 any faith that something was going to happen.
21 This TOD plan lays out ways to help Bartlett.

22 The number one thing that I like about it
23 is that it provides for bringing 600 residents to
24 live right into the downtown area. If you got

1 residents living in downtown, businesses are
2 going to want to come to service them. Right now
3 nobody comes to downtown Bartlett. No new
4 businesses want to come to Bartlett. I know it's
5 in Cook County, but if you don't have any income,
6 it doesn't make any difference what kind of taxes
7 you're paying. Whatever county it is, you're
8 just not going to survive, so we need residents
9 and this plan has a good way of bringing
10 residents in with thoughtful development of
11 housing that's affordable to people who want to
12 live in a downtown area near a train, near
13 transportation, and near shopping.

14 The other thing that I really like about
15 this plan because of what I support is what's
16 called a complete streets policy. Now, about ten
17 years ago Smart Growth America developed the idea
18 of complete streets policy. Very simply what
19 complete streets policy does it puts people
20 first. It doesn't say how fast can we get those
21 cars from point A to point B. It says how can we
22 safely accommodate people.

23 Now, in the ten years, this policy has
24 grown. There is almost a thousand communities

1 that have adopted a complete streets policy.
2 City of Chicago has a complete streets policy.
3 Cook County's adopted complete streets policy.
4 DuPage County has adopted complete streets
5 policy. The state of Illinois has adopted
6 complete streets policies.

7 If you Google Smart Growth America,
8 complete streets policy, you're going to see that
9 it is the way of the future, the way people are
10 developing their towns to attract people to come
11 into the town. It's just a safe way to get
12 around, so anyway I just wanted to speak very
13 briefly.

14 I hope that you recommend to the Village
15 board to adopt this plan to go forward; and the
16 other thing, not only TIF, but if we don't
17 demonstrate that we really want to do a plan,
18 when we apply for grants, they're going to say,
19 okay, Bartlett, you had a TOD study. What did
20 you do with it? Oh, and you want more money
21 because why? So if we really want to revitalize
22 downtown Bartlett, we need to get on a plan and
23 this is a good one. Thank you.

24 COMMISSIONER LEMBERG: Thank you.

1 MR. PLONCZYNSKI: Larry Nyberg.

2 MS. NYBERG: Thank you. Good evening,
3 everyone. It's Larry Nyberg. I live on 801 Poppy
4 Lane, toward the south end of town. I've got a
5 couple of disparate thoughts actually. Jack, I
6 apologize, my eyes won't let me read your last
7 name that far away, but you started talking about
8 parking issues; and I've been wondering since
9 this thing first started the talk -- one of the
10 main goals that Metra and RTA have is to get more
11 ridership on the trains. Well, we're already
12 losing ridership. I wonder if we really know why
13 we're losing ridership. Are they going to other
14 stations; or before I lost my job, my job changed
15 a lot. I went from an office environment 40
16 hours a week to probably a day and a half in the
17 office and a lot of work at home. A lot of
18 people doing work at home now that aren't
19 traveling. I have a niece who is a customer
20 service manager with Verizon. She has not been
21 in an office in seven years. She's been working
22 out of her home all that time. It's a growing
23 area.

24 Then in relation to parking concerns, I do

1 like the idea of the plan having a transit
2 orientation and the downtown. To me they're
3 really two disparate plans with a very minimal
4 amount of overlap. Where they can overlap, Terry
5 just started talking a little bit about the
6 increase in residential area. Well, when I look
7 at 45 to 55 apartment buildings and similar
8 numbers for some town houses, it seems to me if
9 you take an average of maybe one and a half to
10 two people per apartment, we're really only
11 looking at a couple hundred people that might be
12 filling up those units; and Metra's wildest
13 dreams they might get 25 percent of those that
14 will be riding on the train. So that's what,
15 we're down to 50 people might increase it, so I'm
16 kind of wondering where the growth in the
17 ridership that Metra and RTA are anticipating is
18 going to come from; and if they're successful and
19 it actually comes, where are they all going to
20 park because this plan is talking about taking
21 away parking spaces now. Yeah, we'll have this
22 mega million dollar garage that if it's going to
23 cost me 10 bucks a day to park in there, guess
24 what? I'm not going to park in there. Of

1 course, I don't park down here anyway because I'm
2 two and a half miles away and I very seldom take
3 the train, so I think that needs to be closely
4 looked at those numbers to justify it; and if we
5 can't justify that growth on Metra, why would RTA
6 and Department of Transportation be interested in
7 throwing any grants this way for that. Certainly
8 not just to improve downtown Bartlett because
9 that's not going to get more ridership on the
10 trains, so that's all I have to say. If anybody
11 has any questions. Thank you.

