



October 21, 2013
8:00 PM

AGENDA
President and Board of Trustees
Village of Arlington Heights

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

- A. Presentation of the Colors by Cub Scout Pack #169 from Olive School

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Committee of the Whole 10/07/2013
- B. Village Board 10/07/2013

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register of 10/15/2013

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

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

IX. OLD BUSINESS

- A. Report of the Closed Session Meeting of 10/7/13

Trustee Farwell moved to destroy the Closed Session recordings from the meetings of: 10/17/2011, 11/21/2011, 3/5/2012 as the recordings have been held the mandatory 18 months required per State Statute. Trustee Glasgow seconded the motion. The motion carried unanimously.

- B. Report of the Committee-of-the-Whole Meeting of October 15, 2013

Recommendation from the Arlington Economic Alliance re: Small Business Zero Interest Loan Program

Trustee Glasgow moved, seconded by Trustee Farwell, that the Committee-of-the-Whole recommend to the Village Board that the Board concur with the Arlington Economic Alliance's recommendation and authorize the implementation of the Small Business Zero Interest Loan Program following approval by the Village Board of a follow-up report from the Arlington Economic Alliance.

The motion passed, with Trustees Farwell, Glasgow, LaBedz, Scaletta, Tinaglia, and Mayor Hayes voting aye and Trustees Rosenberg and Sidor voting no.

C. Report of the Committee-of-the-Whole Meeting of October 15, 2013 Review of Proposed FY2015-2019 Capital Improvement Program

Trustee Scaletta moved, seconded by Trustee Rosenberg, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the Proposed FY2015-2019 Capital Improvement Program and that the first year of the Program totaling \$16,135,700 be incorporated into the Village's proposed FY2015 Budget.

The motion passed unanimously.

- D. Report of the Committee-of-the-Whole Meeting of October 21, 2013
Consideration of recommending to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Patel Parikh Corp., dba Esplanade Wine & Liquor, located at 2948 W. Euclid
- E. Report of the Committee-of-the-Whole Meeting of October 21, 2013
- Interview of Tara Riley for Appointment to the Arts Commission
- F. Report of the Committee-of-the-Whole Meeting of October 21, 2013
- Interview of Peter Szabo for Appointment to the Bicycle and Pedestrian Advisory Commission

X. CONSENT AGENDA

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

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.

2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

- A. Municipal Building Custodial Services - Contractor Change
- B. Outsourcing Printing and Mailing of Invoices
- C. Ticketing Software System - Metropolis

CONSENT LEGAL

- A. A Resolution Approving a Lease Agreement with Tue Services Ltd. (Morning Blend, Arlington Park Train Station)
- B. An Ordinance Amending Planned Unit Development Ordinance Number 11-027 (2020 E. Northwest Highway)
- C. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code (Making available a Class "A" liquor license to Bistro Chen, 10 E. Miner Street)
- D. An Ordinance Authorizing the Sale of Surplus Personal Property Owned by the Village of Arlington Heights (Vehicles/Equipment)
- E. An Ordinance Establishing the Speed Limit on a Certain Street in the Village of Arlington Heights (25 mph Grove Street between Kennicott Avenue and Wilke Road)

CONSENT PETITIONS AND COMMUNICATIONS

- A. Bond Waiver - Cancer Wellness Center Annual Benefit
- B. Bond Waiver - St. Edna's Bingo Raffle

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

XIII. LEGAL

XIV. APPOINTMENTS

XV. PETITIONS AND COMMUNICATIONS

- A. Northwest Community Hospital Request to have the west Kirchoff Road Exit Remain Open

XVI. REPORT OF THE VILLAGE MANAGER

XVII. ADJOURNMENT

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



Item: Presentation of the Colors

Department:

Presentation of the Colors by Cub Scout Pack #169 from Olive School

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Committee of the Whole 10/07/2013

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[committee of the whole 10/07/2013](#)

Type

Minutes

**MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE
PRESIDENT AND BOARD OF TRUSTEES OF THE
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD - COMMUNITY ROOM
MONDAY, OCTOBER 7, 2013
7:30 PM**

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

BOARD MEMBERS PRESENT: Mayor Hayes; Trustees Blackwood, Farwell,
Glasgow, LaBedz, Rosenberg, Sidor, Tinaglia

BOARD MEMBERS ABSENT: Trustee Scaletta

STAFF MEMBERS PRESENT: Village Manager Bill Dixon; Assistant to the
Village Manager Diana Mikula

OTHERS PRESENT: Kay, Le Zheng Xie, Karen Van Landeghem,
Janet Harlow

**1. CONSIDERATION OF RECOMMENDING TO THE LIQUOR
COMMISSIONER THE ISSUANCE OF A CLASS "A" LIQUOR LICENSE
TO BISTRO DRAGON, INC., DBA BISTRO CHEN, LOCATED AT 10 E.
MINER ST. (FORMERLY CHIN'S RESTAURANT).**

Mayor Hayes swore in Kay, the assistant manager of Bistro Chen, and the owner Mr. Le Zheng Xie.

On August 22, 2013 a background check was conducted on Mr. Xie, who has 97% ownership in the corporation. No convictions were disclosed and no criminal derogatory information was found. In addition, no lawsuits, judgments, or liens were outstanding. Mr. Xie did disclose that there is a judgment he is attempting to resolve.

On August 22, 2013, a background check was conducted on Mr. Rui X. Chen who has 3% interest in the corporation. No convictions were disclosed and no criminal derogatory was found. In addition no lawsuits, judgments or liens were outstanding.

The applicants hold a liquor license for Bistro Dragon in Elk Grove Village. The Elk Grove Police Department indicated they have not had any liquor violations at this establishment.

Mayor Hayes asked questions regarding the operation of their restaurant in Elk Grove. The applicants indicated that the owners and assistant manager are all Basset trained. In Arlington Heights there will be 10 workers in the restaurant. They will be open for lunch and dinner. The restaurant hours were discussed. They will be closed Tuesdays and will

not be open after 11:00 p.m. any evening. There will be take-out and on Sundays dim sum.

TRUSTEE FARWELL MOVED, SECONDED BY TRUSTEE GLASGOW TO RECOMMEND THAT THE VILLAGE BOARD OF TRUSTEES RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "A" TO BISTRO DRAGON, INC. DOING BUSINESS AS BISTRO CHEN, LOCATED AT 10 E. MINER ST. Upon a voice vote, the motion passed unanimously.

2. INTERVIEW OF KAREN VAN LANDEGHEM FOR THE BOARD OF HEALTH WITH A TERM ENDING 4/30/16.

Mayor Hayes is recommending Ms. Van Landeghem for a position on the Board of Health. Mayor Hayes said she has a lot of experience in Public Health Policy which qualifies her for this position. Trustees asked various questions and thanked Ms. Van Landeghem for volunteering to serve the community.

TRUSTEE BLACKWOOD MOVED, TRUSTEE SIDOR SECONDED A MOTION RECOMMENDING THE APPOINTMENT OF KAREN VAN LANDEGHEM AS A MEMBER OF THE BOARD OF HEALTH WITH A TERM ENDING 4/30/16. Upon a voice vote, the motion passed unanimously.

3. INTERVIEW OF JANET HARLOW FOR THE BICYCLE & PEDESTRIAN ADVISORY COMMISSION WITH A TERM ENDING 4/30/16.

Mayor Hayes is recommending Ms. Harlow for the open position on the Bicycle & Pedestrian Advisory Commission. Mayor Hayes feels her resume demonstrates her qualifications for this position. Trustees asked various questions and thanked Ms. Harlow for volunteering to serve the community.

TRUSTEE GLASGOW MOVED, TRUSTEE LABEDZ SECONDED A MOTION RECOMMENDING THE APPOINTMENT OF JANET HARLOW TO THE BICYCLE & PEDESTRIAN ADVISORY COMMISSION WITH A TERM ENDING 4/30/16. Upon a voice vote, the motion passed unanimously.

4. ADJOURNMENT

Meeting adjourned at 7:52 PM.

Recorded By: Rebecca Hume, Village Clerk



Item: Village Board 10/07/2013

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

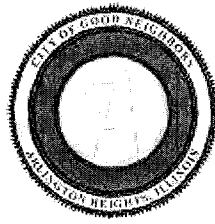
ATTACHMENTS:

Description

[Village Board 10/07/2013](#)

Type

Minutes



October 7, 2013
8:00 PM

MINUTES
President and Board of Trustees
Village of Arlington Heights

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

The Village Clerk called the roll with President Hayes and the following Trustees responding: Rosenberg, Blackwood, Sidor, Farwell, Glasgow, Tinaglia and LaBedz.

Trustee Scaletta was absent.

Also present were Village Manager Bill Dixon, Assistant to the Village Manager Diana Mikula, Assistant Village Attorney Robin Ward, Director of Planning and Economic Development Charles Perkins, Public Works Director Scott Shirley, Building & Health Services Director James McCalister, Engineering Director Jim Massarelli and Village Clerk Becky Hume.

IV. APPROVAL OF MINUTES



A. Village Board 09/16/2013

Approved

Trustee Joe Farwell moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .



B. Committee of the Whole 9/16/13

Approved

Trustee Thomas Glasgow moved to approve. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

V. APPROVAL OF ACCOUNTS PAYABLE



A. Warrant Register of 9-30-2013

Approved

Trustee Joe Farwell moved to approve the Warrant Register dated 9/30/2013 in the amount of \$2,077,782.81. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

VI. RECOGNITIONS AND PRESENTATIONS



A. Recognition of Mariano's of Arlington Heights as recipient of the 5th Annual Disability Employment Awareness Award

Ryan Danzinger, Chair of the Commission for Citizen's with Disabilities presented Mariano's the 5th Annual Village Disability Employment Awareness Award.

President Hayes presented the award to **Ken Syzmanski** and **Neil Juarez** of Mariano's. **President Hayes** said that Mariano's is a great community partner that enhances the business community and the quality of life in Arlington Heights. Mr. Syzmanski said they have 400 employees and that the people with disabilities have the most longevity, have grown with the business, and often receive promotions/additional responsibilities.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

David Lim 400 North Windsor Dr. said he has constant flooding in heavy downpours in front of his home. A bigger catch basin was installed in front of his home a few years ago. Debris gets stuck in it, so it often does not work. There is a dip in the grade in front of his house so his parkway and driveway flood. He has left messages for Mr. Musinski and Mr. Shirley in Public Works. Mr. Musinski told him that he would ask Engineering to look at re-grading the street. Mr. Lim spoke with Mr. Massarelli spoke with a few years ago regarding flooding. Recently, Mr. Lim requested a street sweeper to come to clear the debris in front of the catch basin and one came right away, however a leaf stain is now on the driveway. **President Hayes** said staff will follow up with Mr. Lim.

IX. OLD BUSINESS



A. Report of the Committee-of-the-Whole Meeting of October Approved

7, 2013 - Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to Bistro Dragon, Inc., dba Bistro Chen, located at 10 E. Miner St. (formerly Chen's Restaurant)

Trustee Joe Farwell moved to recommend to the Liquor Commissioner the issuance of a Class "A" Liquor License Bistro Dragon, Inc. dba Bistro Chen located at 10 E. Miner St. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .



B. Report of the Committee-of-the-Whole Meeting of October 7, 2013 - Interview of Karen VanLandeghem for Appointment to the Board of Health Approved

President Hayes administered the Oath of Office to Ms. Van Landeghem.

Trustee Carol Blackwood moved to concur with the Mayor's appointment of Karen Van Landeghem to Board of Health with a term ending 4/30/16. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .



C. Report of the Committee-of-the-Whole Meeting of October 7, 2013 - Interview of Janet Harlow for Appointment to the Bicycle and Pedestrian Advisory Commission Approved

President Hayes administered the Oath of Office to Ms. Harlow.

Trustee Thomas Glasgow moved to concur with the Mayor's appointment of Janet Harlow to the Bicycle and Pedestrian Advisory Commission with a term ending 4/30/16. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

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CONSENT APPROVAL OF BIDS

- A. Fire Department Burn Tower Renovation - Contract Award Approved

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

- B. EAB Parkway Ash Tree Removal 2013 Approved

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

- C. Paver Brick Removal and Replacement 2013 Approved

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

- D. McDonald Creek Emergency Water Main Replacement Approved

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

E. Asphalt Restoration Services Approved

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

F. Commuter Drive Approved

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

CONSENT LEGAL

A. An Ordinance Amending Planned Unit Development Ordinance Numbers 78-019 and 01-041, Granting a Special Use Permit and Variations from Chapter 28 of the Arlington Heights Municipal Code (Camelot Park, 1005 E. Suffield Drive, addition and renovations) Approved

Trustee Thomas Glasgow moved to approve 13-050. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

B. An Ordinance Amending Chapter 28 of the Arlington Heights Municipal Code (Section 14.2-5, Design Review Process) Approved

Trustee Thomas Glasgow moved to approve 13-051. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

- C. A Resolution Approving an Agreement for Court Reporter Approved
 Services
 (Arlington Reporting Services, local prosecution traffic court
 calls)

Trustee Thomas Glasgow moved to approve R13-028. Trustee Bert Rosenberg
Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

- D. An Ordinance Designating One-Way Stop Streets Approved
 (Southbound Dale to stop for Lillian; southbound Rolling to
 stop for Lillian; eastbound Sherwood to stop for Dale;
 northbound Dale to stop for Lillian)

Trustee Thomas Glasgow moved to approve 13-052. Trustee Bert Rosenberg Seconded
the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

- E. An Ordinance Prohibiting Parking Approved
 (East side of Fernandez Avenue between Ladd and Norman
 Streets)

Trustee Thomas Glasgow moved to approve 13-053. Trustee Bert Rosenberg Seconded
the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

CONSENT APPOINTMENTS

- | A. | Board/Commission | Member
Reappointment | Term
Ending | Approved |
|----|------------------|-------------------------|----------------|----------|
|----|------------------|-------------------------|----------------|----------|

Arlington Econ. Alliance	Regina Schlamp	4/30/16
Arlington Econ. Alliance	Gary Skiba	4/30/16
Youth Commission	Chyrel Moore	4/30/16

Board/Commission	Chair Reappointment	Term Ending
Plan Commission	Michael Wolfe	4/30/14
Environmental Commission	Michael Wilder	4/30/14
Housing Commission	Siobhan White	4/30/14

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Budget Amendment; 2013 Resurfacing Program & Sidewalk Program Approved

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Arlington Downs - Preliminary & Final Plat of Resubdivision
3400 W. Euclid Ave.
PC13-019 Approved

James Henegan of Ruben, Firsell and Ross represented the request for a re-subdivision of the Arlington Downs project. He said three of the five lots have multiple owners, and they are requesting a minor re-subdivision of lots 1, 2 and 4 to make lot lines correspond with the ownership of the property. He said this does not change the ownership or the development. **Trustee Farwell** said the property is semantically changing so that ownership is in agreement with the land and clarified that the lots will be renamed.

Trustee Joe Farwell moved to approve. Trustee Jim Tinaglia Seconded the Motion.
The Motion: Passed
Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .



B. Report of the Building Code Review Board Meeting of September 18, 2013 Approved

Proposed code amendment language to Section 23-302
R309.1(c) of the Village Code related to minimum garage
dimension requirements.

Mr. Dixon said the Building Code Review Board (BCRB) met September 18, 2013 and unanimously recommended approval of a modification to section 23-302 R309.1 of the Municipal Code. In addition, upon review of the BCRB's action, staff suggested some clarifying language to the motion. The members of the BCRB reviewed the language, were independently polled and they concurred with the language refinements. **Mr. McCalister** explained that the minimums are for newly constructed garages only not to existing garages.

Trustee Tinaglia said this will truly assist residents looking to improve their existing garages. These structures may not meet new garage standards; often all the resident wants to do is add on to an existing garage. It is an appreciated change as now they will not have to ask for a zoning variation.

Trustee Glasgow said the reasoning was sound.

Trustee Rosenberg asked if a resident could put up a second garage on their property in in addition to their existing garage. Mr. McCalister said that the new garage would have to meet all the applicable sections of code because it would be new construction. A resident would be able to build it, but would have to meet the setbacks and the minimum garage dimensions required for new construction in the Code.

Trustee LaBedz said she was glad staff added the additional language in regards to the interior dimensions as it helped clarify the issue.

Trustee Thomas Glasgow moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .



C. 2020 E. Northwest Highway Waterman Avenue Access Approved

Nick Papanicholas, George Demarakis and Steve Corcoran were present on behalf of the development. Mr. Papanicholas said that safety was an issue at the 2020 E. Northwest Highway development that opened a year and a half ago. There is internal congestion which, they believe, is causing a safety problem. They are requesting an additional entrance/exit on Waterman to alleviate the circulation problem. Mr. Corcoran, the traffic engineer, said that the original project was built without access to Waterman but people keep driving down the alley behind the project thinking it's an entrance, even though there is a large sign saying that the alley is not an entrance. People pull in and out of the alley. This is negatively affecting the neighbors. People want to enter the shopping center off of Waterman. The way the situation is today, more traffic is flowing onto Waterman than is necessary as people drive around the block to get into the center.

Trustee Glasgow said he is concerned with allowing a Waterman entrance when the Northwest Highway project is not yet complete. He said the area will look completely different once the road work is finished and noted that the traffic counts will change. He said he would like a traffic study completed before changing the entrances. He said he does not want to create unforeseen problems and said he doesn't have enough information to make a decision yet. He noted the escrowed monies for a traffic light at the intersection and said he would like to see if a light is needed before another access is granted.

Mr. Papanicholas said he was truly worried about safety, he further explained the current traffic flow issues. He noted the speed at which cars are traveling coming off of Northwest Highway as other cars are trying to get into the right hand lane to exit the complex. He said because of the swim school, children are in the lot. He said with winter coming, snow and ice will only make the problem worse. He reiterated his request for relief on the traffic circulation problem. He said he was trying to be proactive.

Mr. Corcoran said a left turn lane will come into the Shopping Center off of Northwest Highway after road construction is complete and showed the new traffic flow of the area whereby Gregory will be closed off to cars trying to turn left from Northwest Highway.

Trustee Tinaglia said the site is very uncomfortable because of the narrowness. He said the main entrance should be at least 36' wide and it is only 24' wide. He noted that people are already turning down Waterman expecting to get in, the traffic is already going there and it's a natural idea that an access would be there. He said a driveway off Waterman is a good idea and should have been there in the beginning. He suggested that the entrance move as far north on the property as is possible to improve traffic flow through the drive through. The dumpster could be relocated. He said he was in support of the change.

Trustee LaBedz said she was also in support of the added entrance. She said

intuitively, there should be an entrance on Waterman and that even though she knew it wasn't there, she wanted to enter at that point on a recent visit. The sign can be missed as it will be dark a dinnertime in the winter. She said more traffic counts or more time might not make a difference as to how people use the site. She noted that in looking at the full site plan there is too much crossing of paths and that it would be much easier and safer to exit on Waterman. She asked for clarification on the authority of the potential stop light. **Mr. Dixon** complemented the developer on transforming the property into this shopping center and for their ability to get it occupied. He explained said that the State controls the road and that certain numbers and standards (warrants) must be met for a light to go in. **Trustee LaBedz** said she supported making the change.

Trustee Rosenberg clarified that the proposed access on Waterman would have full access without limitations. He asked Mr. Massarelli to explain what the roads will look like when Northwest Highway is complete. **Mr. Massarelli** said that there will be left hand turn lanes for the shopping center and onto Waterman. The double yellow lines that are there now will go away. **Trustee Rosenberg** asked if the intersection will have enough demand for a traffic light. **Mr. Massarelli** said that the area may generate additional traffic at Waterman that would help to achieve that goal. He suggested waiting until spring to perform the traffic analysis as it takes a while for traffic to adjust to new situations. Summer poses a different traffic scenario as school is not in session, but the outdoor pool next to the shopping center will be open. He said he is unsure which scenario would generate more traffic. To merit a light, the State considers traffic counts and accident history.

Trustee Blackwood concurred with Trustee Tinaglia saying that the widening of the Northwest Highway entrance should be increased to 36' wide. She also agreed that the dumpster location should be changed to accommodate the entrance on Waterman to be as close to the northern property line as is feasible. She said that the signage should be very clear how to get to the drive-thru.

President Hayes said he was concerned that an entrance too close to the alley would be confusing. **Mr. Papanicholas** agreed saying it isn't good to have two driveways next to each other. The entrance and alley should be very distinct. Mr. Papanicholas said he understood the traffic light issue, but it is not within their control. He said he wanted to focus on the safety issue now.

Trustee Blackwood said she encouraged the move of the dumpster. The driveway may not be exactly adjacent to the alley, but should be as close as is reasonable. **Mr. Papanicholas** said some of the landscaping might be compromised, but they would work with staff to find a solution.

Trustee Sidor asked for the developers to be mindful of confusion regarding the entrance of the drive-thru as people might inadvertently end up in the drive-thru lane when they actually want to park and dine in the restaurant. He asked for clear signage to delineate directions to customers.

Trustee Jim Tinaglia moved to approve a driveway at the 2020 E. Northwest Highway Development to provide access to Waterman Ave. with encouragement to place the driveway farther north and for the developer to agree to a traffic signal, if warranted, at Waterman and Northwest Highway. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

XIII. LEGAL



- A. An Ordinance Approving a Preliminary Plat of Resubdivision Approved
(Arlington Downs Two Resubdivision, 3400 W. Euclid Avenue)

Trustee Thomas Glasgow moved to approve 13-054. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .



- B. A Resolution Approving a Final Plat of Resubdivision Approved
(Arlington Downs Two Resubdivision, 3400 W. Euclid Avenue)

Trustee Thomas Glasgow moved to approve R13-029. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .



- C. An Ordinance Amending Chapter 23 of the Arlington Heights Municipal Code Approved
(Section 23-302 Modification of Illinois Residential Code Section R309.1c, Floor Surfaces, Separation of Structures and Minimum Dimensions)

Trustee Thomas Glasgow moved to approve 13-055. Trustee Joe Farwell Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

XIV. APPOINTMENTS

XV. PETITIONS AND COMMUNICATIONS



- A. Remarks from Trustee Thomas Glasgow pertaining to possible impact of Emerald Ash Borer disease on reliability of electrical service

Trustee Glasgow said he attended a meeting with ComEd regarding the Emerald Ash Borer (EAB) and the reliability of electrical service. He said that many dead trees are on private property. Falling branches on power lines during storms can affect power service. He said that ComEd trims trees every 4 years to encourage growth away from power lines, but it is property owners' responsibility to remove dead trees. Until the smart meters are installed in 2015/2016, ComEd cannot tell if individual homes have a power outage. He encouraged residents to link their phone numbers to their power account on the ComEd website www.comed.com/customer-service/outage-information so residents can send ComEd power outage information. This action gets ComEd the information faster so they can fix outages more quickly. He also recommended residents check www.comed.com/customer-service/service-request/trees-powerlines in regards to tree trimming and other power outage issues.

Trustee Farwell said the Village Board will be attending training for elected officials in addition to their three Committee-of-the-Whole meetings and two Village Board meetings this month. He also noted that Bisto Chen on 10 East Miner (the former site of Chins) is open, and offers a dim sum Sunday brunch created by a chef specially hired for this purpose.

President Hayes thanked the Special Events Commission for putting on a quality family event, the Autumn Harvest, this past Saturday. He thanked all the dedicated volunteers for their hard work in planning and executing events that increase the quality of life in the Village.

XVI. REPORT OF THE VILLAGE MANAGER



- A. Request for Closed Session per 5 ILCS 120/2(c)(21): Approved
Discussion of minutes lawfully closed, whether for purposes of approval of the minutes or the semi-annual review of the minutes

- and -

5 ILCS 120/2(c)(11): Litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when

the Board finds that an action is probable or imminent

XVII. ADJOURNMENT

Trustee Thomas Glasgow moved to adjourn to Closed Session at 9:19 p.m. Trustee Joe Farwell Seconded the Motion.

The Motion: Passed

Ayes: Blackwood , Farwell , Glasgow , Hayes , LaBedz , Rosenberg , Sidor , Tinaglia .

Absent: Scaletta .