12 COMMISSIONER LEMBERG: Thank you.

13 MR. PLONCZYNSKI: Nick Peters.

14 MR. PETERS: Good evening. I'm Nick Peters.
15 I'm a commercial real estate broker with CBRE,
16 and my office is in Oak Brook, Illinois, 700
17 Commerce Drive in Oak Brook. I'm also a resident
18 of Naperville. So I'm involved in Bartlett
19 Plaza. We're just starting and our goal is to
20 find a lucky developer to come in and redevelop
21 that property, but as I look at the downtown
22 Bartlett area and I look at -- I listened to what
23 we're all talking about. I think you have to
24 take probably ten steps back and really

1 understand the community and understand what
2 we're trying to do and how do you bring people to
3 a downtown Bartlett. The only reason to come to
4 downtown Bartlett, in my mind, is for either
5 entertainment that's for eating or some type of
6 entertainment or services.

7 Today -- I'm a retail specialist and I'm a
8 retail broker. Today's retail has changed
9 dramatically from the way it used to be, and
10 people are shopping on the Internet; or if
11 they're really shopping at stores, they're going
12 to the major shopping areas, the regional
13 shopping areas, and those are near Targets and
14 they're near regional malls, they're near Meijer,
15 and that's where you're going to find people
16 buying goods.

17 Typically, in a downtown like this it's
18 more service oriented and you're going to find
19 people coming here for dentists, doctors,
20 attorneys, State Farm insurance, and for food;
21 and when you get a community like this, you don't
22 have really much daytime population here, so you
23 have to figure out how to get people here in the
24 daytime if you want people to come here to eat

1 lunch.

2 When you look at a transit oriented
3 development, it's all about the transit. It's a
4 development that's built around a transit system
5 and that transit system has to be integral in
6 doing something to either bring people here or to
7 take people from here to there; and so if it's to
8 bring people here, you have to develop businesses
9 and it's not retail businesses. You have to
10 develop office businesses, high tech, service
11 businesses. You have to bring people on the
12 train or by cars into your downtown community;
13 and they've got to be hanging around here so when
14 it's lunchtime, they're going out for lunch; and
15 then at the end of the day, they're either
16 stopping at the dentist or the chiropractic or
17 wherever else they're going.

18 If you want people to live here as part of
19 the transit oriented development, you develop
20 residential and you do that next to the train
21 station so that people aren't driving to work.
22 They're getting from their apartment or their
23 condo and they're walking two blocks and they're
24 taking the train to downtown Chicago and that's

1 what transit oriented developments are all about.

2 The type of retail you're going to combine
3 with that development, again, it's going to be
4 service businesses and that's 20- or 30,000
5 square feet of business because that's all you
6 can fill today. It's, again, it's a dentist,
7 it's a dry cleaner, it's a convenient store, so
8 while people are there getting on the train,
9 maybe they're grabbing a coffee and grabbing a
10 donut and they're moving on.

11 So how do you really develop the downtown
12 area and how do you start sucking people in?
13 Residents are a big part of that. If you have
14 people living here, then if they're not doing
15 business here, but they're living here, then
16 they're going to come at nighttime when they're
17 back home and on the weekends and they're going
18 to start shopping and using the services of the
19 retailers in town.

20 Another big draw is to have restaurants.
21 Restaurants are traffic generators. They will
22 draw people and they can draw them by themselves
23 without having to have a lot of other retail,
24 associated retail, to bring them in.

1 Downtown Naperville is a big example of
2 that, and I'm heavily involved in downtown
3 Naperville and have done probably 50, 60 percent
4 of the leasing there. Downtown Naperville in the
5 '70s got a little scared when the regional mall
6 was built, Fox Valley, so the first thing they
7 did -- and this is before I lived there. The
8 first thing they did is eliminate all the parking
9 meters, created free parking, and then they
10 started developing the Riverwalk, made nice
11 amenities so the towns people could do something
12 while they're in downtown Naperville; and then
13 some restaurants started locating there and the
14 restaurants started bringing people in; and the
15 more people that came in started then attracting
16 retailers because they said, gee, there's people
17 hanging out here all the time, maybe we can sell
18 them some retail goods; and so the town just kept
19 building and building and now you've got quite a
20 bit of momentum there.

21 My recommendation is to look internally
22 and really what can this village do for the
23 residents? Who is living here? Where are they
24 going? They got to be shopping somewhere. Where

1 are they eating? Can we bring businesses into
2 this geographic area here that are going to bring
3 daytime population in; and if we're going to do a
4 transit oriented development, what's the purpose
5 of it? Is it to create housing for people so
6 that they're either living here and maybe moving
7 by vehicle somewhere else, by train, or is it to
8 bring people from maybe other communities, like
9 downtown Chicago perhaps, maybe younger people,
10 to come to work in our downtown area; and if
11 you're looking to bring people in, you got to
12 create employment and somehow attract businesses
13 to the downtown area, businesses to Bartlett. If
14 that's through incentives or economic development
15 or however it's done, you got to create business
16 otherwise you don't have any daytime population.
17 That's all I have to say.

18 COMMISSIONER LEMBERG: Okay. Thank you.

19 MR. PLONCZYNSKI: Mark VerHalen.

20 MR. VerHALEN: Good evening. My name is Mark
21 VerHalen. I'm a real estate developer. I would
22 like to give you a little perspective on what we
23 do and how that factors into what you guys are
24 looking at doing here.

1 We started looking into your Village here
2 about two years ago. Very interested in what we
3 saw here. We saw a lot of very interesting
4 opportunities here for building the area up. You
5 have a very nice residential community. You have
6 a nice community, but you're lacking the retail,
7 you're lacking the density in the downtown area
8 to support that retail. A lot of going off of
9 what Nick just talked about in terms of
10 Naperville, his experience with Naperville, I
11 absolutely agreed with what he had to say here.

12 So what we were looking at doing in terms
13 of some of our development here is that we were
14 looking at introducing apartments. We've done
15 apartment developments. We've done a lot of
16 retail development; and so combining those two
17 into a mixed-use development seemed to make sense
18 in terms of what you guys needed here. One of
19 the things is when we first started looking here,
20 we started taking a look at the opportunity that
21 you were talking about putting a TIF in here and
22 that was very attractive for us. Quite frankly,
23 when the TIF was taken off of the table, we
24 walked away at that point. We stayed in touch

1 with the community, took a look at what you were
2 doing, but what I would like to do is express to
3 you a couple of different points that affect us
4 as developers in terms of considering coming to a
5 community like yours.

6 One is when we take a look at residential,
7 one of the things that the plan is talking about
8 doing is bringing more people in the downtown
9 area. You have to create the density to support
10 the retail to come in. In order to do that,
11 apartments are a great way to do that. The way
12 you can look at apartments in terms of how that
13 services the community is that it helps perpetuate
14 the community throughout the life span of people.

15 When you got a family that comes into
16 town, as they get older, it's typically the
17 younger generation that can't afford to buy a
18 house, so they're looking for an apartment. If
19 they like the community they grew up in, they'll
20 stay here. If you provide nice apartment
21 opportunity for them close to retail where
22 there's interesting things to do as younger
23 families or as younger singles, they want to have
24 things to do and that's where the retail comes

1 into place. So if you've got the apartments
2 there, it helps create the density and allows the
3 community to stay here instead of moving
4 downtown. Instead of moving to another location,
5 they have an opportunity to stay in the community
6 they grew up in; and as they develop, get
7 married, have kids, eventually they can't stay in
8 apartments. Eventually they're going to find a
9 house and chances are they're going to stay in
10 the community then too that they grew up in, so
11 it's the opportunity when you look at this life
12 cycle of a family, apartments are an integral
13 part to making that happen and it does help to
14 create some of the things we're talking about
15 here as far as having the density in the downtown
16 area to support the train, to support the retail,
17 and all of that.