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



Item: Warrant Register of 10/15/2013

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Warrant Register 10/15/2013](#)

Type

Warrant Register



VILLAGE OF ARLINGTON HEIGHTS

**WARRANT REGISTER FOR
CHECK DATE: 10 - 15 - 2013**

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$282,316.30
211	Motor Fuel Tax Fund	\$417,034.31
215	CDBG Fund	\$3,144.40
227	Foreign Fire Ins Tax Fund	\$1,920.00
231	Criminal Investigation Fd	\$783.27
235	Municipal Parkg Opr Fund	\$18,494.57
401	Capital Projects Fund	\$454,415.56
426	Flood Control V Fund	\$42,361.00
435	EAB Fund	\$47,632.27
505	Water and Sewer Fund	\$224,580.06
515	Arts,Entert & Events Fund	\$60,677.29
605	Health Insurance Fund	\$275,850.16
615	Workers Compensation Ins	\$76.00
621	Fleet Operations Fund	\$230,721.60
625	Technology Fund	\$24,874.95
715	Guaranty Deposits Fund	\$15,350.00
TOTAL ALL FUNDS		\$2,100,231.74

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 0					
Division: 0					
181252	101-0000-421.15-00	MELISSA ACKER	REFUND DOG TAG	\$16.00	\$16.00
181254	715-0000-220.93-00	ADOLF SCHERFF	REFUND BOND	\$200.00	\$200.00
181259	715-0000-220.93-00	AIRROOM LLC	REFUND BOND	\$100.00	\$100.00
181264	715-0000-220.93-00	AMERICAN NATIONAL SPRINKLERS	REFUND BOND	\$150.00	\$150.00
181265	715-0000-220.93-00	AMERICAN NATIONAL SPRINKLERS	REFUND BOND	\$200.00	\$200.00
181273	715-0000-220.93-00	ARLINGTON SEALCOATING	REFUND BOND	\$150.00	\$150.00
181286	715-0000-220.93-00	BAYANI PAITATI	REFUND BOND	\$200.00	\$200.00
181291	715-0000-220.93-00	BETH BRENNER	REFUND BOND	\$200.00	\$200.00
181298	715-0000-220.93-00	BRASCO INC	REFUND BOND	\$200.00	\$200.00
181303	715-0000-220.93-00	CAROL SKROBAK-BACHAR	REFUND BOND	\$200.00	\$200.00
181304	101-0000-421.99-00	CASH MY TITLE	REFUND BUSINESS LICENSE	\$30.00	\$30.00
181311	715-0000-220.93-00	CHERIE A URICEK	REFUND BOND	\$200.00	\$200.00
181312	715-0000-220.93-00	CHICAGO BUILDERS INC	REFUND BOND	\$200.00	\$200.00
181328	101-0000-421.05-00	ANN CONTOS	REFUND VEHICLE STICKER	\$10.00	\$10.00
181330	101-0000-421.05-00	DALE COVENTRY	REFUND VEHICLE STICKER	\$18.00	\$18.00
181335	715-0000-220.93-00	DAVID ANDERSON	REFUND BOND	\$200.00	\$200.00
181336	715-0000-220.93-00	DAVID CARRINO	REFUND BOND	\$200.00	\$200.00
181337	715-0000-220.93-00	DAVID FINE	REFUND BOND	\$200.00	\$200.00
181338	715-0000-220.93-00	DAVID PEREZ	REFUND BOND	\$150.00	\$150.00
181340	715-0000-220.93-00	DEAN KUEKER	REFUND BOND	\$200.00	\$200.00
181343	715-0000-220.93-00	DI IORIO DEVELOPMENT	REFUND BOND	\$200.00	\$200.00
181350	715-0000-220.93-00	ELIZABETH BAUER	REFUND BOND	\$200.00	\$200.00
181351	715-0000-220.93-00	ELLEN PECSON	REFUND BOND	\$200.00	\$200.00
181354	715-0000-220.93-00	ENVY HOME SERVICES	REFUND BOND	\$100.00	\$100.00
181357	715-0000-220.93-00	EUROPEAN CONCRETE & EXCAVATING	REFUND BOND	\$200.00	\$200.00
181358	715-0000-220.93-00	EVA LAQUIGLIA	REFUND BOND	\$550.00	\$550.00
181360	715-0000-220.93-00	F E MORAN	REFUND BOND	\$400.00	\$400.00
181368	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$200.00	\$200.00
181369	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$200.00	\$200.00
181370	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$200.00	\$200.00
181371	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$150.00	\$150.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181372	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$50.00	\$50.00
181373	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$150.00	\$150.00
181374	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$200.00	\$200.00
181375	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$200.00	\$200.00
181376	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$200.00	\$200.00
181379	715-0000-220.93-00	FRED OGINO	REFUND BOND	\$200.00	\$200.00
181384	715-0000-220.93-00	GARCIA CONCRETE CONTRACTOR INC	REFUND BOND	\$200.00	\$200.00
181389	715-0000-220.93-00	GREGORY DONOHUE	REFUND BOND	\$200.00	\$200.00
181392	715-0000-220.93-00	GRZEGORZ PIWKO	REFUND BOND	\$200.00	\$200.00
181405	715-0000-220.93-00	IAN WILSON	REFUND BOND	\$200.00	\$200.00
181412	715-0000-220.93-00	JAMES & ROBIN BONTJE	REFUND BOND	\$200.00	\$200.00
181413	715-0000-220.93-00	JAMES MCBRIDE	REFUND BOND	\$200.00	\$200.00
181414	715-0000-220.93-00	JAMES SCHREIBER	REFUND BOND	\$200.00	\$200.00
181415	101-0000-422.05-00	MARK JANULIS	REFUND PERMIT FEE	\$440.00	\$440.00
	101-0000-422.10-00		REFUND PERMIT FEE	\$55.00	\$55.00
	101-0000-422.15-00		REFUND PERMIT FEE	\$65.00	\$65.00
	101-0000-432.08-00		REFUND PLAN REVIEW FEE	\$70.00	\$70.00
181417	715-0000-220.93-00	JIM MELACHRINAKIS	REFUND BOND	\$200.00	\$200.00
181418	715-0000-220.93-00	JIM WESTCOTT	REFUND BOND	\$200.00	\$200.00
181419	715-0000-220.93-00	JOANNE LEE	REFUND BOND	\$200.00	\$200.00
181420	715-0000-220.93-00	JOHN FITSZGERALD	REFUND BOND	\$200.00	\$200.00
181424	715-0000-220.93-00	GINA JURACIC	REFUND BOND	\$150.00	\$150.00
181428	715-0000-220.93-00	KARL TORCHALSKI	REFUND BOND	\$200.00	\$200.00
181429	101-0000-433.14-00	ALEXANDER KISS	REFUND AMBULANCE CLAIM	\$84.84	\$84.84
181437	715-0000-220.93-00	LAWRENCE BASHEA	REFUND BOND	\$200.00	\$200.00
181438	715-0000-220.93-00	LCH SERVICES	REFUND BOND	\$200.00	\$200.00
181443	715-0000-220.93-00	LUIS CONTRERAS	REFUND BOND	\$150.00	\$150.00
181444	715-0000-220.93-00	LUIS CONTRERAS	REFUND BOND	\$150.00	\$150.00
181446	101-0000-421.10-00	MARC POULOS PAINTING INC	REFUND BUSINESS LICENSE	\$65.00	\$65.00
181447	715-0000-220.93-00	MATT KING	REFUND BOND	\$200.00	\$200.00
181448	715-0000-220.93-00	MATT KING	REFUND BOND	\$950.00	\$950.00
181449	715-0000-220.93-00	MAYA YAUERBOVICH	REFUND BOND	\$200.00	\$200.00
181456	715-0000-220.93-00	MICHELLE COLBERT	REFUND BOND	\$200.00	\$200.00
181462	101-0000-433.14-00	GRACE MURRAY	REFUND AMBULANCE CLAIM	\$200.00	\$200.00
181467	715-0000-220.93-00	NITTI CEMENT	REFUND BOND	\$200.00	\$200.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181483	715-0000-220.93-00	PINEL ANDREWS CONSTRUCTION	REFUND BOND	\$200.00	\$200.00
181485	715-0000-220.93-00	PIOTR TOKARZ	REFUND BOND	\$200.00	\$200.00
181493	101-0000-433.14-00	JENNIFER PRETTO	REFUND AMBULANCE CLAIM	\$344.40	\$344.40
181499	715-0000-220.93-00	REGENCY GARAGES	REFUND BOND	\$200.00	\$200.00
181500	715-0000-220.93-00	REGENCY GARAGES	REFUND BOND	\$200.00	\$200.00
181501	715-0000-220.93-00	REGENCY GARAGES INC	REFUND BOND	\$200.00	\$200.00
181503	715-0000-220.93-00	ROBERT GUNN	REFUND BOND	\$50.00	\$50.00
181504	101-0000-433.14-00	DONNA ROTI	REFUND AMBULANCE CLAIM	\$60.00	\$60.00
181508	715-0000-220.93-00	SANDRA GORR	REFUND BOND	\$200.00	\$200.00
181511	505-0000-120.80-00	SCHULTZ, HANS F	REFUND WATER	\$58.30	\$58.30
181513	715-0000-220.93-00	SHEILA & JASON RIGNEY	REFUND BOND	\$200.00	\$200.00
181518	101-0000-421.05-00	WILLIAM SMAHA	REFUND VEHICLE STICKER	\$30.00	\$30.00
181531	715-0000-220.93-00	SUSAN LEVINE	REFUND BOND	\$200.00	\$200.00
181532	715-0000-220.93-00	KELLY SWIFT	REFUND BOND	\$950.00	\$1,150.00
			REFUND BOND	\$200.00	
181534	715-0000-220.93-00	THOMAS DINI	REFUND BOND	\$200.00	\$200.00
181556	715-0000-220.93-00	WARREN EVEN III	REFUND BOND	\$200.00	\$200.00
181560	715-0000-220.93-00	WILLIAM A HOGENDORP	REFUND BOND	\$200.00	\$200.00
181562	715-0000-220.93-00	WRECKCON SPECS LLC	REFUND BOND	\$200.00	\$200.00
181564	715-0000-220.93-00	XCLUSIVE CONCRETE	REFUND BOND	\$200.00	\$200.00
Total Division:				\$16,896.54	
Total Department:				\$16,896.54	

Check Date: 2013 - 10 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, October 16, 2013
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 1 Board of Trustees					
Division: 1					
181301	101-0101-501.21-65	CAPTION FIRST INC	CAPTIONING SEPT/2013	\$600.00	\$600.00
181495	101-0101-501.21-65	PRO STAR	MENTOS FOR DIGNITARIES	\$303.63	\$303.63
900969	101-0101-501.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$49.26	\$49.26
Total Division:				\$952.89	
Total Department:				\$952.89	

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WARRANT REGISTER - GM0002

Date: Wednesday, October 16, 2013

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 2 Village Manager					
Division: 1					
1904	101-0201-502.22-03	DIXON WILLIAM	CONFERENCE	\$160.50	\$160.50
181346	101-0201-502.22-03	DIXON WILLIAM	ICMA CONFERENCE	\$32.04	\$32.04
181395	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	AMERICAN AIRLINES	\$25.00	\$939.25
			AMERICAN AIRLINES	\$25.00	
			SHERATON BOSTON HOTEL	\$889.25	
181482	101-0201-502.30-05	PETTY CASH	OFFICE SUPPLIES	\$20.43	\$20.43
900969	101-0201-502.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$32.14	\$32.14
Total Division:				\$1,184.36	
Total Department:				\$1,184.36	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 3 Human Resources					
Division: 1					
181395	615-0301-552.20-50	HARRIS TRUST & SAVINGS BANK	WWW.DICKSSPORTNGGOODS.	\$76.00	\$76.00
181474	101-0301-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$497.48	\$497.48
181565	101-0301-503.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$85.00	\$85.00
900969	101-0301-503.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$18.56	\$18.56
	605-0301-552.22-05		REIMBURSE PERMIT 2594	\$504.24	\$504.24
900970	605-0301-552.20-60	HMO ILLINOIS	INS PREMIUM 10-2013	\$268,184.72	\$268,184.72
900971	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	INS PREMIUM 10-2013	\$4,754.11	\$4,754.11
	605-0301-552.20-66		INS PREMIUM (OPT) 10-2013	\$2,407.09	\$2,407.09
Total Division:				\$276,527.20	
Total Department:				\$276,527.20	

Check Date: 2013 - 10 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, October 16, 2013
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 4 Legal Department					
Division: 1					
181355	101-0401-503.20-20	ERNEST R BLOMQUIST PC	SERVICE PROFESSIONAL	\$7,685.00	\$7,685.00
181553	101-0401-503.21-65	VERIZON WIRELESS	INV 9712141370	\$95.88	\$95.88
181565	101-0401-503.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$140.90	\$140.90
900969	101-0401-503.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$227.03	\$227.03
Total Division:				\$8,148.81	
Total Department:				\$8,148.81	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 5 Finance					
Division: 1					
181344	101-0501-503.22-10	DIRECT RESPONSE RESOURCE	SERVICE PRINTING	\$13,616.93	\$13,616.93
181386	101-0501-503.20-05	GOLDSTEIN & ASSOCIATES	FIRE PENSION ACTUARIAL	\$5,000.00	\$10,000.00
			POLICE PENSION ACTUARIAL	\$5,000.00	
181395	101-0501-503.22-03	HARRIS TRUST & SAVINGS BANK	HILTON HOTELS SPRING	\$543.20	\$543.20
181410	101-0501-503.22-02	INTL INSTITUTE MUN CLERKS	MEMBERSHIP DUES	\$185.00	\$185.00
181474	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$153.90	\$153.90
181475	101-0501-503.30-05	OFFICE MAX CONTRACT INC	OFFICE SUPPLIES	\$10.95	\$10.95
181477	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$56.70	\$56.70
181489	505-0501-503.22-05	POSTMASTER ARLINGTON HEIGHTS	REIMB PERMIT 2594	\$233.33	\$1,805.36
			REIMB PERMIT 2594	\$668.70	
			REIMB PERMIT 2594	\$680.53	
			REIMB PERMIT 2594	\$222.80	
181515	101-0501-503.20-05	SIKICH LLP	SERVICE FINANCIAL	\$2,800.00	\$2,800.00
	505-0501-503.20-05		SERVICE FINANCIAL	\$1,200.00	\$1,200.00
181528	505-0501-503.22-10	SUBURBAN PRESS	ENVELOPES	\$1,260.00	\$1,260.00
181565	101-0501-503.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$17.60	\$102.60
			MAINTENANCE AGREEMENT	\$85.00	
900969	101-0501-503.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$740.07	\$740.07
	505-0501-503.22-05		REIMBURSE PERMIT 2594	\$1,587.39	\$1,587.39
Total Division:				\$34,062.10	
Total Department:				\$34,062.10	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 6 Information Technology					
Division: 1					
181345	625-0601-553.21-02	DIVERSIFIED OFFICE EQUIPMENT	EQUIPMENT REPAIR	\$85.00	\$85.00
181353	401-0601-572.50-15	ENVIRONMENTAL SYSTEMS RESEARCH	SERVICE DATA PROC, SFTWR	\$2,709.00	\$2,709.00
181395	625-0601-553.30-01	HARRIS TRUST & SAVINGS BANK	EXPERTS EXCHANGE LLC	\$115.00	\$115.00
	625-0601-553.33-05		ZAGG	\$99.99	\$99.99
	625-0601-572.50-10		PAYPAL *NEWER STAR	\$98.06	\$6,364.49
			DMI* DELL K-12/GOVT	\$6,266.43	
181520	625-0601-572.50-10	SOFTMART INC	REPLACEMENT PRINTER	\$782.38	\$782.38
181521	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	REPLACEMENT MEMORY	\$37.96	\$37.96
181530	625-0601-553.20-39	SUNGARD PUBLIC SECTOR	COMPUTERS,DP & WORD PROC.	\$14,437.00	\$14,437.00
181552	625-0601-553.21-65	VERIZON WIRELESS	INV 9712141369	\$1,786.49	\$1,786.49
801293	625-0601-553.21-65	AT & T	831-000-2604-723	\$548.32	\$548.32
Total Division:				\$26,965.63	
Total Department:				\$26,965.63	

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WARRANT REGISTER - GM0002

Date: Wednesday, October 16, 2013
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 7 GIS					
Division: 1					
181395	625-0701-553.22-03	HARRIS TRUST & SAVINGS BANK	LLGISA	\$350.00	\$350.00
	625-0701-553.30-05		GPS CITY	\$62.84	\$62.84
	625-0701-553.33-05		AMAZON.COM	\$205.48	\$205.48
Total Division:				\$618.32	
Total Department:				\$618.32	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 10 Boards & Commissions					
Division: 8					
181326	101-1008-502.20-75	CONRAD POLYGRAPH INC	INDIVIDUAL EXAM (1)	\$160.00	\$160.00
Total Division:				\$160.00	
Division: 17					
900969	101-1017-502.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$12.88	\$12.88
Total Division:				\$12.88	
Division: 18					
181334	515-1018-525.40-55	DAILY HERALD	AD-AUTUMN HARVEST EVENTS	\$520.00	\$520.00
181430	515-1018-525.40-55	KLUZ NANCY	AUTUMN HARVEST	\$130.00	\$130.00
181497	515-1018-525.40-55	RED BARN FARM MARKET	AUTUMN HARVEST	\$625.00	\$625.00
900969	101-1018-502.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$42.78	\$42.78
Total Division:				\$1,317.78	
Division: 21					
181482	101-1021-502.40-40	PETTY CASH	ECONO ALLIANCE	\$28.09	\$70.09
			TRAINING	\$42.00	
Total Division:				\$70.09	
Division: 22					
181342	515-1022-525.40-55	DESIGN FACTOR INC	SERVICE PRINTING	\$425.00	\$425.00
Total Division:				\$425.00	
Total Department:				\$1,985.75	

Check Date: 2013 - 10 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, October 16, 2013
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 20 Special Events					
Division: 5					
1905	515-2005-525.50-55	PETE THE PAINTER INC	CARPET/FLOORING	\$19,863.29	\$19,863.29
181325	515-2005-525.50-55	CONFERENCE TECHNOLOGIES INC	SOUND SYSTEMS & ACCESSORY	\$30,000.00	\$30,000.00
181381	515-2005-525.50-55	FULL COMPASS SYSTEMS INC	EQUIPMENT	\$1,354.96	\$14.00
			EQUIPMENT	(\$1,340.96)	
181536	515-2005-525.50-55	TILES IN STYLE LLC	SERVICE BLDG MAINT	\$8,295.00	\$8,295.00
Total Division:				\$58,172.29	
Total Department:				\$58,172.29	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 30 Police Department					
Division: 1					
1903	401-3001-572.50-15	CARDIAC SCIENCE	POWERHEART AED G-3	\$16,908.27	\$16,908.27
181250	101-3001-511.30-05	A AND E RUBBER STAMP CORP	OFFICE SUPPLIES	\$50.00	\$50.00
181251	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	\$164.50	\$164.50
181257	101-3001-511.22-03	JEFFREY C AIELLO	TRAINING	\$177.68	\$177.68
181268	101-3001-511.22-03	VALERIE ANDREWS	TRAINING	\$15.00	\$15.00
181276	101-3001-511.33-25	ARROWHEAD FORENSICS	POLICE EQUIPMENT & SUPPLY	\$115.00	\$115.00
181278	101-3001-511.30-35	ASR/KALE	CLOTHING & APPAREL	\$128.00	\$939.75
			CLOTHING & APPAREL	\$759.00	
			CLOTHING & APPAREL	\$10.50	
			CLOTHING & APPAREL	\$37.00	
			CLOTHING & APPAREL	\$5.25	
181294	101-3001-511.22-03	BOGGS THOMAS	TUITION REIMBURSEMENT	\$585.00	\$600.00
			TRAINING	\$15.00	
181297	101-3001-511.22-03	BOYLE RICHARD	CONFERENCE	\$165.00	\$165.00
181306	101-3001-511.22-03	CASTILLO, EDSON	TRAINING	\$15.00	\$15.00
181308	101-3001-511.30-05	CDW GOVERNMENT INC	OFFICE SUPPLIES	\$199.61	\$199.61
181313	401-3001-572.50-15	CHICAGO COMMUNICATIONS LLC	PARTS	\$77.50	\$77.50
181321	101-3001-511.22-03	COLLEGE OF DUPAGE	REGISTRATION	\$98.00	\$98.00
181322	101-3001-511.22-03	COLLEGE OF DUPAGE	BASIC RECRUIT TRAINING	\$3,047.00	\$3,047.00
181365	101-3001-511.22-03	DAVID FITZSIMMONS	TRAINING	\$15.00	\$15.00
181367	101-3001-511.22-03	ANDREW FLENTGE	TRAINING	\$15.00	\$15.00
181382	101-3001-511.22-03	PIOTR GACEK	TRAINING	\$15.00	\$15.00
181387	101-3001-511.21-65	GOLF ROSE BOARDING & GROOMING	SERVICE MISCELLANEOUS	\$70.00	\$90.00
			SERVICE MISCELLANEOUS	\$5.00	
			SERVICE MISCELLANEOUS	\$15.00	
181388	101-3001-511.33-30	GRAINGER W W INC	POLICE EQUIPMENT & SUPPLY	\$73.96	\$73.96
181391	101-3001-511.22-03	GROSS WILLIAM	TRAINING	\$15.00	\$15.00
181393	101-3001-511.22-03	HAMRICK PETER	TRAINING	\$45.00	\$45.00
181395	101-3001-511.21-65	HARRIS TRUST & SAVINGS BANK	HARPER E-COMMERCE	\$60.00	\$60.00
	101-3001-511.22-03		HAMPTON INNS	\$311.36	\$1,663.16
			DEERFIELDS BAKERY	\$96.80	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181395	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	SAFE KIDS WORLDWIDE	\$75.00	\$1,663.16
			ITOAORG	\$1,180.00	
	101-3001-511.30-05		WAL-MART #2815	\$92.85	\$281.55
			BAUDVILLE INC.	\$188.70	
	101-3001-511.33-05		PAYPAL *DIRIGOSOFTW	\$119.00	\$119.00
	101-3001-511.33-25		BESTFILTERSCOM LLC	\$69.00	\$129.00
			BESTFILTERSCOM LLC	\$129.00	
			BESTFILTERSCOM LLC	(\$69.00)	
181400	101-3001-511.22-03	HERNANDEZ MIGUEL	TRAINING	\$354.13	\$354.13
181404	101-3001-511.30-35	HUDGENS STEVEN	CLOTHING	\$73.02	\$73.02
181423	101-3001-511.21-65	JP MORGAN CHASE	PROCESSING FEE	\$27.04	\$32.48
			PROCESSING FEE	\$5.44	
181427	101-3001-511.22-03	KAPPELMAN RICHARD	TRAINING	\$45.00	\$60.00
			TRAINING	\$15.00	
181431	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$2,047.27	\$2,597.03
			OFFICE MACHINES & ACCESS	\$549.76	
181432	101-3001-511.22-03	KOSTKA ROBERT	CONFERENCE	\$171.00	\$171.00
181436	101-3001-511.21-65	LAW OFFICE OF JOAN VASQUEZ	SERVICE PROFESSIONAL	\$1,468.75	\$1,468.75
181445	101-3001-511.33-25	MANDEL, RUSSELL	SUPPLIES	\$26.44	\$26.44
181461	401-3001-572.50-15	MPC COMMUNICATIONS & LIGHTING INC	SQUAD PARTS	\$800.00	\$800.00
181465	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$300.00	\$400.00
			REGISTRATION	\$100.00	
181468	101-3001-511.22-02	NORTH SUBURBAN JUV OFF ASSN	DUES	\$350.00	\$350.00
181470	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 11-2013	\$63,304.18	\$63,304.18
181472	101-3001-511.22-03	NORTHWESTERN UNIVERSITY	REGISTRATION	\$900.00	\$900.00
181474	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$55.64	\$1,844.17
			OFFICE SUPPLIES	\$380.94	
			OFFICE SUPPLIES	\$1,356.61	
			OFFICE SUPPLIES	\$50.98	
	101-3001-511.30-20		PHOTO SUPPLIES	\$87.20	\$87.20
181484	101-3001-511.22-03	JOSEPH PINNELLO	TRAINING	\$45.00	\$60.00
			TRAINING	\$15.00	
181486	101-3001-511.22-03	ADAM PLAWER	TRAINING	\$75.00	\$75.00
181488	101-3001-511.22-03	PIOTR POREBSKI	TRAINING	\$45.00	\$45.00
181506	101-3001-511.22-03	JENNIFER L. RYBA	TRAINING	\$15.00	\$15.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181510	101-3001-511.22-03	TIMOTHY SCANLAN	TRAINING	\$885.00	\$885.00
181522	101-3001-511.22-03	SPOERRY PATRICK	TRAINING	\$75.00	\$75.00
181526	101-3001-511.33-25	SUBURBAN ACCENTS INC	SUPPLIES	\$672.00	\$672.00
181535	101-3001-511.21-65	THOMSON REUTERS	SERVICE PROFESSIONAL	\$288.70	\$288.70
181540	101-3001-511.22-03	MICHAEL TURANO	TRAINING	\$30.00	\$45.00
			TRAINING	\$15.00	
181543	101-3001-511.22-05	UPS STORE #1051	SHIPPING/DELIVERY CHARGES	\$16.69	\$16.69
181546	101-3001-511.30-35	VEENSTRA RICK	VEST CARRIER W/EMBROIDERY	\$301.53	\$301.53
181548	101-3001-511.21-65	VERIZON WIRELESS	INV 9712143256	\$2,354.29	\$2,354.29
900969	101-3001-511.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$910.68	\$910.68
Total Division:				\$103,306.27	
Division: 3					
181269	231-3003-511.40-11	ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	\$43.99	\$67.84
			CANINE UNIT PROGRAM	\$23.85	
181299	231-3003-511.40-11	BUTLER MICHAEL	K-9 OLYMPICS/RE-CERT	\$697.04	\$697.04
181395	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	RINGCENTRAL, INC	\$18.39	\$18.39
Total Division:				\$783.27	
Total Department:				\$104,089.54	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 35 Fire					
Division: 1					
181253	101-3501-512.31-55	ADDISON BUILDING MATERIAL CO	BUILDER'S SUPPLIES	\$12.82	\$12.82
181258	101-3501-512.30-35	AIR ONE EQUIPMENT	CLOTHING & APPAREL	\$3,908.00	\$3,908.00
	101-3501-512.31-85		FIRE PROTECTION EQUIP/SUP	\$558.00	\$558.00
	401-3501-572.50-15		HAND TOOLS-POWER/NON POW	\$2,449.00	\$2,449.00
181272	101-3501-512.21-02	ARLINGTON POWER EQUIPMENT	HOSES, ALL KINDS	\$41.02	\$41.02
181277	101-3501-512.30-35	ASR/KALE	CLOTHING & APPAREL	\$36.34	\$3,188.79
			BADGES & OTHER ID EQUIP.	\$1,188.80	
			CLOTHING & APPAREL	\$33.50	
			BADGES & OTHER ID EQUIP.	\$713.90	
			SHOES AND BOOTS	\$84.95	
			CLOTHING & APPAREL	\$18.10	
			CLOTHING & APPAREL	\$798.00	
			CLOTHING & APPAREL	\$35.75	
			CLOTHING & APPAREL	\$149.50	
			CLOTHING & APPAREL	\$129.95	
181283	101-3501-512.21-02	B SAFE INDUSTRIES	EQUIPMENT MAINTENANCE	\$216.50	\$216.50
181296	101-3501-512.33-50	BOUND TREE MEDICAL LLC	SAFETY & FIRST AID EQUIP.	\$1,936.34	\$1,936.34
181313	101-3501-512.21-07	CHICAGO COMMUNICATIONS LLC	VEH EQUIPMENT MAINTENANCE	\$2,942.60	\$2,942.60
181352	101-3501-512.21-02	EMSAR CHICAGO	STRETCHER REPAIR	\$214.52	\$214.52
181362	101-3501-512.30-01	FIRE ENGINEERING	RENEWAL	\$116.00	\$116.00
181363	101-3501-512.30-01	FIREHOUSE MAGAZINE	RENEWAL-DC KOEPPEN	\$29.95	\$29.95
181364	101-3501-512.30-01	FIREHOUSE MAGAZINE	RENEWAL-CHIEF ERICKSEN	\$29.95	\$29.95
181383	101-3501-512.31-85	GALLS AN ARAMARK CO	TOOLS	\$47.45	\$47.45
181425	101-3501-512.33-05	KAESER AND BLAIR INC	PUBLIC EDUCATION MATERIAL	\$869.15	\$869.15
181441	101-3501-512.21-07	LOWES COMMERCIAL SERVICES	VEH MAINTENANCE SUPPLY	\$14.33	\$14.33
181450	101-3501-512.30-35	MC MASTER CARR SUPPLY CO	CLOTHING	(\$55.41)	\$-55.41
181460	101-3501-512.21-02	MOTOROLA	RADIO REPAIR	\$400.27	\$400.27
181470	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 11-2013	\$21,101.40	\$21,101.40
181474	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	(\$61.49)	\$331.58
			OFFICE SUPPLIES	\$19.33	
			OFFICE SUPPLIES	\$61.49	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181474	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$81.96	\$331.58
			OFFICE SUPPLIES	\$230.29	
181475	101-3501-512.30-05	OFFICE MAX CONTRACT INC	OFFICE SUPPLIES	\$102.10	\$102.10
181496	101-3501-512.30-05	QUILL CORPORATION	OFFICE SUPPLIES	\$307.49	\$307.49
181514	101-3501-512.31-85	SHERWIN HARDWARE	TOOLS	\$23.96	\$23.96
181529	101-3501-512.21-02	SUBURBAN SERVICE INC	REPAIR SERVICE HOUSEHOLD	\$124.95	\$124.95
181544	101-3501-512.22-05	UPS STORE #1051	SHIPPING/DELIVERY SERVICE	\$11.69	\$11.69
181551	101-3501-512.21-65	VERIZON WIRELESS	INV 9712190789	\$127.53	\$127.53
181565	101-3501-512.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$85.00	\$155.40
			MAINTENANCE AGREEMENT	\$17.60	
			MAINTENANCE AGREEMENT	\$17.60	
			MAINTENANCE AGREEMENT	\$17.60	
			MAINTENANCE AGREEMENT	\$17.60	
900969	101-3501-512.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$21.58	\$21.58
Total Division:				\$39,226.96	
Total Department:				\$39,226.96	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 37 Foreign Fire Insurance					
Division: 1					
181339	227-3701-512.22-03	DAVIS RICHARD A	TUITION REIMBURSEMENT	\$525.00	\$525.00
181356	227-3701-512.22-03	BENJAMIN ESCHNER	TUITION REIMBURSEMENT	\$609.70	\$609.70
181399	227-3701-512.22-03	LAURA HENDRICKS	SEPTEMBER ADMIN SERVICES	\$75.00	\$75.00
181435	227-3701-512.22-03	LANDT STEVEN	TUITION REIMBURSEMENT	\$710.30	\$710.30
Total Division:				\$1,920.00	
Total Department:				\$1,920.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 40 Planning					
Division: 1					
181290	101-4001-521.40-41	BESPOKE PUBLISHING LLC	SHOP ARLINGOTN PROMO	\$1,000.00	\$1,000.00
181329	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	SUBSCRIPTION/PUBLICATIONS	\$500.68	\$500.68
181426	101-4001-521.20-05	KANE, MC KENNA & ASSOCIATES	SERVICE PROFESSIONAL	\$2,783.33	\$2,783.33
181440	101-4001-521.21-65	LEGRAND SERVICES	TRANSCRIPT SERVICES	\$272.75	\$272.75
181477	101-4001-521.40-41	PADDOCK PUBLICATIONS INC	ADVERTISING	\$300.81	\$300.81
181555	101-4001-521.21-65	VERIZON WIRELESS	INV 9712208412	\$127.15	\$127.15
900969	101-4001-521.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$81.21	\$81.21
Total Division:				\$5,065.93	
Total Department:				\$5,065.93	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 41 Community Devl Block Grnt					
Division: 1					
181271	215-4101-522.41-16	ARLINGTON HTS PARK DISTRICT	CDBG PROGRAM	\$3,144.40	\$3,144.40
Total Division:				\$3,144.40	
Total Department:				\$3,144.40	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 45 Building & Health Service					
Division: 1					
181300	101-4501-523.30-05	CANON SOLUTIONS AMERICA	OFFICE SUPPLIES	\$350.50	\$350.50
181390	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	PLAN REVIEWS	\$550.00	\$770.00
			PLAN REVIEWS	\$220.00	
181407	101-4501-523.22-10	INNERWORKINGS LLC	SERVICE PRINTING	\$53.63	\$107.26
			SERVICE PRINTING	\$53.63	
181408	101-4501-523.22-02	INTL ASSOC OF ELECTRICAL INSPECTORS	MEMBERSHIP	\$102.00	\$102.00
181464	101-4501-523.22-02	NATL FIRE PROTECTION ASSOC	MEMBERSHIP	\$165.00	\$165.00
181482	101-4501-523.22-03	PETTY CASH	TRAINING	\$15.00	\$15.00
181565	101-4501-523.22-15	XEROX CORPORATION	MAINTENAMCE AGREEMENT	\$17.60	\$102.60
			MAINTENANCE AGREEMENT	\$85.00	
900969	101-4501-523.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$99.62	\$99.62
Total Division:				\$1,711.98	
Division: 2					
181261	101-4502-523.20-25	ALEXIAN BROS CENTER MENTAL HEALTH	COUNSELING	\$110.00	\$265.00
			COUNSELING	\$130.00	
			COUNSELING	\$12.50	
			COUNSELING	\$12.50	
181262	101-4502-523.20-25	ALEXIAN BROTHERS HOSPITAL NETWORK	COUNSELING	\$357.50	\$357.50
181271	101-4502-523.41-16	ARLINGTON HTS PARK DISTRICT	CDBG PROGRAM	\$3,078.20	\$3,078.20
181293	101-4502-523.22-03	TERESE BISKNER	TRAINING	\$80.00	\$80.00
181295	101-4502-523.22-03	JEFF BOHNER	TRAINING	\$80.00	\$80.00
181380	101-4502-523.22-03	FRERES SEAN	TRAINING	\$80.00	\$80.00
181395	101-4502-523.21-65	HARRIS TRUST & SAVINGS BANK	J2 *MYFAX SERVICES	\$10.00	\$10.00
	101-4502-523.22-03		ILLINOIS ENVIRONMEN	\$297.00	\$297.00
	101-4502-523.33-05		THERMOWORKS INC	\$23.99	\$23.99
	101-4502-523.33-10		JEWEL #3422	\$98.71	\$98.71
	101-4502-523.40-53		PAYPAL *INFO	\$375.00	\$375.00
181422	101-4502-523.20-25	JOURNEYS COUNSELING CENTER LLC	COUNSELING	\$160.00	\$160.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181474	101-4502-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$28.02	\$226.34
			OFFICE SUPPLIES	\$218.09	
			OFFICE SUPPLIES	(\$19.77)	
181482	101-4502-523.22-03	PETTY CASH	TRAINING	\$20.34	\$20.34
	101-4502-523.30-05		OFFICE SUPPLIES	\$20.33	\$20.33
	101-4502-523.33-10		SUPPLIES	\$33.63	\$100.08
			SUPPLIES	\$22.35	
			SUPPLIES	\$44.10	
181519	101-4502-523.20-25	SMEBAKKEN LTD	COUNSELING	\$285.00	\$285.00
181539	101-4502-523.21-10	TROY GRANDT	PROPERTY MAINTENANCE	\$60.00	\$545.00
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$45.00	
			PROPERTY MAINTENANCE	\$200.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$60.00	
181550	101-4502-523.21-65	VERIZON WIRELESS	INV 9712337938	\$197.93	\$197.93
181565	101-4502-523.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$85.00	\$85.00
900969	101-4502-523.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$23.24	\$23.24
Total Division:				\$6,408.66	
Division: 3					
181263	101-4503-523.22-40	AMERICAN CHARGE SERVICE	SUBSIDIZED TAXI RIDES	\$42.00	\$42.00
181307	101-4503-523.31-65	CATHOLIC CHARITIES CATERING	SUPPLIES	\$960.00	\$1,329.25
			CAFE SUPPLIES	\$303.00	
			PROGRAM/VOLUNTEER COFFEE	\$66.25	
181341	101-4503-523.21-65	DES PLAINES HARMONAIRES	HOLIDAY PERFORMANCE	\$150.00	\$150.00
181394	101-4503-523.21-65	HARPER COLLEGE	SPANISH FOR SENIORS CLASS	\$93.75	\$93.75
181395	101-4503-523.30-05	HARRIS TRUST & SAVINGS BANK	ACCO BRANDS DIRECT	\$36.98	\$36.98
	101-4503-523.31-65		JOANN STORE INTERNET	\$69.99	\$162.42
			SAM'S CLUB	\$26.81	
			GFS MKTPLC #0204	\$33.45	
			WAL-MART #2815	\$32.17	
181475	101-4503-523.30-05	OFFICE MAX CONTRACT INC	OFFICE SUPPLIES	\$97.99	\$97.99

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181514	101-4503-523.21-02	SHERWIN HARDWARE	HARDWARE SUPPLIES	\$5.16	\$5.16
181565	101-4503-523.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$180.55	\$180.55
900969	101-4503-523.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$21.52	\$21.52
Total Division:				\$2,119.62	
Total Department:				\$10,240.26	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 50 Engineering					
Division: 1					
181274	426-5001-571.50-25	ROBERT ARNOLD	SEWER REBATE PROGRAM	\$5,687.50	\$5,687.50
181275	211-5001-571.50-40	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	\$2,000.00	\$2,000.00
	401-5001-571.50-30		SERVICE CONSULTING	\$407,111.04	\$407,111.04
181310	401-5001-571.50-30	CGMT	SERVICE ENGINEERING	\$13,340.60	\$13,340.60
181314	426-5001-571.50-25	CHRISTOPHER B BURKE LTD	SERVICE CONSULTING	\$440.39	\$2,469.45
			SERVICE CONSULTING	\$2,029.06	
181319	101-5001-524.21-02	CLIFFORD WALD	SERVICE CONTRACT-PLOTTER	\$1,125.00	\$1,125.00
181347	401-5001-571.20-05	DOUGLAS G FELDER PC	SERVICE PROFESSIONAL	\$120.00	\$120.00
181395	101-5001-524.22-02	HARRIS TRUST & SAVINGS BANK	IL PROF LICENSE & FEE	\$61.50	\$246.00
			IL PROF LICENSE & FEE	\$61.50	
			IL PROF LICENSE & FEE	\$61.50	
			IL PROF LICENSE & FEE	\$61.50	
181402	401-5001-571.50-30	THOMAS HARRIGAN	SIDEWALK REIMBURSEMENT	\$206.25	\$206.25
181406	426-5001-571.50-25	JAY ILG	SEWER REBATE PROGRAM	\$5,000.00	\$5,000.00
181411	426-5001-571.50-25	J CONGDON SEWER SERVICE INC	SERVICE CONSTRUCTION	\$22,894.05	\$22,894.05
181421	211-5001-571.50-40	JOHNSON PAVING CO	SERVICE CONSTRUCTION	\$330,063.75	\$330,063.75
181527	101-5001-524.21-65	SUBURBAN LABORATORIES INC	TESTING SERVICES	\$69.00	\$69.00
181561	426-5001-571.50-25	ROBIN WITT	SEWER REBATE PROGRAM	\$6,310.00	\$6,310.00
181565	101-5001-524.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$85.00	\$85.00
900969	101-5001-524.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$150.88	\$150.88
Total Division:				\$796,878.52	
Total Department:				\$796,878.52	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 71 Public Works					
Division: 1					
181249	101-7101-531.21-11	A & J SEWER SERVICE INC	BUILDING MAINTENANCE	\$135.00	\$135.00
181253	101-7101-531.31-55	ADDISON BUILDING MATERIAL CO	BUILDER'S SUPPLIES	\$113.29	\$113.29
	101-7101-531.31-70		TRAFFIC SIGNAL SUPPLIES	\$14.40	\$14.40
181255	101-7101-531.21-65	AFFILIATED CUSTOMER SERVICE INC	ANNUAL FIRE ALARM SERVICE	\$725.00	\$725.00
181256	101-7101-531.21-11	AFTERMATH	BIO HAZARD CLEANING	\$105.00	\$105.00
181267	101-7101-531.21-36	AMERICOM INC	BACK UP PHONES	\$540.54	\$540.54
181275	101-7101-531.31-90	ARROW ROAD CONSTRUCTION CO	STREET/SIDEWALK SUPPLIES	\$356.00	\$10,737.22
			STREET/SIDEWALK SUPPLIES	\$5,592.22	
			STREET/SIDEWALK SUPPLIES	\$4,789.00	
181279	101-7101-531.22-70	AT & T	847R19028909	\$2,588.91	\$2,588.91
181280	101-7101-531.22-70	AT & T	051 568 9822 001	\$7,569.82	\$7,569.82
181284	435-7101-531.40-86	MARIA BARNUTZ	EAB REIMBURSEMENT	\$50.00	\$50.00
181287	101-7101-531.22-03	BELLANGER SCOTT	TRAINING	\$186.10	\$186.10
181288	101-7101-531.31-55	BERKHEIMER CO INC	BOSTITCH PLIER	\$156.49	\$167.91
			UTILITYKNIFE BLADE DISP	\$11.42	
181289	435-7101-531.40-86	BOB BERNATH	EAB REIMBURSEMENT	\$50.00	\$50.00
181315	101-7101-531.30-35	CINTAS CORP	UNIFORM RENTAL	\$39.92	\$39.92
181317	101-7101-531.31-55	CKC CORP	40 WATT LAMPS	\$845.00	\$845.00
181318	101-7101-531.31-40	CLESEN ARTHUR INC	AGRICULTURAL SUPPLIES	\$3,256.00	\$3,517.92
			STRAWBLANKET	\$261.92	
181320	435-7101-531.40-86	JEROME CNOTA	EAB REIMBURSEMENT	\$100.00	\$100.00
181323	101-7101-531.22-70	COMCAST CABLE	INTERNET SCADA	\$2.12	\$4.24
			INTERNET SCADA	\$2.12	
181327	435-7101-531.40-86	DAVID CONSTANCE	EAB REIMBURSEMENT	\$36.77	\$36.77
181331	101-7101-531.21-11	COYNE TEXTILE SERVICES	SERVICE BLDG MAINT	\$13.64	\$93.00
			SERVICE BLDG MAINT	\$65.24	
			SERVICE BLDG MAINT	\$14.12	
181348	101-7101-531.21-02	DYNAMIC HEATING & PIPING CO	EQUIPMENT MAINTENANCE	\$1,872.00	\$1,872.00
181349	101-7101-531.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$243.51	\$243.51
181361	435-7101-531.40-86	CHRISTINE FARNSWORTH	EAB REIMBURSEMENT	\$137.50	\$137.50
181366	101-7101-531.21-15	FLECKS LANDSCAPING	INSTALL MUMS	\$1,425.00	\$4,610.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181366	101-7101-531.21-15	FLECKS LANDSCAPING	INSTALL BURNING BUSH	\$1,225.00	\$4,610.00
			MAINT ROSEHILL-WINDSOR PW	\$100.00	
			LANDSCAPE MAINT SC	\$300.00	
			SOD RESTORATION	\$225.00	
			LANDSCAPE CLEAN UP	\$175.00	
			SOD	\$300.00	
			LANDSCAPE MAINT	\$860.00	
181378	101-7101-531.21-02	FOUNTAIN TECHNOLOGIES LTD	FOUNTAIN MAINTENANCE	\$778.00	\$778.00
181395	101-7101-531.22-03	HARRIS TRUST & SAVINGS BANK	PAYPAL *ILLINOISARB	\$960.00	\$960.00
181396	101-7101-531.21-02	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	\$762.14	\$762.14
	401-7101-571.50-20		SERVICE BLDG MAINT	\$5,856.27	\$8,443.90
			SERVICE BLDG MAINT	\$2,587.63	
181409	101-7101-531.21-65	INTL EXTERMINATORS INC	SERVICE MISCELLANEOUS	\$59.00	\$59.00
181416	101-7101-531.31-40	JCK CONTRACTORS	TOPSOIL	\$1,800.00	\$1,800.00
	435-7101-571.50-55		TOPSOIL	\$900.00	\$900.00
181433	101-7101-531.21-15	LAMPIGNANO & SONS CONCRETE CONTRAC	SERVICE CONSTRUCTION	\$2,100.00	\$2,100.00
181434	101-7101-531.21-02	LANDSCAPE CONCEPTS MANAGEMENT	REPAIR BROKEN IRRIGATION	\$706.00	\$1,277.00
			IRRIGATION REPAIR	\$571.00	
181441	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	(\$18.97)	\$168.98
			HARDWARE SUPPLIES	\$18.97	
			HARDWARE SUPPLIES	\$68.23	
			HARDWARE SUPPLIES	\$51.52	
			HARDWARE SUPPLIES	\$49.23	
	101-7101-531.31-65		HARDWARE SUPPLIES	\$73.72	\$79.78
			HARDWARE SUPPLIES	\$6.06	
	101-7101-531.31-70		HARDWARE SUPPLIES	\$25.59	\$25.59
	101-7101-531.31-85		TOOLS	\$126.28	\$138.10
			TOOLS	\$11.82	
	101-7101-531.31-90		HARDWARE SUPPLIES	\$12.00	\$49.96
			HARDWARE SUPPLIES	\$37.96	
	101-7101-531.33-05		HARDWARE SUPPLIES	\$142.00	\$142.00
181442	435-7101-531.40-86	WILLIAM LUCAS	EAB REIMBURSEMENT	\$100.00	\$100.00
181450	101-7101-531.31-75	MC MASTER CARR SUPPLY CO	STREET LIGHTING SUPPLIES	\$288.18	\$288.18
181451	101-7101-531.21-01	MEADE ELECTRIC CO INC	ER VEHICLE PREEMPTION	\$611.70	\$611.70
181452	101-7101-531.33-05	MENARDS-LONG GROVE	SUPPLIES	\$309.69	\$309.69

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181453	401-7101-571.50-20	METRO DOOR AND DOCK INC	SERVICE BLDG CONSTRUCT	\$2,250.00	\$2,250.00
181455	101-7101-531.31-55	MICHAEL JOSEPH & ASSOCIATES	BUILDING SUPPLIES	\$1,247.50	\$1,247.50
181458	435-7101-531.40-86	TRICIA MILLER	EAB REIMBURSEMENT	\$50.00	\$50.00
181463	101-7101-531.31-65	NATL CAP & SET SCREW CO	HARDWARE SUPPLIES	\$276.58	\$313.31
			HARDWARE SUPPLIES	\$36.73	
181466	101-7101-531.31-55	NEXGEN BUILDING SUPPLY	BUILDING SUPPLIES	\$436.80	\$1,048.32
			BUUILDING SUPPLIES	\$611.52	
181471	101-7101-531.31-55	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL EQUIP & SUPPLY	\$93.34	\$93.34
	101-7101-531.31-75		ELECTRICAL EQUIP & SUPPLY	\$124.09	\$124.09
181474	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$20.18	\$20.18
181476	101-7101-531.22-70	PACIFIC TELEMAGEMENT SERVICES	PAY PHONES FEE	\$153.00	\$153.00
181481	101-7101-531.31-40	PESCHES FLOWER SHOP	FALL PLANTS	\$367.44	\$367.44
181487	435-7101-531.40-86	RICHARD PONSKI	EAB REIMBURSEMENT	\$50.00	\$50.00
181490	101-7101-531.21-55	POWELL TREE CARE INC	SERVICE TREES	\$2,340.00	\$2,340.00
	435-7101-571.50-55		SERVICE TREES	\$45,466.00	\$45,466.00
181494	101-7101-531.30-35	PRO SAFETY INC	CLOTHING & APPAREL	\$322.20	\$322.20
181498	101-7101-531.30-35	RED WING SHOE STORE	SHOES AND BOOTS	\$100.00	\$185.49
			SHOES AND BOOTS	\$85.49	
181502	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	\$23,352.24	\$23,352.24
181509	101-7101-531.21-15	SANDY'S LAWN AND TREE CARE	SERVICE CONSTRUCTION	\$5,406.25	\$5,406.25
181514	101-7101-531.31-55	SHERWIN HARDWARE	HARDWARE SUPPLIES	\$13.87	\$47.81
			HARDWARE SUPPLIES	\$43.94	
			HARDWARE SUPPLIES	(\$10.00)	
	101-7101-531.31-65		HARDWARE SUPPLIES	\$47.96	\$47.96
	101-7101-531.31-70		HARDWARE SUPPLIES	\$16.47	\$16.47
181516	211-7101-571.50-40	SKC CONSTRUCTION INC	SERVICE CONSTRUCTION	\$84,970.56	\$84,970.56
181523	101-7101-531.22-70	SPRINT	840280811	\$201.12	\$201.12
181524	101-7101-531.22-70	SPRINT	352372920	\$20.47	\$20.47
181525	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	PIPE AND TUBING	\$252.69	\$252.69
181537	101-7101-531.21-15	TLC GROUP LTD	SERVICE MISCELLANEOUS	\$5,113.75	\$5,113.75
181541	435-7101-531.31-85	TURFMAKER CORP	TOOLS	\$592.00	\$592.00
181542	101-7101-531.22-03	UNIV OF WISCONSIN-EXTENSION	TRANING REGISTRATION	\$135.00	\$135.00
181547	101-7101-531.22-70	VERIZON WIRELESS	INV 9712222483	\$38.01	\$38.01
181549	101-7101-531.21-65	VERIZON WIRELESS	INV 9712127813	\$1,587.36	\$1,587.36
181554	101-7101-531.21-65	VERIZON WIRELESS	INV 9712158192	\$242.07	\$242.07