18 In terms of doing apartments, in terms of
19 developing apartments, one of the things that I
20 always have to look at, it's a financial
21 situation. Anytime a development it's always
22 money. Income versus expenses. One of the big,
23 big components of our -- any apartment building
24 complex is real estate taxes. One of the

1 problems we've got there is that when you look at
2 an apartment complex, the real estate taxes are
3 absorbed by the developer. If I have retail in
4 there, a portion of real estate taxes can be
5 appropriated in a triple net lease to the
6 retailer, but if it's just the apartments, I'm
7 absorbing that expense and I have two options. I
8 either raise the rents or I absorb it. It's
9 really those two options. I cannot pass that
10 expense of the taxes on to the tenants, so I have
11 to be careful because once you start raising the
12 rents up to a certain level, tenants can't afford
13 it any longer.

14 Real estate taxes can play a big part of creating
15 that situation where you see profit, a project
16 that's profitable and having one that's marginal.
17 You don't want to start doing this and have a
18 situation where someone comes in, develops an
19 apartment complex and it goes bankrupt. That's
20 where TIF comes in to help out a situation like
21 that. What you're doing is helping a developer
22 stabilize his tax liability going forward to the
23 point that he's not only helping his residents,
24 but he's also helping the retail if there is a

1 retail component in it. Talked about Cook County
2 and the effect of Cook County taxes on that,
3 that's something that helps out with that.

4 We can talk about this for a long time. I
5 just wanted to at least give you an overview of
6 how that comes into play in terms of how we look
7 at a project and how that comes into -- how we
8 factor in whether there is a TIF or not. We've
9 done a lot of work in the city of Chicago.
10 Worked in TIF districts in the city. We like
11 your community. Like to consider doing things
12 here. For us the TIF would be an integral
13 portion of considering whether we do this or not.
14 The plan that you guys have put together is very
15 encouraging. We were very happy to see that. We
16 think it's a great plan. We would like to be
17 part of this. We would like you to consider
18 bringing the TIF back in. It's not a matter of
19 just being profitable. It's a matter of whether
20 a project could happen or not. Thank you.

21 COMMISSIONER LEMBERG: Thank you.

22 MR. PLONCZYNSKI: That was all I have so far.
23 I don't know if anybody else has any.

24 COMMISSIONER LEMBERG: Is there anyone else in

1 the audience?

2 MS. NYBERG: Sorry. I forgot this before.
3 Again, Larry Nyberg. I'm sorry, I don't remember
4 your name. I'm so poor on names, but you had
5 mentioned that you were doing some work in
6 Arlington Heights, Palatine, and previous
7 meetings we talked, I think, about Glenview and
8 Northbrook. The one big thing that I haven't
9 heard anything about that addresses the big
10 elephant in the room, Palatine, Arlington
11 Heights, Glenview, you go up and down Roosevelt
12 Road, you go to Naperville, they all have major
13 traffic thoroughfares that go through town. They
14 bring people into town. That's what we don't
15 have here. Any other new restaurants that have
16 opened, they're over on 59. The business park is
17 up at 59. If I was going to open a business,
18 that's where I would be going because that's
19 where the traffic is going to be coming from.

20 A hundred more people living here in
21 downtown is not going to bring a lot of traffic
22 to downtown as the gentleman was talking about
23 his Naperville areas. Coming down Bartlett Road,
24 getting onto the tracks, trying to get past the

1 railroad tracks, the school buses are going to be
2 on the road again here in the few more weeks. I
3 mentioned at a previous meeting I got caught one
4 morning behind 17 school buses. I must have sat
5 here for three days trying to get across that
6 stupid crossing and I no longer go that way. I
7 don't care how I go, but I'm not going to go
8 through town twice a day to put up with that
9 nonsense. Thank you.