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181558	101-7101-531.21-36	WEST SIDE TRACTOR SALES CO	RENTAL/LEASE EQUIPMENT	\$7,500.00	\$7,500.00
181563	435-7101-531.40-86	THOMAS WUICH	EAB REIMBURSEMENT	\$50.00	\$50.00
181565	101-7101-531.22-15	XEROX CORPORATION	SUPPLIES	\$140.36	\$146.74
			SUPPLIES	\$6.38	
181566	435-7101-531.40-86	JON YONAMINE	EAB REIMBURSEMENT	\$50.00	\$50.00
801293	101-7101-531.22-70	AT & T	847394436808	\$46.72	\$4,817.84
			847253343809	\$111.80	
			847253312009	\$4,456.46	
			847398933609	\$202.86	
801295	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4321662000	\$367.57	\$850.39
			4286290000	\$482.82	
801296	101-7101-531.21-50	NICOR	06802945268	\$23.12	\$2,462.26
			15839647334	\$25.43	
			38096400007	\$83.04	
			94830700004	\$740.46	
			25422686599	\$1,590.21	
			38096400007	(\$83.04)	
			94830700004	(\$740.46)	
			38096400007	\$83.04	
			94830700004	\$740.46	
900969	101-7101-531.22-05	BNY MELLON	REIMBURSE PERMIT 2594	\$53.13	\$53.13
Total Division:				\$245,462.06	
Total Department:				\$245,462.06	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 72 Water and Sewer					
Division: 1					
181266	505-7201-561.22-03	AMERICAN WATER WORKS ASSN	CONFERENCE REGISTRATION	\$20.00	\$20.00
181272	505-7201-561.31-85	ARLINGTON POWER EQUIPMENT	TOOLS	\$72.64	\$72.64
181292	505-7201-561.21-65	BHFX LLC	SERVICE PRINTING	\$775.00	\$775.00
181316	505-7201-561.21-36	CITY WELDING SALES & SERVICE	RENTAL/LEASE EQUIPMENT	\$56.00	\$56.00
181318	505-7201-561.31-40	CLESEN ARTHUR INC	STRAWBLANKET	\$913.18	\$1,083.40
			STRAWBLANKET	\$170.22	
181324	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0111076085	\$264.21	\$264.21
181333	505-7201-561.21-20	DAHME MECHANICAL INDUSTRIES	SERVICE CONSTRUCTION	\$5,868.75	\$5,868.75
181385	505-7201-561.31-05	GASVODA & ASSOC	VOLUTE GASKET	\$136.26	\$136.26
181388	505-7201-561.31-55	GRAINGER W W INC	WATER SEWER SYSTEM SUPPLY	\$893.70	\$893.70
	505-7201-561.31-65		WATER SEWER SYSTEM SUPPLY	\$444.43	\$444.43
	505-7201-561.31-85		HAND TOOLS-POWER/NON POW	\$49.96	\$103.69
			HAND TOOLS-POWER/NON POW	\$53.73	
181395	505-7201-561.30-35	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$60.88	\$60.88
181397	505-7201-561.21-35	HBK WATER METER SERVICE INC	WATER SEWER SYSTEM SUPPLY	\$1,354.12	\$1,354.12
	505-7201-561.31-02		WATER SEWER SYSTEM SUPPLY	\$5,553.00	\$5,553.00
181398	505-7201-561.31-90	HELLER LUMBER CO	BUILDER'S SUPPLIES	\$33.99	\$33.99
181407	505-7201-561.22-10	INNERWORKINGS LLC	SERVICE PRINTING	\$53.63	\$53.63
181457	505-7201-561.31-01	MID AMERICA WATER	WATER SEWER SYSTEM SUPPLY	\$7,269.00	\$18,366.00
			WATER SEWER SYSTEM SUPPLY	\$7,269.00	
			MI CAP TAPPED	\$468.00	
			WATER SEWER SYSTEM SUPPLY	\$3,360.00	
181474	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$5.06	\$5.06
181491	505-7201-561.31-90	PRAIRIE MATERIAL SALES INC	STREET/SIDEWALK SUPPLIES	\$1,818.36	\$1,818.36
181498	505-7201-561.30-35	RED WING SHOE STORE	SHOES AND BOOTS	\$100.00	\$369.16
			CLOTHING & APPAREL	\$169.16	
			SHOES AND BOOTS	\$100.00	
181514	505-7201-561.31-65	SHERWIN HARDWARE	HARDWARE SUPPLIES	\$23.97	\$54.40
			HARDWARE SUPPLIES	\$30.43	
181517	505-7201-561.21-35	SKIRMONT MECHANICAL CONTRACTORS	SERVICE METER	\$9,406.80	\$9,406.80
181525	505-7201-561.31-02	STANDARD PIPE & SUPPLY INC	PLUMBING EQUIP FIXT,SUPP	\$197.27	\$197.27

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181538	505-7201-561.31-02	TRI STATE ELECTRONIC CORP	CONNECTORS FOR AMR RADIOS	\$85.36	\$85.36
181549	505-7201-561.22-70	VERIZON WIRELESS	INV 9712127813	\$1,407.66	\$1,407.66
181554	505-7201-561.22-70	VERIZON WIRELESS	INV 9712158192	\$242.07	\$242.07
181567	505-7201-561.31-01	ZIEBELL WATER SERVICE PRODUCTS	WATER SEWER SYSTEM SUPPLY	\$490.00	\$736.72
			WATER SEWER SYSTEM SUPPLY	\$35.52	
			WATER SEWER SYSTEM SUPPLY	\$211.20	
	505-7201-561.31-85		WATER SEWER SYSTEM SUPPLY	\$213.18	\$213.18
801293	505-7201-561.22-70	AT & T	847253017409	\$49.15	\$49.15
801294	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	0300013030	\$9,959.02	\$17,992.01
			0405097038	\$3,836.39	
			0159027139	\$1,774.47	
			0080080033	\$1,722.95	
			0789016039	\$699.18	
801296	505-7201-561.21-50	NICOR	58544400003	\$23.12	\$262.41
			42567835683	\$26.98	
			05850400002	\$31.72	
			90920700003	\$79.22	
			76830700001	\$101.37	
			58544400003	(\$23.12)	
			42567835683	(\$26.98)	
			42567835683	(\$31.72)	
			90920700003	(\$79.22)	
			76830700001	(\$101.37)	
			58544400007	\$23.12	
			42567835683	\$26.98	
			05850400002	\$31.72	
			90920700003	\$79.22	
			76830700001	\$101.37	
Total Division:				\$67,979.31	
Total Department:				\$67,979.31	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 73 Parking					
Division: 2					
181349	235-7302-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$770.24	\$770.24
801294	235-7302-532.21-50	CONSTELLATION NEW ENERGY INC	4874331007	\$3,119.82	\$3,119.82
Total Division:				\$3,890.06	
Division: 3					
181349	235-7303-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$770.24	\$770.24
801293	235-7303-532.21-50	AT & T	847253097809	\$123.66	\$1,481.86
			847632002809	\$1,358.20	
801294	235-7303-532.21-50	CONSTELLATION NEW ENERGY INC	4643395004	\$2,312.40	\$2,312.40
801296	235-7303-532.21-50	NICOR	12680400002	\$23.12	\$23.12
Total Division:				\$4,587.62	
Division: 4					
181349	235-7304-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$243.50	\$243.50
801294	235-7304-532.21-50	CONSTELLATION NEW ENERGY INC	3291084013	\$9,773.39	\$9,773.39
Total Division:				\$10,016.89	
Total Department:				\$18,494.57	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 75 Municipal Fleet Services					
Division: 1					
181253	621-7501-551.31-51	ADDISON BUILDING MATERIAL CO	BUILDER'S SUPPLIES	\$3.37	\$3.37
181260	621-7501-551.31-51	ALEXANDER EQUIPMENT CO INC	CHIPPER KNIFE	\$271.80	\$271.80
181270	621-7501-551.21-07	ARLINGTON HTS FORD INC	SERVICE VEHICLE PARTS	\$475.80	\$475.80
	621-7501-551.31-51		VEH MAINTENANCE SUPPLY	\$6.80	\$25.53
			VEH MAINTENANCE SUPPLY	\$18.73	
181272	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	VEH MAINTENANCE SUPPLY	\$85.04	\$85.04
181281	621-7501-551.31-51	AUTO ZONE	VEH MAINTENANCE SUPPLY	(\$36.95)	\$25.37
			VEH MAINTENANCE SUPPLY	\$33.43	
			VEH MAINTENANCE SUPPLY	\$28.89	
181282	621-7501-551.21-02	B & K EQUIPMENT	FUEL PUMP ANNUAL INSPECT	\$536.00	\$536.00
181285	621-7501-551.31-51	BATTERIES PLUS #296	VEH MAINTENANCE SUPPLY	\$455.61	\$455.61
181302	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$10.60	\$240.58
			VEH MAINTENANCE SUPPLY	\$24.27	
			VEH MAINTENANCE SUPPLY	\$8.00	
			VEH MAINTENANCE SUPPLY	\$9.69	
			VEH MAINTENANCE SUPPLY	\$150.79	
			VEH MAINTENANCE SUPPLY	\$37.23	
181305	621-7501-551.21-07	CASSIDY TIRE & SERVICE	SERVICE VEHICLE PARTS	\$55.00	\$55.00
181309	621-7501-551.21-07	CERTIFIED FLEET SERVICES INC	SERVICE VEHICLE PARTS	\$1,690.86	\$1,690.86
181313	621-7501-551.21-07	CHICAGO COMMUNICATIONS LLC	SERVICE VEHICLE PARTS	\$2,660.00	\$2,660.00
181315	621-7501-551.30-35	CINTAS CORP	UNIFORM RENTAL	\$39.92	\$39.92
181316	621-7501-551.21-36	CITY WELDING SALES & SERVICE	RENTAL/LEASE EQUIPMENT	\$56.00	\$56.00
181332	621-7501-551.31-51	CURRIE MOTORS	BRAKE CONTROLLER	\$460.00	\$460.00
181359	621-7501-551.21-02	EXCELL AUTOMOTIVE EQUIPMENT	INSPECT Z-ALM	\$420.00	\$420.00
181377	621-7501-551.31-51	FOSTER COACH SALES INC	VEH MAINTENANCE SUPPLY	\$45.42	\$45.42
181388	621-7501-551.31-51	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	\$27.00	\$27.00
181401	621-7501-551.31-51	HILLSIDE AUTO BODY SERVICES	VEH MAINTENANCE SUPPLY	\$104.00	\$104.00
181403	621-7501-551.31-51	HOSKINS CHEVROLET INC	VEH MAINTENANCE SUPPLY	\$187.50	\$187.50
181439	621-7501-551.31-51	LEE AUTO PARTS	VEH MAINTENANCE SUPPLY	\$37.90	\$206.22
			VEH MAINTENANCE SUPPLY	\$15.19	
			VEH MAINTENANCE SUPPLY	(\$89.89)	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181439	621-7501-551.31-51	LEE AUTO PARTS	VEH MAINTENANCE SUPPLY	\$15.23	\$206.22
			VEH MAINTENANCE SUPPLY	\$17.98	
			VEH MAINTENANCE SUPPLY	\$24.39	
			VEH MAINTENANCE SUPPLY	\$185.42	
181459	621-7501-551.31-51	MONROE TRUCK EQUIPMENT	VEH MAINTENANCE SUPPLY	\$168.91	\$168.91
181461	621-7501-551.31-51	MPC COMMUNICATIONS & LIGHTING INC	SIREN DRIVER	\$520.00	\$520.00
181469	621-7501-551.21-07	NORTHWEST AUTO WASH	REPLACE CHECK 180192	\$529.70	\$1,210.25
			SERVICE VEHICLE PARTS	\$680.55	
181473	621-7501-551.21-07	ODOCK INC	VEH MAINTENANCE	\$64.00	\$64.00
181474	621-7501-551.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$99.81	\$99.81
181478	621-7501-551.31-51	PATLIN INC	VEH MAINTENANCE SUPPLY	\$68.91	\$68.91
	621-7501-551.31-65		BACK UP PAD	\$23.98	\$23.98
	621-7501-551.31-85		TOOLS	\$122.13	\$122.13
181480	621-7501-551.31-51	PATTEN INDUSTRIES INC	VEH MAINTENANCE SUPPLY	\$9.12	\$248.80
			VEH MAINTENANCE SUPPLY	\$239.68	
181492	621-7501-551.31-51	PRECISION SERVICE PARTS	VEH MAINTENANCE SUPPLY	\$134.33	\$291.90
			VEH MAINTENANCE SUPPLY	\$141.93	
			VEH MAINTENANCE SUPPLY	\$15.64	
181498	621-7501-551.30-35	RED WING SHOE STORE	SHOES AND BOOTS	\$100.00	\$100.00
181505	621-7501-551.31-65	RUBBER INC	SUPPLIES	\$120.35	\$120.35
181507	621-7501-551.21-08	S & J AUTOMOTIVE LTD	SERVICE VEHICLE PARTS	\$6,696.77	\$6,696.77
181512	621-7501-551.21-07	SECRETARY OF STATE	TITLES AND PLATES	\$105.00	\$840.00
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
181514	621-7501-551.31-51	SHERWIN HARDWARE	HARDWARE SUPPLIES	\$8.98	\$8.98
181533	621-7501-551.31-51	TERMINAL SUPPLY CO	ECCO LIGHT DUTY BACKUP	\$116.60	\$972.67
			VANTAGE LIGHTBAR	\$856.07	
181545	621-7501-551.31-51	US AUTO FORCE	VEH MAINTENANCE SUPPLY	\$39.95	\$87.40
			VEH MAINTENANCE SUPPLY	\$47.45	
181557	621-7501-551.31-51	WENTWORTH TIRE SERVICE	TIRES AND TUBES	\$801.21	\$2,198.73

Check Date: 2013 - 10 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, October 16, 2013

Page 34

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181557	621-7501-551.31-51	WENTWORTH TIRE SERVICE	TIRES AND TUBES	\$459.12	\$2,198.73
			TIRES AND TUBES	\$469.20	
			TIRES AND TUBES	\$469.20	
181559	621-7501-551.31-51	WHOLESALE DIRECT INC	WINTER BLADES	\$259.99	\$259.99
Total Division:				\$22,174.60	
Total Department:				\$22,174.60	

Check Date: 2013 - 10 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, October 16, 2013
Page 35

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 90 Capital					
Division: 1					
181479	505-9001-571.50-25	PATNICK CONSTRUCTION INC	SERVICE CONSTRUCTION	\$150,689.70	\$150,689.70
Total Division:				\$150,689.70	
Division: 3					
181332	621-9003-572.50-05	CURRIE MOTORS	VEHICLE MAJOR TRANSPORT	\$208,547.00	\$208,547.00
Total Division:				\$208,547.00	
Total Department:				\$359,236.70	

Check Date: 2013 - 10 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, October 16, 2013
Page 36

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 99 Non Operating					
Division: 1					
181454	515-9901-525.40-92	METROPOLIS COMMERCIAL CONDO ASSN	BLDG RESERVE FUND 10-2013	\$805.00	\$805.00
Total Division:				\$805.00	
Total Department:				\$805.00	
TOTAL ALL FUNDS:				\$2,100,231.74	



Item: Destruction of Closed Session Recordings

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Report of the Committee-of-the-Whole Meeting of Oct. 15

Department:

Report of the Committee-of-the-Whole Meeting of October 15, 2013
Recommendation from the Arlington Economic Alliance re: Small Business Zero Interest Loan Program

Trustee Glasgow moved, seconded by Trustee Farwell, that the Committee-of-the-Whole recommend to the Village Board that the Board concur with the Arlington Economic Alliance's recommendation and authorize the implementation of the Small Business Zero Interest Loan Program following approval by the Village Board of a follow-up report from the Arlington Economic Alliance.

The motion passed, with Trustees Farwell, Glasgow, LaBedz, Scaletta, Tinaglia, and Mayor Hayes voting aye and Trustees Rosenberg and Sidor voting no.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Report of the Committee-of-the-Whole Meeting of Oct. 15

Department:

Report of the Committee-of-the-Whole Meeting of October 15, 2013
Review of Proposed FY2015-2019 Capital Improvement Program

Trustee Scaletta moved, seconded by Trustee Rosenberg, that the Committee-of-the-Whole recommend to the Village Board that the Board approve the Proposed FY2015-2019 Capital Improvement Program and that the first year of the Program totaling \$16,135,700 be incorporated into the Village's proposed FY2015 Budget.

The motion passed unanimously.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Report of the Committee-of-the-Whole Meeting of Oct. 21 - Issuance of a Liquor License

Department:

Report of the Committee-of-the-Whole Meeting of October 21, 2013
Consideration of recommending to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Patel Parikh Corp., dba Esplanade Wine & Liquor, located at 2948 W. Euclid

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Report of the Committee-of-the-Whole Meeting of Oct. 21 - Interview of TRiley

Department:

Report of the Committee-of-the-Whole Meeting of October 21, 2013 - Interview of Tara Riley for Appointment to the Arts Commission

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Report of the Committee-of-the-Whole Meeting of Oct. 21 - Interview of PSzabo

Department:

Report of the Committee-of-the-Whole Meeting of October 21, 2013 - Interview of Peter Szabo for Appointment to the Bicycle and Pedestrian Advisory Commission

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Municipal Building Custodial Services - Contractor Change

Department: Public Works

BACKGROUND

On May 20, 2013, the Village Board awarded a two-year contract for Custodial Services to Altima Maintenance, Inc. of Chicago, Illinois. Altima's bid was the lowest of the four bids received and the references provided for Altima were all favorable. Altima began the contract the first week of July and Staff immediately began to see evidence of poor service. Over the first two months, Staff met with Altima's President several times to discuss the deficiencies, but there were no noticeable improvements.

In accordance with the contract terms, Altima's substandard performance was documented for three months. During that time, they were given notice and an opportunity to correct the noted deficiencies in their work. The work did not improve so, on October 3rd, they were given a seven-day termination notice. Altima's last day of work was Friday, October 11th. At the present time, Public Works Staff is performing these duties, partially on overtime, and, as such, we are anxious to hire a new contractor.

The second low bidder from the April 25, 2013 bid opening was Best Quality of Schiller Park. Best Quality had this contract with the Village in 2009 and 2010. Their performance was marginal at best. Staff discussed deficiencies with Best Quality's management on numerous occasions and the discussions were always contentious. Staff believes that Best Quality will perform no better than they have in the past, so Staff recommends against awarding the contract to Best Quality.

The third low bidder is GSF USA of Buffalo Grove. Staff met with GSF USA on October 14th and they are willing to honor their bid prices for the remainder of the contract, which is approximately 18 months. The monthly costs for the former contractor Altima was \$7,155 and for the proposed contractor GSF USA it is \$11,249. This engagement pertains to the municipal buildings including Village Hall, Police Department, L.A Hanson Center, Senior Center, and Fire Headquarters. One of the most significant differences is that GFS USA is committed to over 70% more man hours at the Village Hall and Police Department per week than Altima. Based on prior substandard performance, Staff believes the additional cost is appropriate. The Public Works budget includes sufficient funding to cover the additional monthly costs through the end of FY14.

References for GSF USA were checked with the Aptakistic School District, the Village of Lindenhurst, and the Kane County Government Facilities. All responses were favorable.

It should be noted that, in accordance with the contract, Staff had been deducting 15% from Altima's monthly service charges for substandard work.

RECOMMENDATION

It is recommended that the Village Board award an 18-month contract for Custodial Services to GSF USA, Inc. of Buffalo Grove, Illinois at their monthly cost of \$11,249.

Bid Section

Item:	Municipal Buildings Custodial Services - Contractor Change
Bid Opening Date:	April 25, 2013
Account Numbers:	101-7101-531.21-11
Total Budget for Specific Item:	\$128,950 (FY14)
Amount of Bidder Recommended:	\$67,494 (FY14)



Item: Outsourcing Printing and Mailing of Invoices

Department: Finance

The Finance Department oversees the water billing program, printing and mailing business license renewals, and handling vehicle sticker invoices. The invoicing process for these operations concludes with printing, sorting and mailing approximately 138,000 invoices/late notices each year for water billing, 5,000 invoices for the business license renewal, and sending out approximately 4,500 vehicle sticker late notices. The Village has been providing these services in-house for 15 years. The five-year lease on the current in-house equipment used to print the statements will be ending on December 30, 2013.

Requests for proposals (RFPs) were submitted for replacing our current in-house equipment, and separate RFP's were requested for outsourcing our printing and mailing services. The cost comparisons shown below include all equipment and materials needed to create and process the Village's water bills, business licenses, and vehicle sticker late notices:

In-House	Est.	Est.		Est.	Est.
<u>Costs with:</u>	<u>Annual</u>	<u>Five Year</u>	<u>Outsourcing Costs</u>	<u>Annual</u>	<u>Five Year</u>
Neo Post DS-75	\$43,376	\$216,880	American Print	\$19,678	\$98,390
Pitney B. DI-900	\$43,754	\$218,770	Third Millennium	\$22,762	\$113,808
Pitney B. DI-500	\$34,742	\$173,710	One to One Inc.	\$25,463	\$127,315
			Micro-Dynamics	\$28,245	\$142,124

The actual costs are based on unit prices, as invoice quantities vary from month to month. Estimated quantities, based on historical averages, were used to determine the costs set forth above. The proposal to outsource printing and mailing services from American Printing Technologies, at an estimated cost of \$98,390, would save the Village at least \$75,000 over the next five years, compared to the least expensive in-house printing and mailing option. American Printing Technologies currently provides printing and mailing services for over 37 other municipalities.

RECOMMENDATION

It is recommended that the Village Board authorize a five year contract, including an annual 1% increase, for printing and mailing invoices for water billing, business license renewals, and vehicle sticker late notices with American Printing Technologies of Arlington Heights, IL in accordance with their unit prices. This vendor has been determined to be responsible and has performed similar services for the Village.

Bid Section

Item: Printing and Mailing Invoices
Bid Opening Date: August 19, 2013
Account Numbers: 101-0501-503-2165, 505-0501-503-2165
Total Budget for Specific Item: \$50,000 annual
Amount of Bidder Recommended: Based on unit prices.



Item: Ticketing Software System - Metropolis

Department: Finance

The Village's FY2014 capital budget includes \$40,000 to replace the ticketing software system at the Metropolis Theater. The ticketing software system is over twelve years old, is outdated and lacks new technology capabilities. After reviewing several other software options including working with their current ticketing software vendor, Metropolis Theater staff determined that SRO software from Blackbaud Inc. distinguished itself from other software on several levels. SRO software is already in use with hundreds of not-for-profit theater and/or performing arts centers. The SRO software also includes data management capabilities to cross-track donors, subscribers and regular audience members, which will allow the theater to execute marketing campaigns that tap social media as well as traditional media.

SRO offers a competitive plan from a cost point of view. The current ticketing system requires a monthly subscription fee of \$1,000 plus 75% of service fees charged for payments made online or over the phone. These charges represent an annual cost of approximately \$60,000. The recommended SRO ticketing system is "cloud-based" software that would only incur an annual subscription fee of \$28,500 with no additional service charges, or a savings of about 50% after conversion.

The new system would run concurrently with the existing system through the end of the current fiscal year. This will provide the time necessary to transfer data, test the new system and to train theater staff on how to use all of the new system's capabilities. It is recommended that the start-up costs incurred for the balance of this fiscal year be covered through the budget amount allocated for the purchase of a new ticketing system. This would amount to \$16,625 for the remaining seven months of the fiscal year. Costs incurred during the next fiscal year and thereafter when the system is running on its own, would be paid by the Metropolis Theater.

RECOMMENDATION

It is recommended that the Village Board waive the requirements of formal competitive bidding and authorize payment to SRO Software from Blackbaud Inc of Charleston, SC in the amount of \$16,625.

Item:

Bid Opening Date:

Account Numbers: 515-2005-525-4055 EQ1410

Total Budget for Specific Item: \$40,000

Amount of Bidder Recommended:



Item: Resolution - Lease Agreement - Morning Blend

Department: Planning/Legal

BACKGROUND

The Planning Department issued a Request for Proposals for a Coffee and Food Service provider for both the Downtown and Arlington Park train stations. The Village received three proposals for the Downtown station and one for the Arlington Park station.

The attached proposed lease agreement for the Arlington Park station is with Tue Services, Inc., which operates coffee shops in Metra train stations in Mount Prospect, Villa Park, Highland Park, and Northbrook. They will operate at the Arlington Park station as “Morning Blend”. This is a locally owned and operated business. Staff has conducted a reference check (Northbrook and Mount Prospect) and received positive feedback from the municipal officials contacted.

RECOMMENDATION

Staff recommends that the Village Board approve the Resolution Approving a Lease Agreement with Tue Services, Inc. to operate a coffee shop in the Arlington Park train station.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Lease Agreement - Morning Blend](#)

[Morning Blend](#)

Type

Resolution

Agreement

**A RESOLUTION APPROVING A
LEASE AGREEMENT WITH TUE SERVICES, LTD.**

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

SECTION ONE: That a lease agreement by and between the Village of Arlington Heights and Tue Services, Ltd., dated October 7, 2013, to lease a portion of the Arlington Park Train Station, a true and correct copy of which is attached hereto, be and the same is hereby approved.

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

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 7th day of October, 2013.

Village President

ATTEST:

Village Clerk

AGRRES:Lease Agreement-Morning Blend

LEASE AGREEMENT

On this 7th day of October, 2013, Tue Services, Ltd., doing business as Morning Blend, ("Tenant") agrees to lease space within the Arlington Park Train Station ("Train Station") from the Village of Arlington Heights, a municipal corporation ("Village").

Whereas, the Village wants to enter into an agreement that will provide the opportunity for citizens to purchase refreshments at the Train Station and that will benefit the citizens of Arlington Heights; and

Whereas, Tenant is willing to provide this service according to the following terms,

Now, therefore, the parties agree as follows:

1. **TERM.** The term of the Lease is five years, with one year five year option, commencing November 1, 2013.
2. **BASE RENT.** The rent for the coffee shop area will be \$200 per month for the first year. For each subsequent year, the rent will increase 5%.

All payments are to be sent to the attention of the Cashier, Finance Department, Village of Arlington Heights, 33 South Arlington Heights Road, Arlington Heights, Illinois 60005.

It is anticipated that a portion of the rent will cover the Tenant's pro-rata share of the real estate taxes. Should the amount of the rent not be sufficient to pay the Tenant's pro-rata share of real estate taxes, the Parties may, upon written request, renegotiate the amounts charged. If agreement cannot be reached between the Parties on a renegotiated rent, then either party may terminate the lease by providing 30 days' written notice to other party.

3. **ADDITIONAL CHARGES.** Tenant will pay Tenant's costs for insurance.
4. **OPENING DATE.** Tenant will be open for business within 90 days of lease execution.
5. **PREMISES.** The area occupied by Tenant will consist of approximately 140 square feet as marked on Exhibit "A" for the coffee shop and approximately 121 square feet for storage only. Tenant may also install a cooler just outside the Premises after approval from the Village is received.

Tenant will pay for all its construction costs and for all its signage. Any plans for improvements to the Premises, including painting, shall be submitted for approval to the Village prior to any work being done.

Tenant will keep the Premises clean during hours of operation, including but not limited to cleaning spills and garbage from the tables and seating areas and emptying the trash receptacles. Tenant will comply with all laws, ordinances and regulations respecting its business and will keep the premises in good condition and repair.

In addition to the Premises, Tenant may be permitted to install two vending machines in the area near the eastern vestibule of the Train Station, after submittal to the Village and approval by the Village of the plans for the machines. If the machines are installed, the Tenant assumes all responsibility for the machines. The Village reserves the right, in its sole discretion, to require Tenant to remove the machines.

6. TENANT'S PROPERTY. All movable partitions, business and trade fixtures, machinery and equipment, communications equipment and restaurant equipment located in the Premises and acquired by or for the Tenant that can be removed without structural damage to the Building, and all furniture or other movable property provided by and owned by the Tenant and located in the Premises ("Tenant's property") shall be and remain the property of the Tenant and may be removed by Tenant at any time during the Term; provided that if any of Tenant's property is removed, Tenant shall promptly repair any damage to the Premises resulting from such removal. Tenant's property will be removed promptly upon lease termination.

7. USE. The premises will be used and occupied only as a "coffee shop" for the purpose of providing non-alcoholic beverages and limited food service. The storage area will be used for storage only.

Tenant will not do or permit anything to be done on or about the Premises that will in any way obstruct or interfere with the rights of other Tenants or occupants of the Train Station. Tenant will not permit the Premises to be used for any improper or objectionable purpose.

8. HOURS OF OPERATION. Tenant will maintain these base hours of operation:

Monday through Friday – 5:30 am to 10:00 am

The hours may be extended by Tenant but will not be shortened or changed without the written permission of the Village.

9. STANDARDS OF SERVICES. Tenant agrees to reasonably carry out and perform all operations and services in keeping with the highest standards of the industry. If, in the Village's reasonable judgment, Tenant is not meeting these standards, the Village will provide written notice and a reasonable time period for correction. If Tenant fails to meet the standards within the time period provided the Village can then terminate the lease upon 30 days notice.

10. LICENSE AND PERMITS. Tenant will obtain all necessary licenses and permits needed to conduct the business under the terms of this Lease, including a special use permit.

11. MAINTENANCE. The Village is responsible for structural maintenance and will maintain in good repair and clean condition the remainder of the Building not leased to Tenants or designated as common area. This maintenance will include but not be limited to, snow removal, and maintenance of parking areas, driveways, foundation, floor slab, exterior walls, frame, roof, gutters, down spouts, doors, fire protection system, underground or concealed utility lines serving the train station.

The Village reserves the right to enter the Premises for the purpose of making inspections, repairs, alterations or improvements to the Premises or the Train station building and to take all necessary steps for the safety, protection, maintenance or preservation of the Premises or Train Station building.

12. TERMINATION. In the event of Tenant's non-performance or breach of the Lease terms, the Lease may be terminated by the Village. The Village will provide written notice of default and Tenant will have 30 days to cure the default. Notice shall be by personal service or by certified mail or similar delivery service.

If, Tenant fails to cure the default within the 30 days the Village can immediately terminate the lease. Tenant will then vacate the premises and remove all its equipment, return all keys and return the premises in broom clean condition to the Village. After such termination, Tenant is still responsible for payment of the rent until the end of the Lease term. The Village will make reasonable efforts to mitigate its damages by finding another Tenant for Tenant's space but, in any event, Tenant will pay any difference between Tenant's rent and the new Tenant's rent until the end of the lease term.

Tenant will also have the right to substitute a new Tenant upon prior written approval of the Village. If, in the Village's reasonable judgment, the non-performance or breach cannot be corrected, then the Village will provide written notice of default and lease termination and Tenant will have 30 days to vacate the premises, remove all its equipment, return all keys and return the

premises to the Village in broom clean condition. If the Tenant fails to remove all its property by the termination date, then the Village may remove the property. The property will be deemed abandoned and will be disposed of in accordance with State law. The cost of removal and storage will be paid by the Tenant.

Tenant may terminate this lease upon six months written notice to the Village.

13. TEMPORARY CLOSURES. If Tenant intends to close its operation for any reason, it must notify the Village in writing 14 days prior to shutting down. If Tenant must shut down as a result of an emergency, it must notify the Village as soon as possible of the shut down, the reason for the shut down and the anticipated duration. The Village may terminate the Lease immediately if Tenant closes for five days, without reasonable cause, and fails to reopen after receiving written notice from the Village. The Village may also terminate the Lease for chronic temporary closures that Tenant fails to correct for a 30-day period after receiving written notice from the Village.

14. SURRENDER OF PREMISES. On the expiration of this lease, the Tenant will return all keys and peaceably surrender the Premises to the Village in broom clean condition and in as good condition as when the Tenant took possession except for normal wear and tear. The Tenant will, on the Village's request, remove Tenant's property on or before the expiration date and will be responsible for any damage to the Premises caused by such removal. If the Tenant fails to remove its property upon the Village's request then the Village may remove the property. The property will be deemed abandoned and will be disposed of in accordance with state law.

15. INDEMNIFICATION. Each party agrees to hold the other, its agents, franchisees, contractors and employees, harmless and to indemnify the other party against all claims, liability and costs (including but not limited to reasonable attorneys' fees) and costs for all injuries to all persons and for damage to or the theft, misappropriation or loss of all property occurring in the Premises or Building due to the failure of such indemnifying party, its agents, franchisees, contractors or employees, to keep the Premises or Building in safe condition. Landlord or Tenant shall not be held harmless or indemnified for their own negligence or willful misconduct of their respective agents, franchisees, contractors or employees.

However, the Tenant will not be liable to the Village or any third party for consequential or other damages claimed to have occurred from the Village failing to meet any obligation it may have to another tenant, occupant or user in the Train Station Building or to a third party to provide a food service establishment within the Train Station Building.

16. INSURANCE. Tenant agrees to obtain insurance at its own cost and expense, and to keep in full force and effect during the term of this Lease, with such increases in limits as the Village may reasonably request from time to time, but initially the Tenant will provide the following:

- a. Comprehensive or commercial general liability insurance, including contractual liability, on an occurrence basis, in an amount not less than \$1,000,000 combined single limit per occurrence, covering Tenant as a named insured and the Village and its officers and employees as additional insureds.
- b. Insurance against fire, sprinkler leakage and vandalism and the extended coverage perils for the full replacement cost of all additions, improvements and alterations to the Premises owned or made by the Tenant, if any, and of all furniture, trade fixtures, restaurant equipment, merchandise and all other items of Tenant's property on the premises with loss or damage payable to the Village and Tenant as their interests may appear.
- c. Tenant will furnish to the Village policies or certificates showing such coverage and these policies will provide that the insurance coverage may not be reduced, canceled or not renewed without 30 days notice to the Village.

The Village acknowledges Tenant's use of the Premises as a restaurant and the Village agrees that any adverse effect on insurance covering the Premises, the Train Station Building or its operations, or any increased cost of insurance will be borne by the Village at the Village's sole cost and expense.

17. DAMAGE TO IMPROVEMENTS. If the Building is damaged or destroyed by fire or any other cause, the Village will repair or replace the Building so that Tenant may continue in occupancy. All payments required under this Lease will abate during any period of uninhabitability. If the Village has not begun construction within 30 days from the date of damage, Tenant can begin repairs or can terminate the lease. If Tenant makes such repairs the Village will reimburse Tenant for all costs and expenses.

If any damage or destruction of the Building interferes with Tenant's ability to operate its business, Tenant may, in lieu of requiring the necessary repairs or replacements, elect to terminate this Lease by notice to the Village within 30 days of damage or destruction.

18. ASSIGNMENT/SUBLETTING. Tenant must have the prior written consent of the Village to any proposed subletting of the Premises. Such consent will not

be unreasonably withheld. Any assignment of this Lease requires the prior written consent of the Village.

19. AMENDMENTS. Any amendments to this Lease must be in writing and signed by both parties.

20. ILLINOIS LAW. This lease will be construed and enforced in accordance with Illinois law.

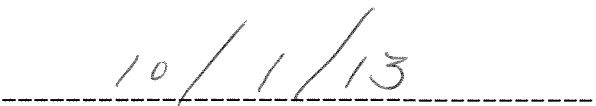
21. NOTICES. All notices, demands or communications will be sent to:

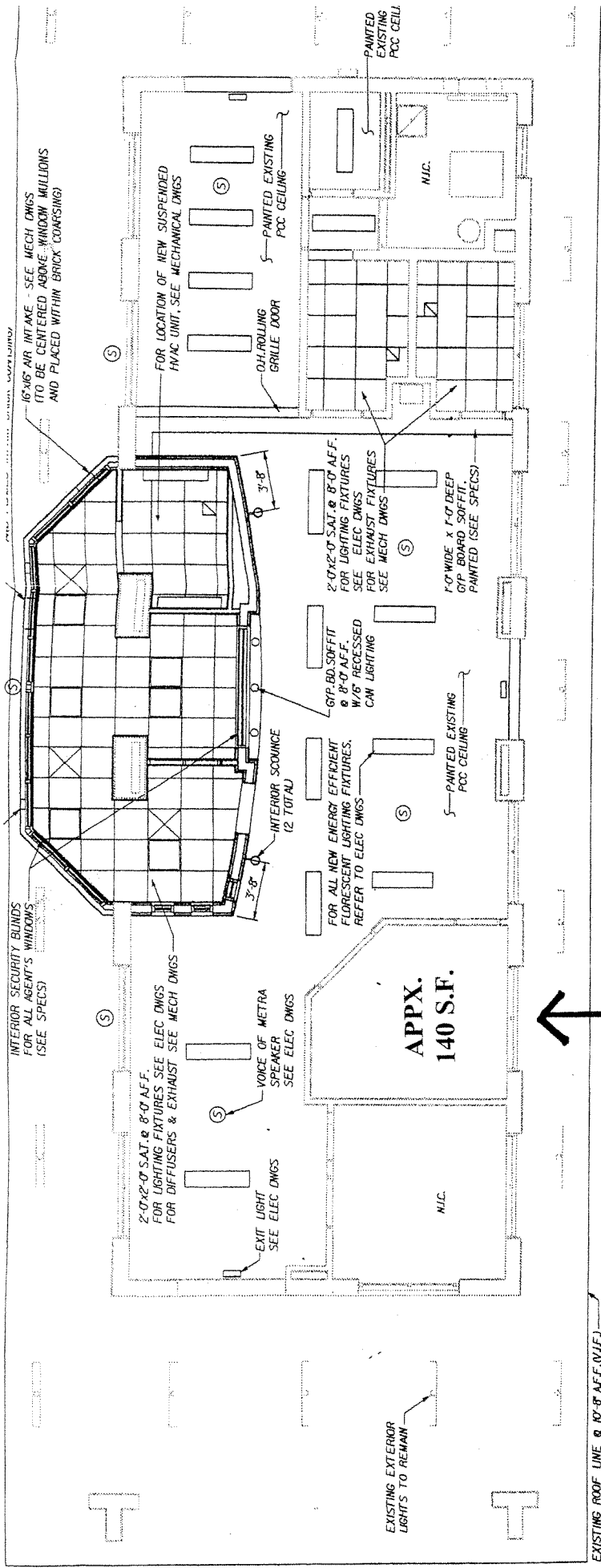
Village Manager
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, IL 60005

Toula Retsos
Tue Services, Ltd
757 N. Northwest Highway
Park Ridge, IL 60068

Tenant agrees to provide the name and phone number of a contact person who can be reached by the Village in case of emergency.

IN WITNESS WHEREOF, the parties hereof have executed this Lease the day and year first written above.

_____	
Village of Arlington Heights	Tue Services Ltd. dba Morning Blend
_____	
Title	Title
_____	
Date	Date



COFFEE SHOP LOCATION

ARLINGTON PARK COMMUTER STATION - FLOOR 1



Item: Ordinance - Amending PUD Ordinance

Department: Planning/Legal

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description	Type
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PUD Amendment - 2020 Northwest Highway	Ordinance
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AN ORDINANCE AMENDING
PLANNED UNIT DEVELOPMENT
ORDINANCE NUMBER 11-027

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights has heretofore passed and approved Ordinance Number 11-027 amending a Planned Unit Development located at 2020 East Northwest Highway, Arlington Heights, Illinois; and

WHEREAS, on September 25, 2013, the Plan Commission of the Village of Arlington Heights, in Petition Number 13-015, pursuant to notice, conducted a public hearing on a request to amend Planned Unit Development Ordinance Number 11-027, to allow an access driveway onto Waterman Avenue; and

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

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

SECTION ONE: That an amendment to Planned Unit Development Ordinance Number 11-027 for 2020 E. Northwest Highway, which property is legally described as follows:

Parcel 1: Lots 1, 2 and 3 in H. Roy Berry Co.'s Arlington Acres, a subdivision of part of the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ and the Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 33, Township 42 North, Range 11, East of the Third Principal Meridian, lying North of Northwest Highway, in Cook County, Illinois.

Parcel 2: That part of vacated alley as shown on the plat of subdivision of H. Roy Berry Co.'s Arlington Acres, being a subdivision in part of Section 33, Township 42 North, Range 11, East of the Third Principal Meridian, being more particularly described as follows: beginning at the Southeast corner of Lot 1, in said subdivision; thence Northwesterly, along the Southwesterly line of said Lot 1, 214.87 feet to the Northwest corner of said Lot 1; thence West, along the Westerly extension of the North line of said Lot 1 to a point of intersection with

the center line of said alley extended Northwesterly, thence Southeasterly along the center line of said alley to a point of intersection with the Westerly line of said Lot 3 extended North, thence Southwesterly along said line to the Northwest corner of said Lot 3, thence Southeasterly along the Northerly lines of Lots 2 and 3 to the Northeast corner of said Lot 2, thence North to the point of beginning in Cook County, Illinois.

Parcel 3: Lots 8 through 13, both inclusive, in H. Roy Berry Company's Arlington Acres, a subdivision of part of the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ and the Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 33, Township 42 North, Range 11, East of the Third Principal Meridian, lying North of the Northwest Highway, in Cook County, Illinois.

Parcel 4: Lots 4 through 7, inclusive, together with that part of the South $\frac{1}{2}$ of the vacated alley lying Northerly of and adjoining said lots, in H. Roy Berry Company's Arlington Acres, a subdivision of part of the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ and the Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 33, Township 42 North, Range 11, East of the Third Principal Meridian, lying North of Northwest Highway, in Cook County, Illinois.

P.I.N. 03-33-301-031-0000, 03-33-301-032-0000, 03-33-301-033-0000

is hereby approved. Approval shall be in substantial conformance with the following plans:

The following plans have been prepared by Arcon Architects:

Cover Sheet, dated August 5, 2013, consisting of sheet G0.1;

Site Plan, dated August 5, 2013 with revisions through September 13, 2013, consisting of sheet A1.1;

Enlarged Partial Site Plan, dated August 5, 2013 with revisions through September 13, 2013, consisting of sheet A1.2;

Preliminary Site, Dimensional and Paving Plan, dated August 5, 2013, with revisions through September 11, 2013, consisting of sheet C1.0;

Preliminary Grading and Utility Plan, dated August 5, 2013 with revisions through September 11, 2013, consisting of sheet C2.0;

The following plans have been prepared by Manhard Consulting, Ltd.:

Auto Turn Exhibit – Fire Truck Entrance, dated September 11, 2013, consisting of one sheet;

Auto Turn Exhibit – Fire Truck Exit, dated September 11, 2013, consisting of one sheet;

Auto Turn Exhibit, December 22, 2010, consisting of one sheet;

Sight Line Exhibit, dated September 11, 2013, consisting of one sheet,

copies of which are available for inspection in the Village Clerk's Office.

SECTION TWO: That the amendment to Planned Unit Development Ordinance Number 11-027 granted by this Ordinance is subject to the following conditions, to which the Petitioner has agreed:

1. As set forth in Ordinance 11-027, the property owner, upon request of the Village, shall cause a traffic signal warrant analysis to be done for the intersection of Northwest Highway and Waterman Avenue, and, if a signal is warranted, shall pay its proportionate share per Ordinance 11-027.
2. The Petitioner shall work with Village Staff to determine if the driveway on Waterman Avenue should be placed further north on the site.
3. The Petitioner shall comply with all applicable Federal, State and Village codes, regulations and policies.

SECTION THREE: That the remaining provisions in Ordinance Number 11-027 shall remain in full force and effect.

SECTION FOUR: That approval of the amendment to the Planned Unit Development granted in SECTION ONE of this Ordinance shall be effective for a period of no longer than 24 months from the date of this Ordinance, unless construction has begun or such approval has been extended by the President and Board of Trustees during that period.

SECTION FIVE: That the Director of Building is hereby authorized to issue a permit upon proper application, in accordance with the provisions of this Ordinance and all applicable ordinances of the Village of Arlington Heights.

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

AYES:

NAYS:

PASSED AND APPROVED this 21st day of October, 2013.

Village President

ATTEST:

Village Clerk

PUD: 2020 E. NW Hwy-2



Item: Ordinance - Chapter 13 - Class A

Department: Legal

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description	Type
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Chapter 13 - Increase Class "A" liquor license	Ordinance
--	-----------

AN ORDINANCE AMENDING CHAPTER 13 OF THE
ARLINGTON HEIGHTS MUNICIPAL CODE

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

SECTION ONE: That Section 13-502 of the Municipal Code of Arlington Heights, pertaining to the number of liquor licenses, is hereby amended to increase the number of Class "A" liquor licenses authorized, with the amended entry for Class "A" licenses to read as follows:

CLASS OF LICENSE	ANNUAL LICENSE FEE	NUMBER OF LICENSES AUTHORIZED
A	\$3,800.00	26

SECTION TWO: This Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of October, 2013.

Village President

ATTEST:

Village Clerk



Item: Ordinance - Surplus Property - Public Works

Department: PW/Legal

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Surplus Property - Fall 2013](#)

Type

Ordinance

**AN ORDINANCE AUTHORIZING THE SALE
OF SURPLUS PERSONAL PROPERTY OWNED
BY THE VILLAGE OF ARLINGTON HEIGHTS**

WHEREAS, the Village of Arlington Heights is a home rule unit pursuant to Article VII of the 1970 Constitution of the State of Illinois; and

WHEREAS, the Village of Arlington Heights is the owner of certain equipment, which property was purchased for use by the Public Works Department; and

WHEREAS, in the opinion of at least three-fourths of the corporate authorities of the Village of Arlington Heights, it is no longer necessary or useful to or in the best interests of the Village of Arlington Heights, to retain ownership of said property,

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

SECTION ONE: Pursuant to its home rule authority and the Illinois Municipal Code (65 ILCS 5/11-76-4.1), the President and Board of Trustees of the Village of Arlington Heights hereby find that it is no longer necessary, appropriate or in the best interest of the Village of Arlington Heights that it retain title to the property hereinafter described and that said property is no longer required or profitable to the Village of Arlington Heights.

SECTION TWO: Pursuant to the aforementioned section, the Village Manager is hereby authorized and directed to dispose of the following described property in whatever manner considered most advantageous to the Village:

INVENTORY NUMBER	YEAR	MAKE/MODEL	SERIAL NUMBER	MINIMUM VALUE
1150	2001	Ford Taurus	1FAFP52291G223301	\$3,000
1093	2000	International 2-1/2 ton dump truck	1HTSDAAN9YH260992	\$16,500
1094	2000	International 2-1/2 ton dump truck	1HTSDAAN7YH260991	\$16,500
1108	2007	Ford Crown Victoria	2FAHP71W37X155413	\$3,500
1109	2007	Ford Crown Victoria	2FAHP71W57X155414	\$3,500
1110	2007	Ford Crown Victoria	2FAHP71W07X155417	\$3,500
1111	2007	Ford Crown Victoria	2FAHP71W27X155418	\$3,500
1123	2006	Ford Crown Victoria	2FAHP71W86X100924	\$3,500
1119	2002	Chevrolet Cavalier	1G1JC524827389076	\$2,500
1115	2002	Chevrolet Cavalier	1G1JC524427388863	\$2,500
1140	2001	Ford Expedition	1FMFU18L11LA41767	\$5,000
1088	1999	GMC 3500 Cargo Van	1GTHG35R5X1137513	\$2,000
1080	1998	Chevrolet C20 Truck	1GBGC24R7WE217006	\$1,000
1207	2001	Chevrolet Blazer	1GNDDT13W91K193342	\$3,000
1209	2001	Chevrolet Blazer	1GNDDT13W51K189756	\$3,000
1210	2001	Chevrolet Blazer	1GNDDT13W41K189778	\$3,000
1211	2001	Chevrolet Blazer	1GNDDT13W21K243403	\$3,000
1212	2001	Chevrolet Blazer	1GNDDT13W71K243350	\$3,000
1258	2004	Chevrolet 3500 Cargo Van	1GAHG39U241212610	\$3,000
1304	2001	Chevrolet K2500 pickup	1GCHK24U71E241158	\$4,000

INVENTORY NUMBER	YEAR	MAKE/MODEL	SERIAL NUMBER	MINIMUM VALUE
1305	2001	Chevrolet K2500 pickup	1GCHK24U01E241521	\$4,000
1306	2001	Chevrolet K2500 pickup	1GCHK24U01E242149	\$4,000
1307	2001	Chevrolet K2500 pickup	1GCHK24U51E241255	\$4,000
1308	2001	Chevrolet K2500 pickup	1GCHK24U91E241288	\$4,000
1309	2001	Chevrolet K2500 pickup	1GCHK24UXIE243034	\$4,000
1310	2001	Chevrolet K2500 pickup	1GCHK24U31E242291	\$4,000
1739	2000	Jeep Cherokee	1J4FF28S3YL257670	\$800
1740	2000	Jeep Cherokee	1J4FF28S7YL257669	\$2,800
1741	2000	Jeep Cherokee	1J4FF28S5YLY257671	\$2,800
1477		Trailer		\$0
1050	1991	Clark Forklift	PX23003407965KF	\$2,000
1201	1997	Vermeer V3559 Trencher	637	\$5,000
		Longyear Concrete Saw		\$500
		Coats Tire Machine		\$1,500
		Pincor 4200 Watt Generator		\$100
		Pincor 4200 Watt Generator		\$100

SECTION THREE: The Village Manager is hereby authorized to dispose of the property provided that the sale price is not less than the estimated minimum value.