10 COMMISSIONER LEMBERG: Thank you. No other
11 ones?

12 MR. PLONCZYNSKI: That's it.

13 COMMISSIONER LEMBERG: At this time, I'll
14 close the public hearing. Anyone have any
15 questions, comments? No.

16 MR. KOZIOL: I have to make a comment. My
17 name is George Koziol and I was on the project
18 for its entire life span. I attended every
19 meeting, and what I see as an outcome here is not
20 a plan that's necessarily a cast in concrete road
21 map, but what I see is a list or a collection of
22 ideas that we can work on as we choose, as funds
23 are available. Some things in this plan are easy
24 to do. Some are hard. Some are inexpensive.

1 Some are going to cost some money. I think we
2 need to pick and choose the things that we want
3 to work on.

4 I truly believe that we can't afford to do
5 nothing because if we do, the downtown Bartlett
6 area is going to look like it did before all of
7 the improvements took place. Setko, I mean, I
8 remember what it looked like when that was across
9 the street. There were tanks of some sort along
10 the railroad tracks. There was a major clean up
11 of waste product, the Setko property, the gas
12 station where there is parking today.

13 If it wasn't for TIF -- there is a good
14 example of how a TIF can do some good in a
15 community. Putting in infrastructure, the TIF
16 helps to do that. It doesn't necessarily pay for
17 all of it, but it will help pay for some of it,
18 and I think we need to be open to that going
19 forward. We and the other people who spoke
20 against the TIF should be a little more
21 open-minded that if it's good for the community
22 it's good for them also. I think this is a plan
23 that can be used as a checklist for the future
24 and it has a lot of good ideas in it and we can

1 implement some of them in a soon fashion. Thank
2 you.

3 COMMISSIONER LEMBERG: Okay. No further
4 discussions, I'll be looking for a motion to
5 approve the draft downtown transit oriented
6 development known as the TOD plan. Is there a
7 motion?

8 MR. MIASO: So moved.

9 COMMISSIONER LEMBERG: Is there a second?

10 UNIDENTIFIED SPEAKER: I'll second it.

11 COMMISSIONER LEMBERG: Secretary call the
12 roll.

13 MS. GRILL: Jim Lemberg.

14 COMMISSIONER LEMBERG: No.

15 MS. GRILL: Tim Ridenour.

16 MR. RIDENOUR: Yes.

17 MS. GRILL: Mark Hopkins.

18 MR. M. HOPKINS: Yes.

19 MS. GRILL: John Miaso.

20 MR. MIASO: Yes.

21 MS. GRILL: Diane Negele.

22 MS. NEGELE: Yes.

23 MS. GRILL: Tom Connor.

24 MR. CONNOR: Yes.

1 MS. GRILL: Jack Allen.
2 MR. ALLEN: No.
3 MS. GRILL: Cecilia Green.
4 MS. GREEN: Yes.
5 MS. GRILL: Nayan Mehta.
6 MR. MEHTA: Yes.
7 MS. GRILL: Tracy Smodilla.
8 MS. SMODILLA: Yes.
9 MS. GRILL: Donna Weir.
10 MS. WEIR: Yes.
11 MS. GRILL: Robert Perri.
12 MR. PERRI: Yes.
13 MS. GRILL: Mike Werden.
14 MR. WERDEN: Yes.
15 MS. GRILL: George Koziol.
16 MR. KOZIOL: Yes.
17 MS. GRILL: Bob Bucaro.
18 MR. BUCARO: Yes.
19 MS. GRILL: Motion carried.
20 COMMISSIONER LEMBERG: Then that should
21 conclude our special meeting. Is there a motion
22 to adjourn?
23 MR. CONNOR: So moved.
24 COMMISSIONER LEMBERG: Second?

1 MS. NEGELE: Second.

2 COMMISSIONER LEMBERG: All those in favor?

3 (The ayes were heard.)

4 COMMISSIONER LEMBERG: Opposed.

5 (Proceedings concluded

6 at 9:12 p.m.)

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1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF DU PAGE)


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4 LYNN M. EVANS, CSR, being first duly
5 sworn on oath says that she is a court reporter
6 doing business in the state of Illinois; that she
7 reported in shorthand the proceedings given at
8 the taking of said public hearing and that the
9 foregoing is a true and correct transcript of her
10 shorthand notes so taken as aforesaid, and
11 contains all the proceedings given at said public
12 hearing.

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LYNN M. EVANS, CSR
CSR No. 084-003473

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