SECTION FOUR: Upon the sale of the aforementioned property, the Village Manager is hereby authorized and directed to convey and transfer title, if applicable, to the property to the purchaser.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage by a vote of at least three-fourths of the corporate authorities and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of October, 2013.

Village President

ATTEST:

Village Clerk



Item: Ordinance - 25 mph speed limit

Department: Engineering/Legal

BACKGROUND

A resident living east of Westgate School has questioned the speed limit posting along Grove Street between the school and Wilke Road. A field check of this street segment showed inconsistent signage, with the westbound direction having 25 mph signs posted but no similar restriction indicated for east bound traffic. Upon checking the records, no ordinance exists substantiating the 25 mph restriction. The Engineering Department has conducted a spot speed survey to verify if the posting of the speed limit could be lowered to justify the 25 mph speed and to make both directions consistent. Based upon these results, posting Grove Street to 25 mph is consistent with the speeds recorded. This reduction in the speed along this local street is supported by Staff.

RECOMMENDATION

It is recommended that the Village Board approve the Ordinance to create a 25 mph speed limit along Grove Street between Kennicott Avenue and Wilke Road

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[25 mph - Grove Street](#)

Type

Ordinance

AN ORDINANCE ESTABLISHING
THE SPEED LIMIT ON A CERTAIN STREET
IN THE VILLAGE OF ARLINGTON HEIGHTS

WHEREAS, traffic surveys have been made to determine the proper rate of speed to be imposed as the maximum speed limit of certain streets within the Village of Arlington Heights; and

WHEREAS, the President and Board of Trustees have considered such surveys and have determined that the public interest requires that speed be limited on certain streets as hereinafter set forth; and

WHEREAS, it is the desire of the President and Board of Trustees to limit the speed of traffic on said street as hereinafter set forth,

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

SECTION ONE: That a maximum speed limit of 25 miles an hour is hereby established upon the following designated street within the corporate limits of the Village of Arlington Heights:

Grove Street between Kennicott Avenue and Wilke Road

SECTION TWO: It shall be unlawful for any person to drive any vehicle upon such street at a speed which is greater than the speed designated above. The fact that the speed of the vehicle does not exceed the applicable maximum speed limit does not relieve the driver from the duty to decrease speed when approaching and crossing an intersection or when a special hazard exists with respect to pedestrians or other traffic and by reason of weather or street conditions and speed shall be decreased as may be necessary to avoid colliding with any person or vehicle or on entering the street in compliance with legal requirements and the duty of all persons to use due care.

SECTION THREE: The Village Manager is hereby directed to post appropriate signs upon the designated street for the purpose of notifying drivers of all vehicles as to the applicable maximum speed limit.

SECTION FOUR: Any person, firm or corporation violating any of the terms of this Ordinance shall be fined not more than \$750.00 for each such offense.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage and approval, publication in pamphlet form and the posting of said signs in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of October, 2013.

Village President

ATTEST:

Village Clerk



Item: Bond Waiver-Cancer Wellness Center

Department: Building & Health Services

BACKGROUND:

The Cancer Wellness Center is requesting a waiver of the bond requirement for their Annual Benefit held at Arlington Park Racecourse. Raffle tickets are being sold from September 1 through October 26, 2013. Raffle drawing will take place at 9:00pm.

RECOMMENDATION:

Staff recommends the Village Board grant the waiver of the bond fee requirement.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Request](#)

Type

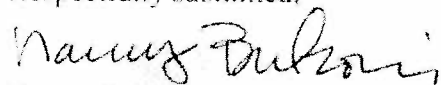
Correspondence

Cancer **Wellness Center**
Barbara Kassel Brotman House

To the Board of the Village of Arlington Heights:

The Cancer Wellness Center respectfully requests that the Bond requirement be waived for our upcoming Annual Benefit on October 26th 2013 at the Arlington Park Racecourse.

Respectfully submitted,



Nancy Bulzoni
Executive Director
Cancer Wellness Center



Item: Bond Waiver - St. Edna's Bingo Event

Department: Building & Health Services

BACKGROUND

St. Edna Church is requesting a waiver on the bond requirement for their upcoming raffle held in conjunction with their bingo event on November 8, 2013. Raffle tickets will be sold at St. Edna's the night of the event from 6:00pm to 9:30pm.

RECOMMENDATION

Staff recommends the Village Board grant the waiver of the bond fee requirement.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Request](#)

Type

Correspondence

St. Edna Church

2525 N. Arlington Heights Road
Arlington Heights, IL 60004-2598
(847) 398-3362 Fax (847) 394-5226

October 1, 2013

To the Village Board of Arlington Heights:

St. Edna Church will hold a raffle in conjunction with an evening of bingo on November 8, 2013. We request a raffle bond waiver for this event, since we are a church and not-for-profit organization.

Thanking you in advance,

A handwritten signature in cursive script that reads "Patricia K. Freeman".

Patricia K. Freeman
Business Manager



Item: Northwest Community Hospital - Kirchoff Road Exit Review of Traffic Study

Department: Planning & Community Development, Engineering Department & Manager's Office

Introduction

In May 7, 2012 the Village Board approved a motion that called for certain steps to take place to allow for the west Kirchoff driveway to open for a nine month trial period. Attached is relevant communication to Northwest Community Hospital as a result of the Board's 2012 action.

After completing baseline, peak hours, and average daily trip data along with other necessary items, the Hospital opened the west driveway on Monday, August 12, 2012. Since then, the Hospital's traffic consultant Gewalt Hamilton Associates Inc. have conducted additional traffic counts with the drive open with school in session and with school not in session. The latest counts were conducted on April 30, 2013. A preliminary traffic report was presented to the Village Staff by the Hospital on Friday, July 12, 2013. On September 17, 2013 the Village received the final traffic report and written communication from the Hospital regarding this matter.

Hospital Request

On September 17, the Hospital submitted several letters of communication to the Village along with the final traffic report. In communication from Gewalt Hamilton Associates, Inc. to the Hospital's Executive Director, the consultant recommended that Northwest Community Hospital request approval from the Village Board to keep the west Kirchoff Road driveway exit open as a permanent condition.

Analysis

Gewalt Hamilton in their analysis has concluded the following:

- Actual peak hour traffic volumes on campus are approximately a third less than the traffic volumes estimated prior to the completion of the Medical Office building and new Hospital wing.
- There were no reported accidents at the west driveway since its reopening.
- Reopening of the west drive along with modifications to the stripping of the west Central Road access have helped mitigate onsite traffic queuing in and around the emergency room facility.
- No significant increases in neighborhood street volumes were observed. By conducting an origin/destination study of vehicle license plates, Gewalt Hamilton determined that less than 7% of all traffic leaving the Hospital from the west drive travels north through

the adjacent neighborhood.

The Engineering and Police Departments have analyzed this origin/destination data further and of the 142 vehicles traversing north of Kirchoff through the neighborhood 103 of those vehicles belonged to Village of Arlington Heights residents. Attachment E is an analysis from the Engineering Department regarding the breakout of the data.

The Staff team that has been working on reviewing the request by Northwest Community Hospital consists of Charles Witherington-Perkins Director of Planning & Community Development, Diana Mikula Assistant to the Village Manager, Jim Massarelli Director of Engineering, Mike Pagones Deputy Director of Engineering, Andrew Whowell Police Commander, and Tom Ponsot Traffic Engineer.

Hospital Capacity and Occupancy Data

In April 2012, the Hospital provided data from 2001 and 2011 on the number of patient visits, the number of employees, Wellness Center occupancy, ambulance visits, and other occupancy generators of the Hospital. The Village asked the Hospital to provide this same data for the period when the most recent counts were taken. In addition, information regarding occupancy levels of the medical office building have been provided.

Below is the chart of the major traffic generators provided by the Hospital:

	<u>2001</u>	<u>2011</u>	<u>2012</u>
Patient visits: Total outpatient	329,872	337,063	358,495
# from total that are A.H. Residents	73,415	72,370	79,156
Employees (FTE's)	2003	2487	2280
Wellness Center Occupancy	279,244	386,383	393,581
E.R. Visits (total)	53,000 (2004)	59,000 (2010)	74,166
Inpatient Volume	23,000	24,500	24,260

Source NWCH

The Hospital has stated that the medical office building has been 90% occupied during the past year. Capacities at the Hospital continue to change over time. This is due to the improvements made to the physical nature of the Hospital and significant changes in the Health Care system, as well as social and economic changes. Because these occupancies will not remain static, neither will the associated traffic.

Options

There are several options for the Village Board to consider. These are briefly summarized as follows:

1. Defer action of the Hospital's request if the Board desires additional data.
2. Approve the Hospital's request to keep the west exit onto Kirchoff open, subject to compliance with relevant requirements of the prior ordinances granting Master Plan

approvals for the Hospital.

3. Approve the Hospital's request to keep the west exit onto Kirchoff open subject to:
 - a.) Compliance with the relevant requirements of the prior ordinances granting Master Plan approvals for the Hospital; and
 - b.) If the Village determines that traffic issues exist, the Hospital, upon request of the Village, shall conduct additional traffic counts and analysis and provide the traffic study to the Village; and
 - c.) If the Village determines modifications to the exit are necessary, the Hospital shall work with the Village to modify exit movements at Kirchoff Road as appropriate.

Recommendation

After reviewing the additional data provided by the Hospital's consultant and observing the operations since reopening of the west driveway, the Staff team would recommend that the Village Board approve Option 3 as set forth above.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description	Type
<u>May 8, 2012 correspondence from Director of Planning & Community Development to Northwest Community Hospital</u>	Correspondence
<u>September 17, correspondence from Gewalt Hamilton to Northwest Community Hospital summarizing traffic study data</u>	Correspondence
<u>Follow up Traffic Count Study, September 17, 2013</u>	Report
<u>September 17, 2013 correspondence from Gewalt to the Village of Arlington Heights summarizing actions taken in regard to the Village's May 8, 2012 comments</u>	Correspondence
<u>Hospital Occupancy Data</u>	Correspondence
<u>Resident distribution survey (cut through) analysis by Engineering Department - August 5, 2013</u>	Exhibits
<u>April 26, 2012 Staff Report</u>	Report
<u>Village Board meeting minutes 2012; April 9, 2012 - April 30, 2012 - May 7, 2012</u>	Minutes
<u>Northwest Community Hospital Ordinances</u>	Ordinance



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

May 8, 2012

Mr. Bruce Crowther
Northwest Community Hospital
800 W. Central Avenue
Arlington Heights, IL 60005

**Re: Northwest Community Hospital Request to Open Exits onto Kirchoff Road – Village Board Approval
May 7, 2012.**

Dear Mr. Crowther:

Attached is the final motion from the Village Board meeting of May 7, 2012. As you know the motion calls for certain steps to take place prior to opening the west Kirchoff Driveway for the 9 month trial period. The Hospital should not open the Kirchoff Road west driveway for exiting until receiving written verification to do so from the Village after the following necessary steps have been accomplished.

1. The Engineering Department will be coordinating with Gewalt Hamilton regarding the necessary baseline peak hour and average daily trip data that is needed.
2. The Village's Engineering Department along with Gewalt Hamilton will submit a request to the State of Illinois Department of Transportation (IDOT) for their review and approval prior to opening the west exit drive.
3. The Village's Engineering Department will coordinate all matters pertaining to consultation with IDOT, Cook County Department of Highway and your traffic consultant.

In addition, it is recommended that you evaluate and implement as soon as possible potential re-striping of the southwest driveway to improve hospital exiting.

In the meantime, if you should have specific questions regarding this, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles Witherington-Perkins".

Charles Witherington-Perkins
Director of Planning and Community Development

C: Robert Klasek: Northwest Community Hospital
Nicholas Peppers, Storino, Ramello & Durkin
Robin Ward, Assistant Village Attorney
Diana Mikula, Assistant to the Village Manager
Jim Massarelli, Director of Engineering

CWP:lmn

TRUSTEE HAYES MOVED, SECONDED BY TRUSTEE BREYER, THAT THE COMMITTEE-OF-THE-WHOLE RECOMMEND TO THE VILLAGE BOARD THAT STAFF BE DIRECTED TO IMPLEMENT OPTION 3, AS SET FORTH BELOW, INCLUDING THE HOSPITAL'S OBLIGATIONS AND THE LONG-TERM ACTIONS.

Hospital Exit Options

1. Option 3 – Allow full access at the west Kirchoff drive only. Subject to the following:
 - a. Nine-month evaluation period
 - b. No exit at the east Kirchoff driveway
 - c. Hospital to provide baseline peak hour and average daily traffic (ADT) traffic counts prior to opening the exit from the streets north of Kirchoff as determined by the Village.
 - d. Hospital to provide traffic counts prior to the end of the nine-month period with and without area schools being in session.
 - e. The Village Board to re-evaluate at the conclusion of the nine-month evaluation period whether to keep open the exit, close to outbound traffic or move forward with other more permanent options.

Internal Hospital Access/Traffic Circulation

1. Within the nine-month evaluation period the Hospital shall develop a detailed geometric plan to reconfigure the southeast ring road onto Central Road to improve exiting from the campus.
2. The Hospital will work with the Village and Cook County Department of Highways in efforts to obtain additional green time for exiting traffic onto Central Road.
3. The Hospital shall review its internal signage package in an effort to continue to direct traffic as much as possible to exit Central Road.
4. The Hospital shall hire off-duty police officers to direct traffic at peak times.
5. The Hospital will work with the Village to evaluate the feasibility of restriping at the southwest exit to Central.

Long-Term Corridor Considerations

1. The Village shall submit another request to IDOT to reduce the speed limit on Kirchoff from 35 to 30 mph.
2. The Village shall evaluate with IDOT the feasibility of pavement striping modifications at Dwyer and Kirchoff within the existing pavement.
3. The Village and the Hospital consultant will continue to evaluate other options along the corridor such as a potential traffic signal or pedestrian flashing beacon at Dwyer and Kirchoff as well as further evaluating traffic calming measures such as center landscape medians.

IDOT Review and Approval

Any recommendations for modification along Kirchoff Road are subject to submittal and review or approval from IDOT.

The motion passed 6-3 with Trustees Hayes, Sidor, Breyer, Scaletta, Blackwood and President Mulder voting aye and Trustees Farwell, Glasgow and Rosenberg voting no.



September 17, 2013

Mr. David Pearce
Executive Director – Support Services & Safety Officer
Northwest Community Healthcare
800 West Central Avenue
Arlington Heights, IL 60005

850 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

820 Lakeside Drive, Suite 5, Gurnee, IL 60031
TEL 847.855.1100 ■ FAX 847.855.1115

53 W. Jackson Blvd., Suite 924, Chicago, IL 60604
TEL 312.329.0577 ■ FAX 312.329.1942

www.gha-engineers.com

Dear Mr. Pearce,

As you are aware, since 2002 the western access drive from the NCH campus has been limited to inbound movements only with an exception for exiting emergency vehicles. This temporary closure was a condition of the 2001 Master Plan PUD approval which centered around construction of the Busse Center and associated parking structure. When the Master Plan PUD was revised in 2006, no changes in operations of the west driveway were proposed. In 2011, a request from NCH was made to the Village Board to re-open the western driveway to full movements. In May 2012 the Village Board of Arlington Heights agreed to allow the western driveway to re-open, with a number of conditions associated with the formal motion.

Among those conditions, Gewalt Hamilton Associates, Inc. (GHA) was involved with two critical steps:

- 1- Securing a permit from the Illinois Department of Transportation (IDOT) as Kirchoff Road is under IDOT jurisdiction, and
- 2- Provide baseline Peak Hour and average daily traffic (ADT) traffic counts prior to opening as well as prior to the end of the evaluation period with and without area schools being in session.

On July 31, 2012, IDOT issued permit number 1-T-12-213 approving the re-opening of the access drive. The driveway was subsequently re-paved (as required by IDOT) and opened to traffic on August 13, 2012.

Prior to the opening of the driveway (as directed by the Board motion) as well as after the opening of the driveway GHA collected the required Peak Hour and ADT traffic data at the NCH driveways as well as in the surrounding neighborhoods. In total, four separate traffic count efforts were conducted: April 2012, July 2012, August 2012 and the last effort in April 2013. A detailed summary of our methodology, observations, analyses and findings are contained in a separate memorandum (attached for reference).

Highlights of our findings include:

- Daily traffic volumes at some key locations remain at or below 2001 observed volumes despite the development at NCH with the driveway open – indicating that closing the driveway had little effect on the daily volumes of local streets.
- Peak Hour traffic volumes on a campus wide basis observed in April 2012 and April 2013 are on average 66% and 63% (respectively) of the traffic volumes estimated to be present at the completion of the Busse Center construction even after the Bed Tower and Emergency Department expansions have been completed and fully operational.

Mr. David Pearce
Northwest Community Healthcare
September 17, 2013

- Arrival and departure patterns, particularly to and from the west on Kirchoff have remained nearly constant since 2001. Confirming the position of NCH that full movements (allowing inbound and outbound traffic) is critical for operations of the hospital campus.
- There have been no reported crashes at the west driveway since opening. Confirming that traffic exiting the hospital at this location does not present a safety hazard to NCH patients, visitors, employees or the motoring public.
- Village police officers found no significant traffic or operations deficiencies during their initial period of observations. Confirming that additional modifications / improvements or restricted operations at this driveway are unnecessary
- Re-opening the west drive has mitigated on-site traffic queuing and improved access to the Emergency Department. Hospital security has confirmed that the internal queuing and stacking has been reduced by the combination of striping changes at the west Central Road access and the re-opening of the west Kirchoff Road access.
- No significant increases in neighborhood street volumes were observed when the driveway was reopened. Confirming that traffic leaving the west driveway is primarily destined to regional collector and arterial roadways (e.g. west to New Wilke and the IL 53 corridor)
- After conducting a detailed Origin / destination study of vehicle license plates, GHA determined that less than 7% of all traffic leaving NCH from the west drive travels north through the adjacent neighborhood (19 vehicles in 24-hours or 0.8%) or along Kirchoff then north on Ridge Avenue (126 vehicles in 24-hours or 5.8%).

In summary, after reviewing these most recent traffic counts and comparing them with historical traffic volumes and patterns both on and surrounding the NCH campus, it is our recommendation that NCH request approval from the Board to keep the western Kirchoff Road driveway open as a permanent condition.

Should you have any further questions or require clarification of any of these points or the technical data, please do not hesitate to contact me directly

Sincerely,
Gewalt Hamilton Associates, Inc.



Daniel P. Brinkman P.E., PTOE
Associate / Senior Transportation Engineer

Encl: As noted

Cc: Mr. Michael Hartke - NCH
Ms. Sheila Kelly – NCH
Nicholas Peppers – Storino Ramello & Durkin

3014.935 Pearce Summary ltr 091713.doc



Memorandum

To: David Pearce – Executive Director Support Service
Northwest Community Healthcare

Copy: Michael Hartke – NCH
Melissa Smith – VP Operations NCH
Sheila Kelly – Hospital Operations NCH
Nick Peppers – Storino, Ramello & Durkin

From: Daniel P. Brinkman, P.E, PTOE
Amanda L. Larson, P.E.I.

Date: September 17, 2013

Re: *Follow-Up Traffic counts*
NCH Campus
Arlington Heights, IL

850 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

820 Lakeside Drive, Suite 5, Gurnee, IL 60031
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Background information and Summary Statement

As you may be aware, one of the conditions the Arlington Heights Village Board placed on NCH to allow the re-opening of the western Kirchoff Road access to drive to exiting traffic was that a series of traffic observations was to be conducted. The last of four (4) collection efforts was completed in April 2013.

The purpose of the following summary is to provide an update to the Executive Committee prior to a final submittal of our findings to the Village and the Illinois Department of Transportation (IDOT).

Some Key observations from the previous year's efforts include:

- Daily traffic volumes at some key locations remain at or below 2001 observed volumes despite the development at NCH.
- Arrival and departure patterns, particularly to and from the west on Kirchoff have remained nearly constant since 2001.
- There have been no reported crashes at the west driveway since opening.
- Village police officers found no significant traffic or operations deficiencies during their initial period of observations.
- Re-opening the west drive has mitigated on-site traffic queuing and improved access to the Emergency Department
- No significant increases in neighborhood street volumes were observed when the driveway was reopened.
- Less than 7% of all traffic leaving NCH from the west drive travels north through the adjacent neighborhood or on Ridge Avenue.

Based on the past years data collection efforts, traffic volumes generated by NCH, the traffic patterns leaving the campus, and the traffic patterns observed immediately north of the campus, it is our opinion that re-opening the west Kirchoff access drive has had no negative impacts on the area adjacent to NCH and that the opening should remain a permanent condition.

Peak Period Data Collection

Exhibits 1a - 1d illustrate the results of the traffic counts conducted by GHA at each NCH access drive for the required four (4) different seasonal / operational scenarios. Counts were completed with combinations of having driveway open and closed as well as when school was in and out of session. For each exhibit, the historical Morning, Midday and Evening Peak Hours are presented. Those peak hours have historically occurred between 7:30-8:30 AM, 2:00-3:00 PM and 4:30-5:30 PM. The dates associated with the various counts are as follows:

Exhibit	Count Date	Operational Scenario
1A	April 25, 2012	NCH drive closed – schools in session
1B	July 26, 2012	NCH drive closed – schools not in session
1C	August 16, 2012	NCH drive open – schools not in session
1D	April 30, 2013	NCH drive open – schools in session

Comparison with Projections

As part of the process to request re-opening the west driveway to exiting traffic, GHA prepared an estimate or projection of traffic at the west drive for each of the above referenced Peak Hours. The projections were based on: 1) NCH driveway Volumes collected May 16, 2011 by GHA and 2) traffic patterns of arriving and departing traffic at the NCH driveways from July of 2002 (last traffic count prior to closure of the west driveway for outbound traffic).

Exhibit 2 Part A illustrates traffic volumes that were previously projected for the access if the driveway were to be re-opened, Part B illustrates the actual observations from August of 2012 the first count since 2002 with the driveway opened and Part C illustrates the most recent April 2013 data.

Exhibit 3 is similar to *Exhibit 2*, however, in lieu of traffic volume, *Exhibit 3* illustrates the traffic patterns or distribution of the traffic at the west Kirchoff driveway again going back to Part A with the 2002 patterns, Part B with the August 2012 patterns and Part C with the most recent April 2013 traffic / travel pattern at the driveway. NCH and GHA have historically maintained that traffic exiting the site at the west Kirchoff Road access primarily wanted to return to the west and utilize Wilke Road. As can be seen, with the west Kirchoff driveway open and functional for less than nine full months, that the patterns of exiting traffic have nearly returned to those that were present more than a decade before, with a slightly higher percentage of traffic using the west driveway destined to the west than to the east. A portion of this increase is likely a result of the fact that prior to 2002 both Kirchoff driveways were full movement and a portion of the traffic that could have previously exited the campus at Ridge Road has relocated to the newly reopened west driveway.

Exhibit 4 tabulates the Morning, Afternoon and Evening Peak hour volumes at NCH dating back to the 2001 projected traffic volumes associated with that Master Plan and the Construction of the Busse Center and the other Master Plan components. Peak Hour Volumes are provided for the following time periods:

- 2001- projected traffic generations with all Master Plan components constructed (primary project was Busse Center)
- 2002 – final count with all driveways open for all movements after construction was nearly complete
- 2003-2004 – Traffic counts to monitor traffic volumes on campus and Central Road access operations
- 2005 – Traffic counts for preparation of Master Plan Update

- 2008 – Traffic volume counts completed for Village of Arlington Heights “regional Study” of traffic in the NCH area. Data collected as part of larger planning study – which included as one of over 30 recommendations to re-open the NCH access driveways.
- 2010 - Projected traffic volumes at completion of 2005 Master Plan (primary projects included bed tower replacement, ED expansion and sally-port and east parking garage)
- 2011 – Counts completed as baseline after BRT and ED opened for preparation of request to Village to re-open Kirchoff Road.
- 2012-2013 – Part of series of counts required by Village Board as condition of access opening.

There are many reasons for the variation in original projections and observations. The most significant of which is likely the actual interaction between the Busse Center patients and physicians with the main hospital versus the conservative approach taken in 2000-2001 when that building was proposed to not reduce the estimated traffic volumes for construction of the MOB.

Key finding – Traffic volumes during the peak hours has never reached either 2010 or 2001 projections.

Traffic Volume Monitoring

As previously discussed a series of traffic data collection efforts have been required of NCH by the Village Board as part of the re-opening process. In addition to the above discussed peak period turning movement counts, GHA was required to monitor 24-hour traffic volumes at 27 locations surrounding the hospital campus.

Exhibit 5 identifies the 27 key locations surrounding the NCH campus where 24-hour traffic counts were collected historically and as part of this evaluation of the impacts of re-opening the driveway.

Similar to *Exhibits 1a-d, Exhibits 6a-e* illustrate the 24-hour traffic volumes at the 27 locations required for monitoring. Upon initial review the Village requested that 2001 data be included for reference.

Exhibit	Count Date	Operational Scenario
6A	October 2001	Baseline Traffic before construction
6B	April 25, 2012	NCH drive closed – schools in session
6C	July 26, 2012	NCH drive closed – schools not in session
6D	August 16, 2012	NCH drive open – schools not in session
6E	April 30, 2013	NCH drive open – schools in session

Note that not all of the locations counted as part of the access re-opening evaluation were counted during the 2001 baseline period.

Exhibit 7 provides bar chart comparisons of key locations, where available 2001 data is also provided for comparison. Key observations include:

- Kennicott north of Kirchoff – traffic volume was lower by 6 vehicles when the drive was open than when closed (April 2012 –April 2013 comparison)
- Salem north of Kirchoff – traffic volumes in 2013 with the drive open are lower than the baseline 2001 volumes (before construction of Busse Center)

- Kirchoff between the NCH driveways – traffic volume increased 385 vehicles (3.6%) on a daily basis (April 12 to April 13 comparison)
- Ridge Avenue north of Kirchoff – 2013 volume with driveway open was lower (1,755 vehicles) than in 2001 (2656 vehicles) even after an increase of 222 vehicles (15%) with the driveway open compared with the driveway closed.

Exhibit 8 tabulates the various counts by location and direction and provides comparisons of the data between 2011 and the most recent observations.

Neighborhood Traffic Volumes

Traffic volumes and patterns leaving NCH have historically been presented to the Village Board by groups of residents surrounding the campus, primarily those immediately north and east of the hospital. During the 2008-09 study completed by Hampton Lenzini & Renwick (HLR) for the Village of Arlington Heights it was determined that traffic leaving the hospital represented a minimal percentage of the volumes on the “triangle streets” (i.e. Walnut Ave and the streets east of the hospital) and that more traffic from the neighborhoods south of Central Road used the “triangle” streets to get to the school campuses and to Ridge Road than traffic leaving NCH.

The HLR study did not review or consider NCH traffic in the neighborhood north of Kirchoff between Kennicott and Ridge. In an effort to put to rest the concerns of the Village Board and the neighbors in that area GHA conducted an additional detailed Origin / Destination study during the April 2013 data collection effort. Using *Miovision* video data collection units and *Advanced License Plate Recognition (ALPR)* technology we were able to record and track vehicles leaving the west driveway at 3 key locations in the neighborhood. In addition to vehicles turning left and right from the driveway GHA tracked vehicles at the following locations:

- Northbound Kennicott between Kirchoff and Fairview
- Eastbound Fairview between Kaspar and Ridge
- Northbound Ridge north of Fairview

Exhibit 9 identifies the locations of the license plate observations and also tabulates the number of vehicles that were recorded within a certain time frame (approximately 5 minutes from leaving the campus) at the locations within the neighborhood. As can be seen, during the three Peak Hours presented previously, a total of 25 of the 463 vehicles (4.5%) that left the campus during those three hours appeared in the neighborhood to the north. In the 24-hour count period over which the license plates were recorded a total of 145 vehicles were recorded leaving the hospital and appearing in the neighborhood out of the total of 2,179 vehicles (6.6%) that exited the west driveway.

	West Kirchoff		West Central	
	Left Turns	Right Turns	Left Turns	Right Turns
Daily Volume 2013	1361	818	2378	3313

Crash Data

Previously – GHA had requested historical and current crash data at the NCH driveways as part of the analyses that lead to re-opening the west drive. A request has been made to the Village of Arlington Heights for crash data occurring between Kennicott and Salem on Kirchoff between April of 2012 and April of 2013 to determine if the access drive being open has had any impact on the frequency or severity of crashes in the area. Of the seven (7) collisions reported to the Village of Arlington Heights between April 2012 and April 2013 along Kirchoff Road from

*Follow Up Traffic Count Summary
Northwest Community Hospital
Arlington Heights, IL*

(including) Dwyer Avenue and Central Road only one crash was associated with traffic entering or exiting NCH. That collision occurred at the Ridge Avenue / Kirchoff intersection when a southbound vehicle attempting to cross Kirchoff and enter NCH was struck by an eastbound vehicle on Kirchoff Road. No crashes were reported at the west driveway of any kind.

The following *Exhibits* are referenced above and provide support for our findings and recommendations.

Exhibits:

- Ex 1.A – April 2012 Counts – Driveway closed, school open
- Ex 1.B – July 2012 Counts – Driveway closed, school closed
- Ex 1.C – August 2012 Counts – Driveway open, school closed
- Ex 1.D – 2012 Counts – Driveway open, school open
- Ex 2 – Projected Traffic Distribution
- Ex 3 – Actual Traffic Distribution
- Ex 4 – Traffic Volume Comparison
- Ex 5 – Traffic Count Locations
- Ex 6.A – October 2001 24-hr Traffic Counts
- Ex 6.B – April 2012 24-hr Traffic Counts
- Ex 6.C – July 2012 24-hr Traffic Counts
- Ex 6.D – August 2012 24-hr Traffic Counts
- Ex 6.E – April 2013 24-hr Traffic Counts
- Ex 7 – Bar Charts of Key 24- hour locations
- Ex 8 – Summary Overview of 24-hr Traffic Counts and Comparisons
- Ex 9 – Origin Destination Study

3014.935 NCH follow-up counts 091713.docx

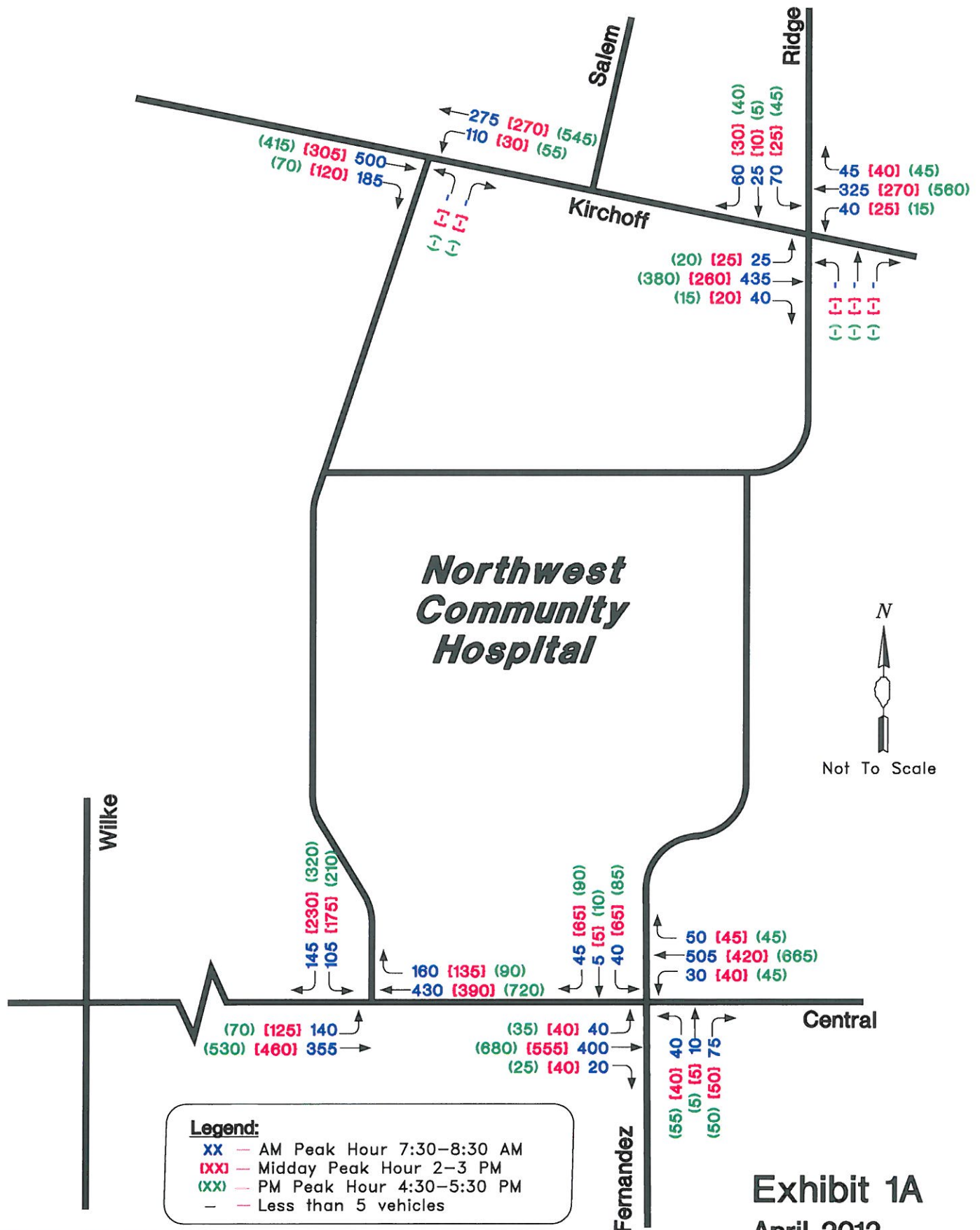


Exhibit 1A
April 2012
 Driveway Closed,
 School Open

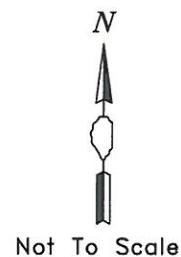
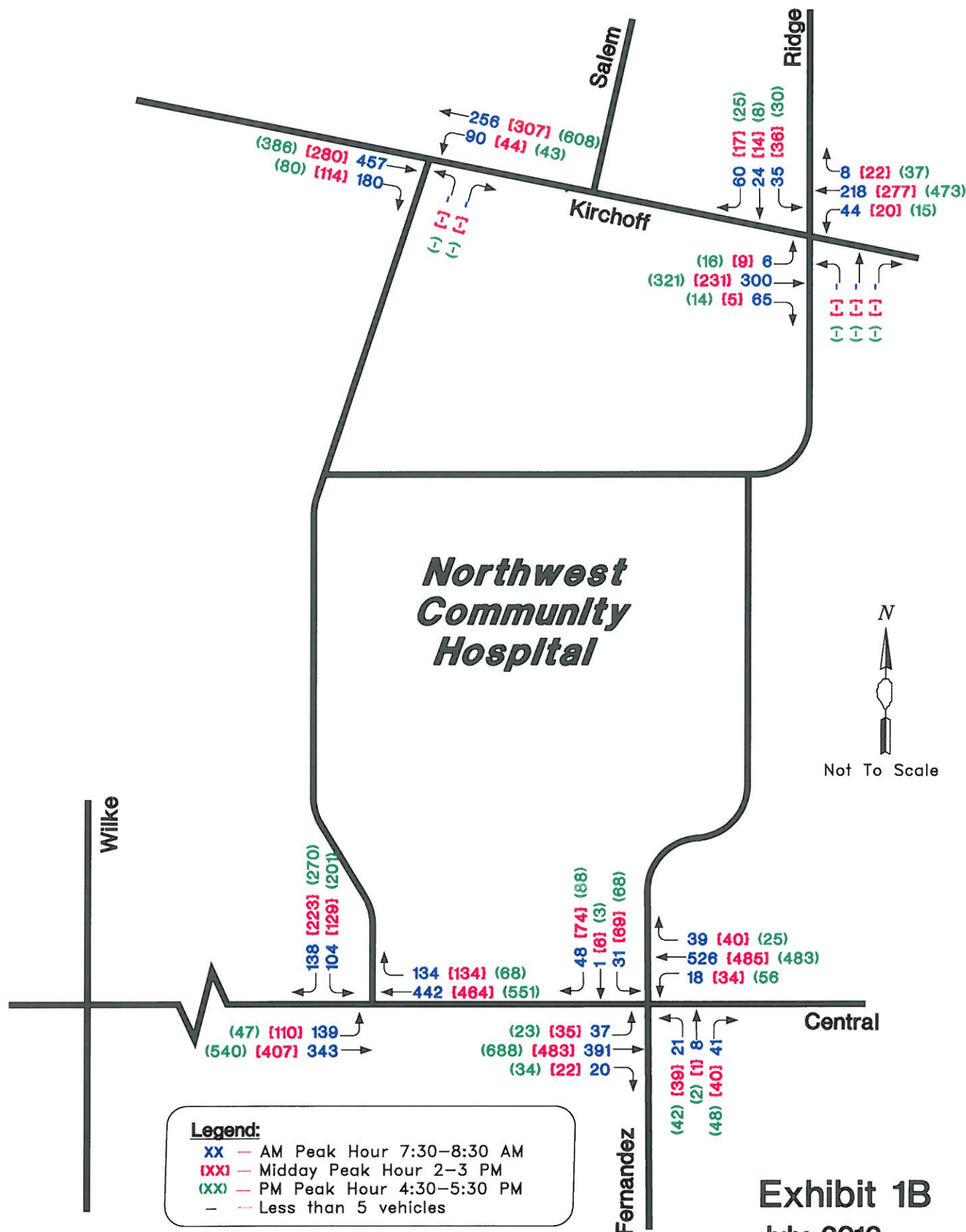


Exhibit 1B
July 2012
 Driveway Closed,
 School Closed

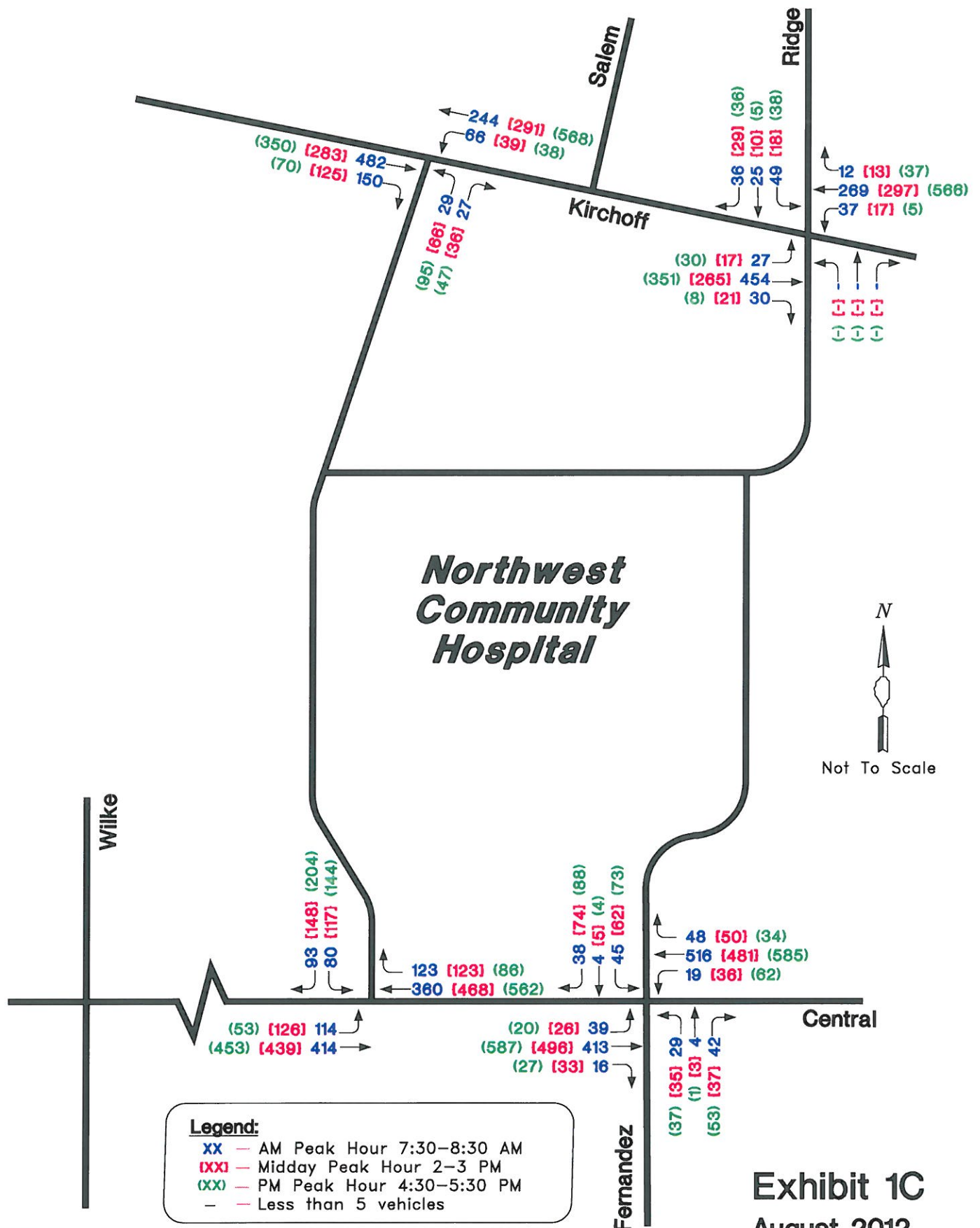
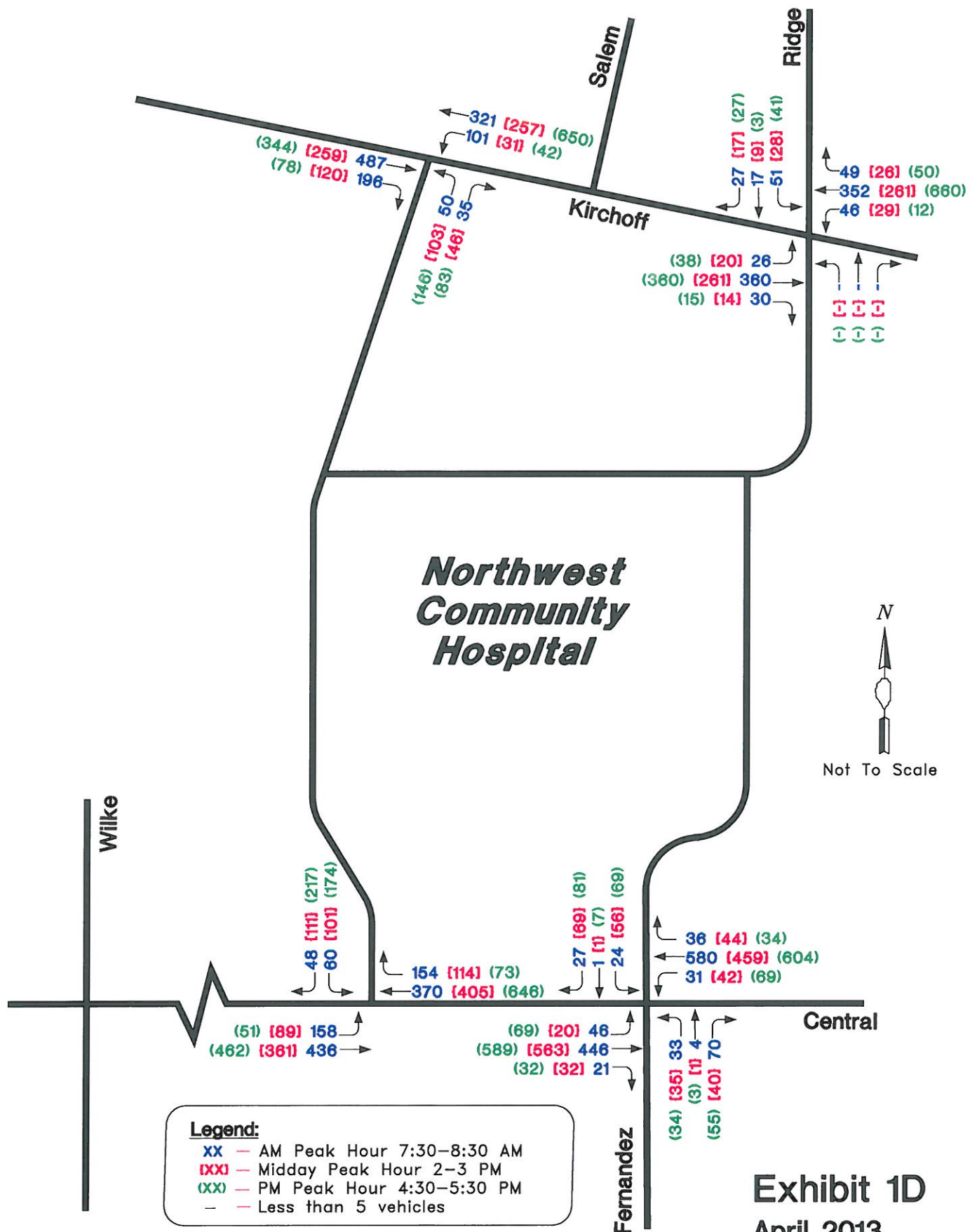


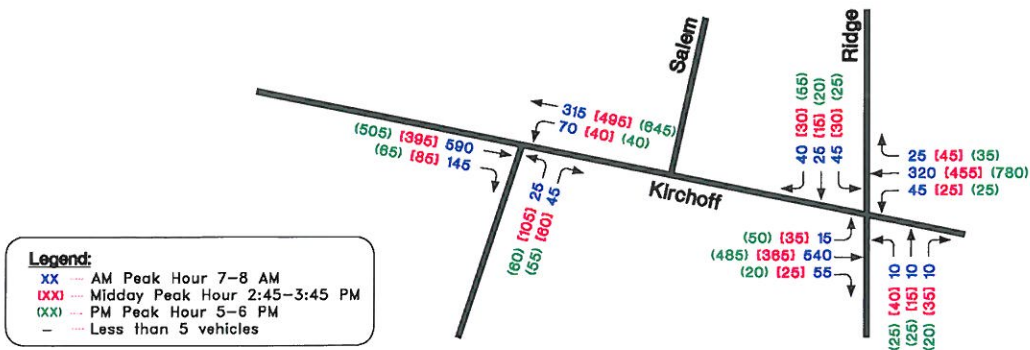
Exhibit 1C

August 2012

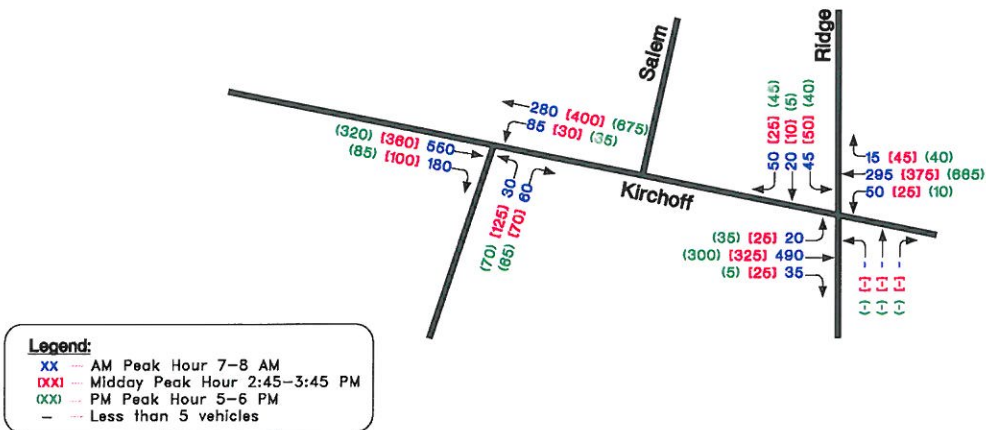
**Driveway Open,
School Closed**



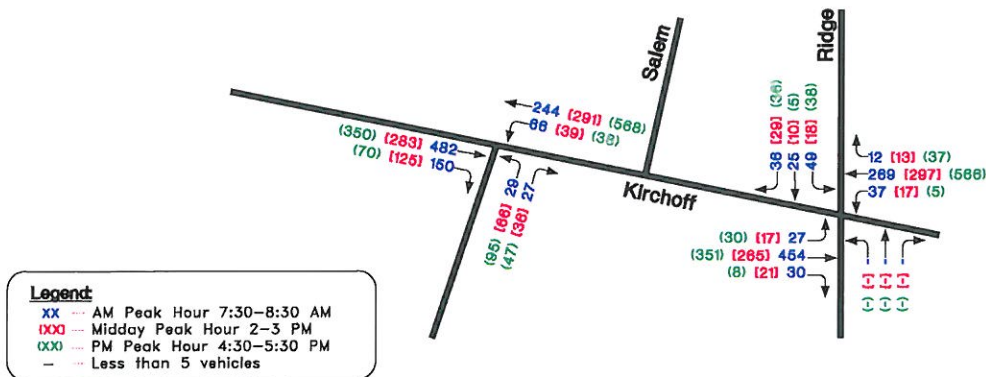
A. Actual July 2002 volumes



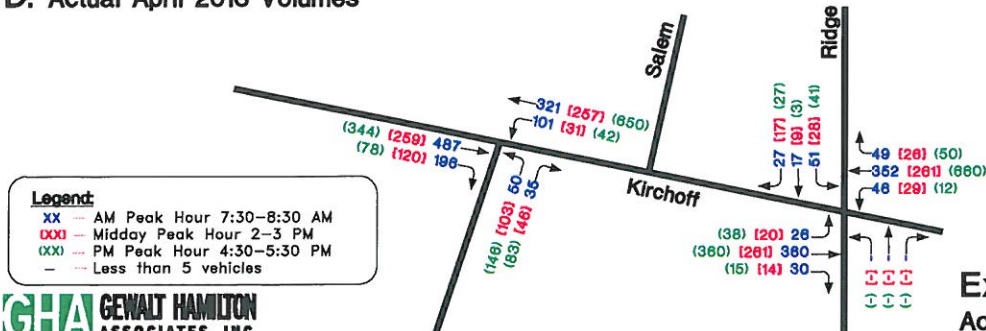
B. Actual 2011 volumes and projected west driveway exiting volumes based upon 2002 distribution



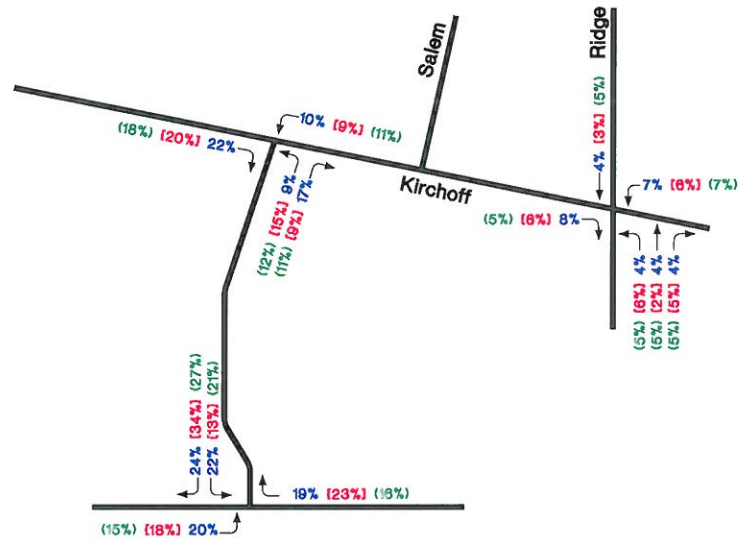
C. Actual August 2012 Volumes



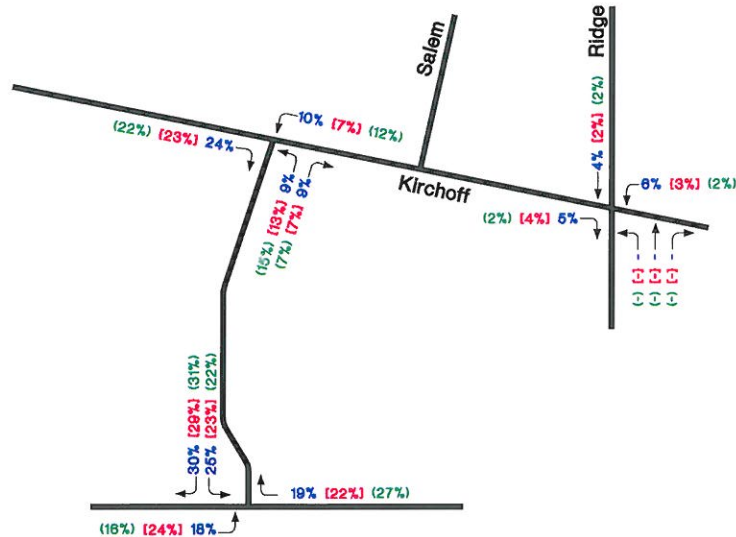
D. Actual April 2013 Volumes



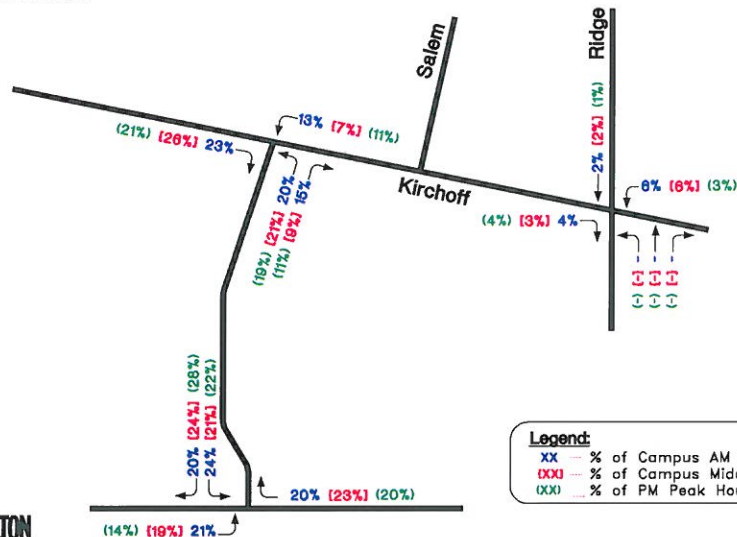
A. 2002 Distribution Observed



B. August 2012 distribution



C. April 2013 distribution



Legend:
 XX — % of Campus AM Peak Hour Traffic
 XXX — % of Campus Midday Peak Hour Traffic
 XXX — % of PM Peak Hour Traffic

Exhibit 4 Traffic Volume Comparison

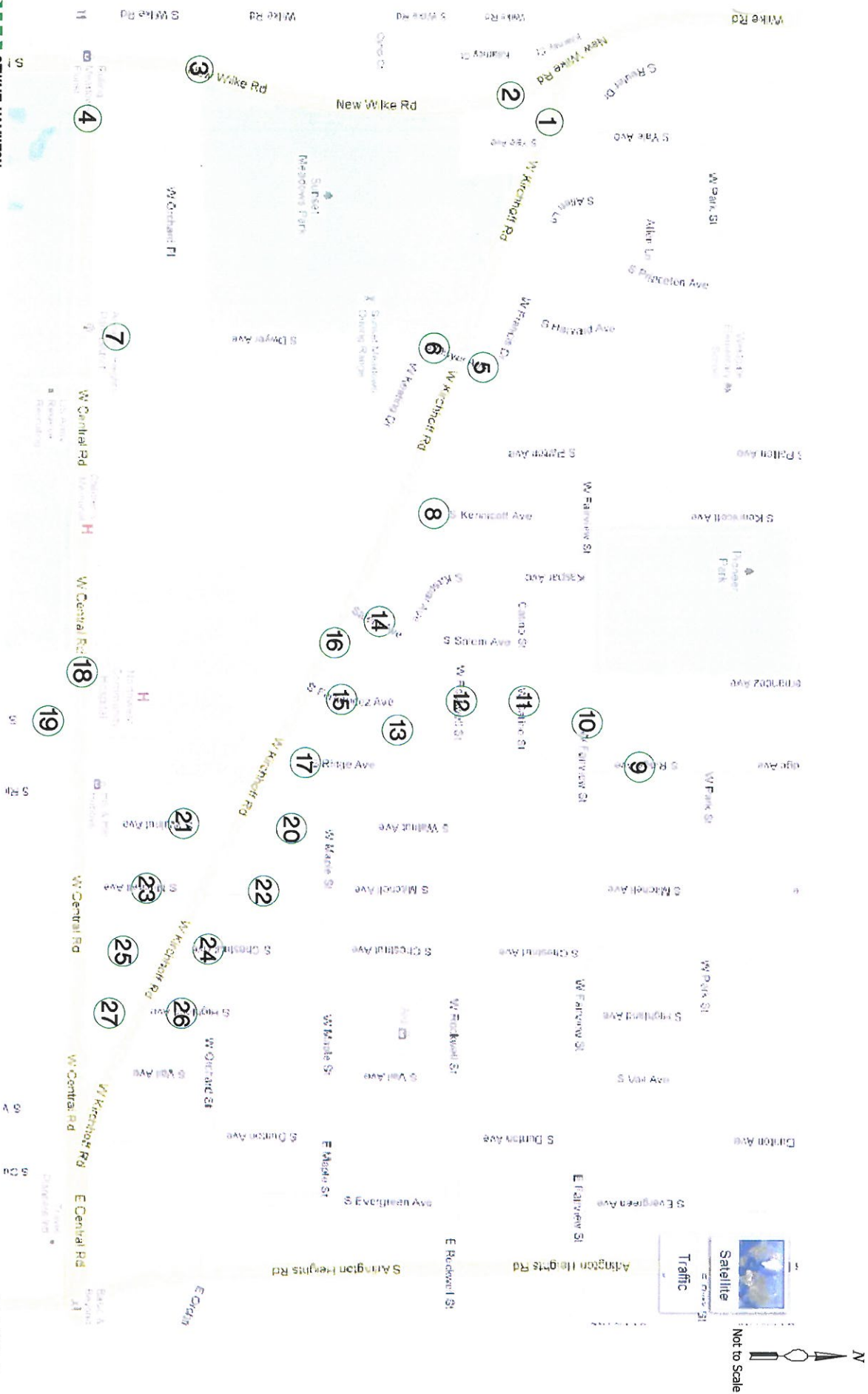
Traffic Generation Calculations - Peak Hour Vehicle Trips

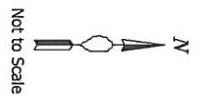
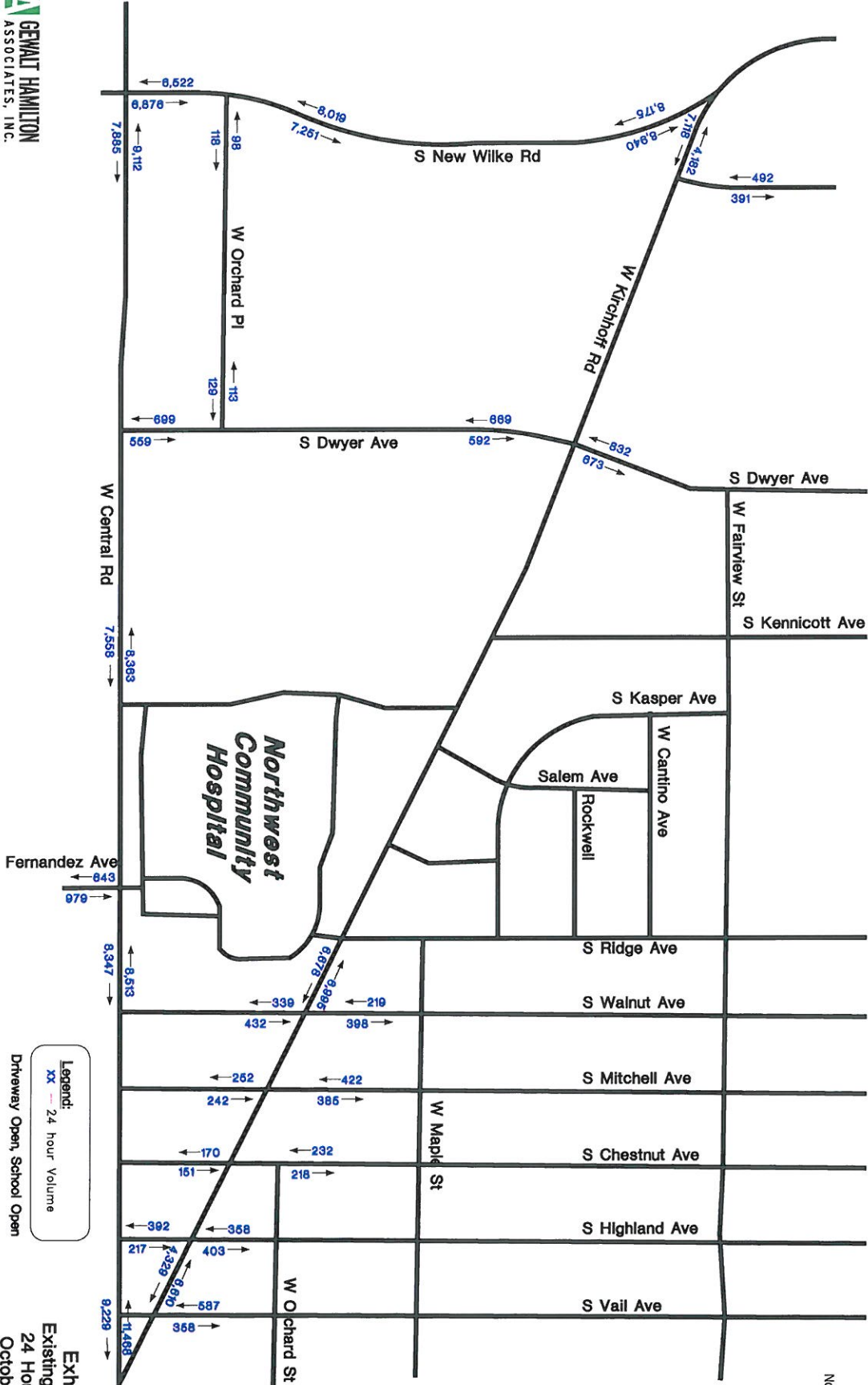
A. Observation Date	Weekday Morning			Weekday Afternoon			Weekday Evening		
	In	Out	Sum	In	Out	Sum	In	Out	Sum
	7:00 to 8:00 AM			2:45 to 3:45 PM			5:00 to 6:00 PM		
Grand Total Projected "2001"	1075	465	1,540	695	1190	1,885	635	955	1,590
July 2002	670	270	940	445	690	1,135	370	495	865
May 2003	550	260	810	405	540	945	315	370	685
November 2004	640	370	1,010	485	820	1,305	345	590	935
May 2005	720	345	1,065	510	805	1,315	335	590	925
June 2008 ⁽¹⁾	805	365	1,170	530	810	1,340	360 ⁽²⁾	570	930
Projected 2010 ⁽³⁾	920	445	1,365	675	1,070	1,745	480	855	1,335
May 2011	835	350	1,185	500	830	1,330	390	585	975
2011 as % of 2010 projection	91%	79%	87%	74%	78%	76%	81%	68%	73%
2011 as % of 2001 projection	78%	75%	77%	72%	70%	71%	61%	61%	61%
April 2012	765	340	1,105	540	540	1,080	395	715	1,110
2012 as % of 2010 projection	83%	76%	81%	80%	50%	62%	82%	84%	83%
2012 as % of 2001 projection	71%	73%	72%	78%	45%	57%	62%	75%	70%
April 2013	767	245	1,012	467	487	954	374	777	1,151
2013 as % of 2010 projection	83%	55%	74%	69%	46%	55%	78%	91%	86%
2013 as % of 2001 projection	71%	53%	66%	67%	41%	51%	59%	81%	72%
B. Key Increments	Weekday Morning			Weekday Afternoon			Weekday Evening		
	In	Out	Sum	In	Out	Sum	In	Out	Sum
May 2005 to June 2008	+85	+20	+105	+20	+5	+25	+25	-20	+5
June 2008 to May 2011	+30	-15	+15	-30	+20	-10	+30	+15	+45
Projected 2010 to May 2011	-85	-95	-180	-175	-240	-415	-90	-270	-360
Projected 2001 to May 2011	-240	-115	-355	-195	-360	-555	-245	-370	-615
Projected 2001 to April 2012	-310	-125	-435	-155	-650	-805	-240	-240	-480
Projected 2010 to April 2013	-308	-220	-528	-228	-703	-931	-261	-178	-439

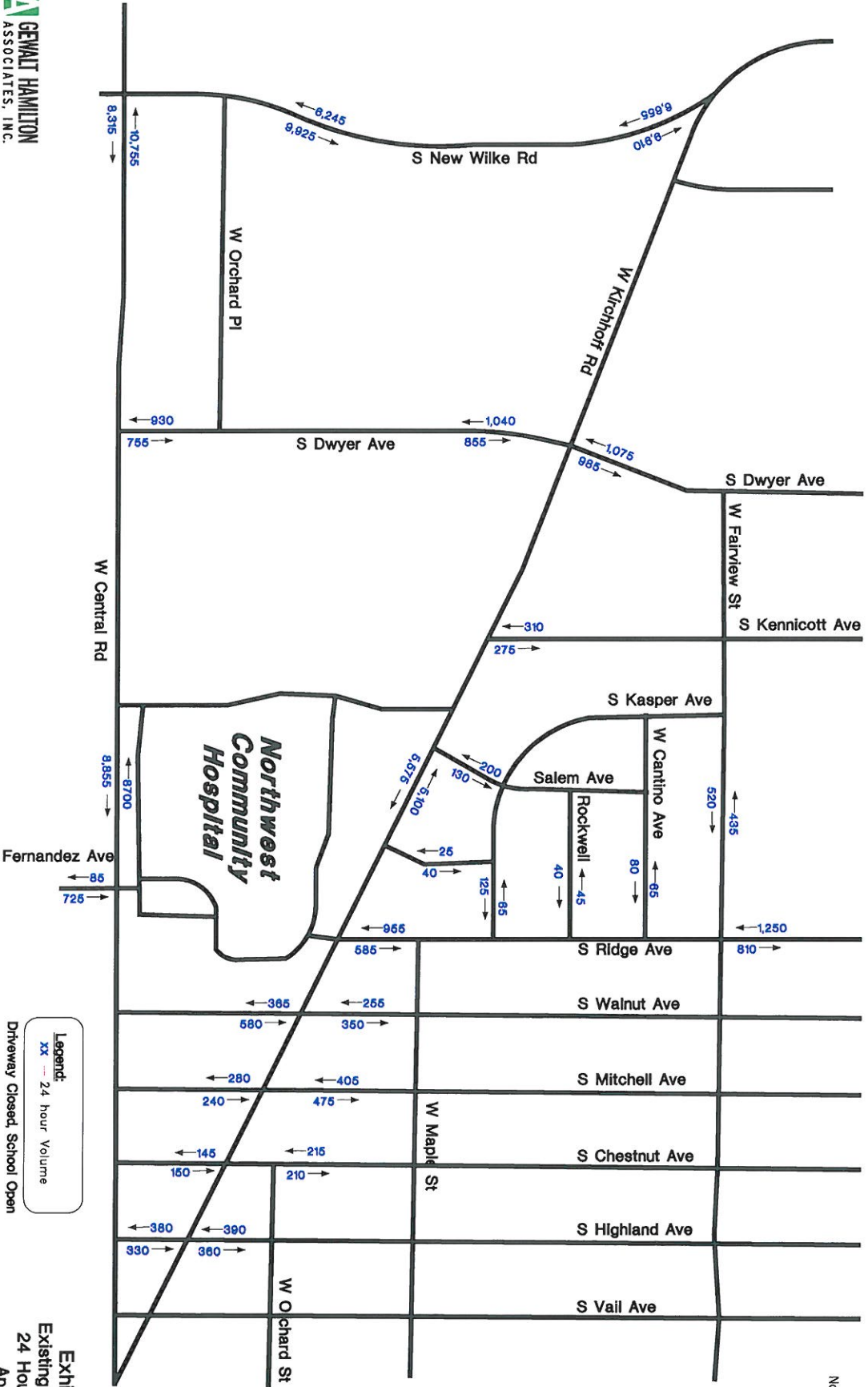
1) Data Collected by Hampton, Lenzini & Renwick (HLR) for Village study

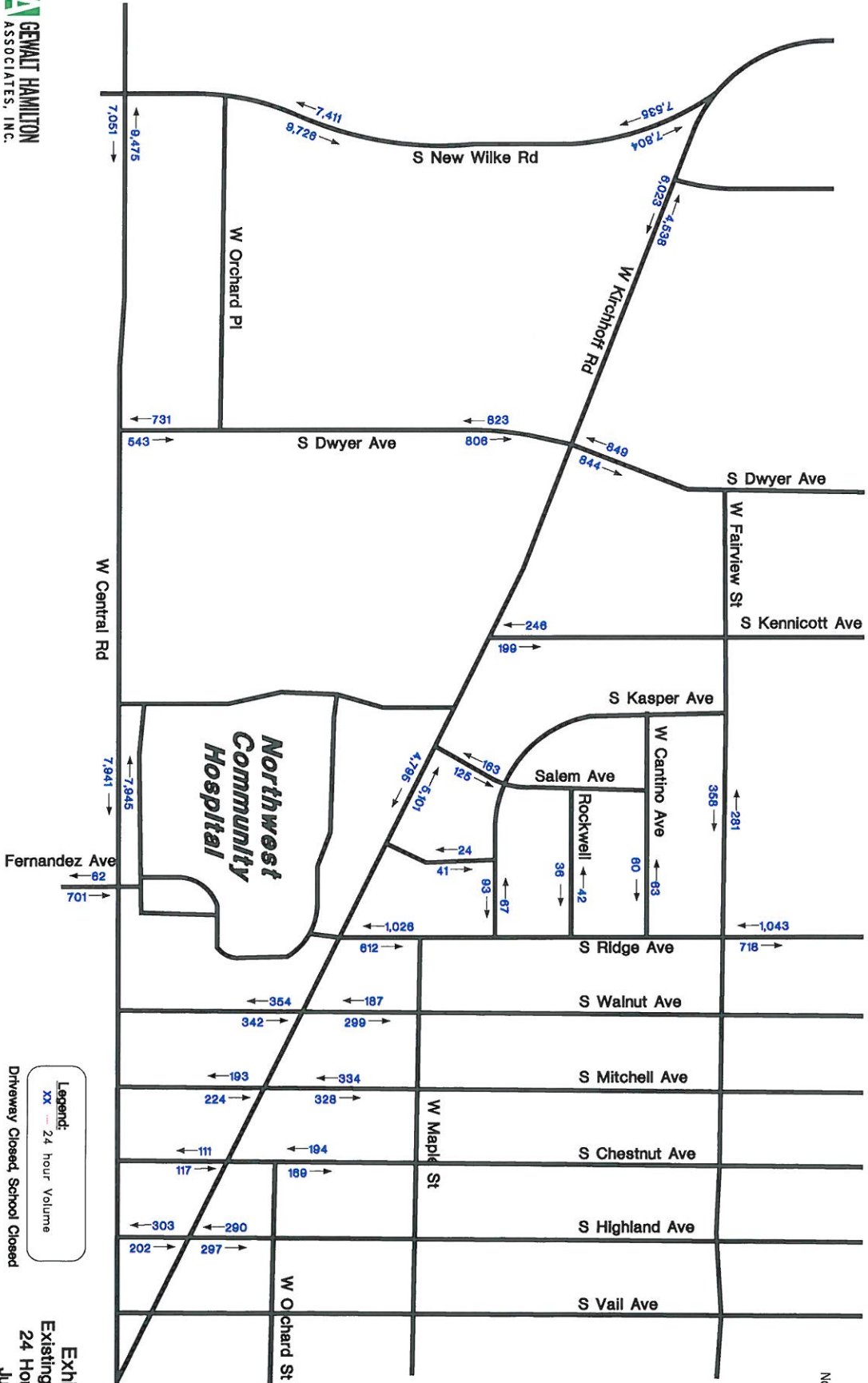
2) HLR PM data did not extend to 6:00 PM. Volume represents 4:45- 5:45 PM

3) Projected 2010 Total Traffic Per GHA 2006 Traffic Planning Study

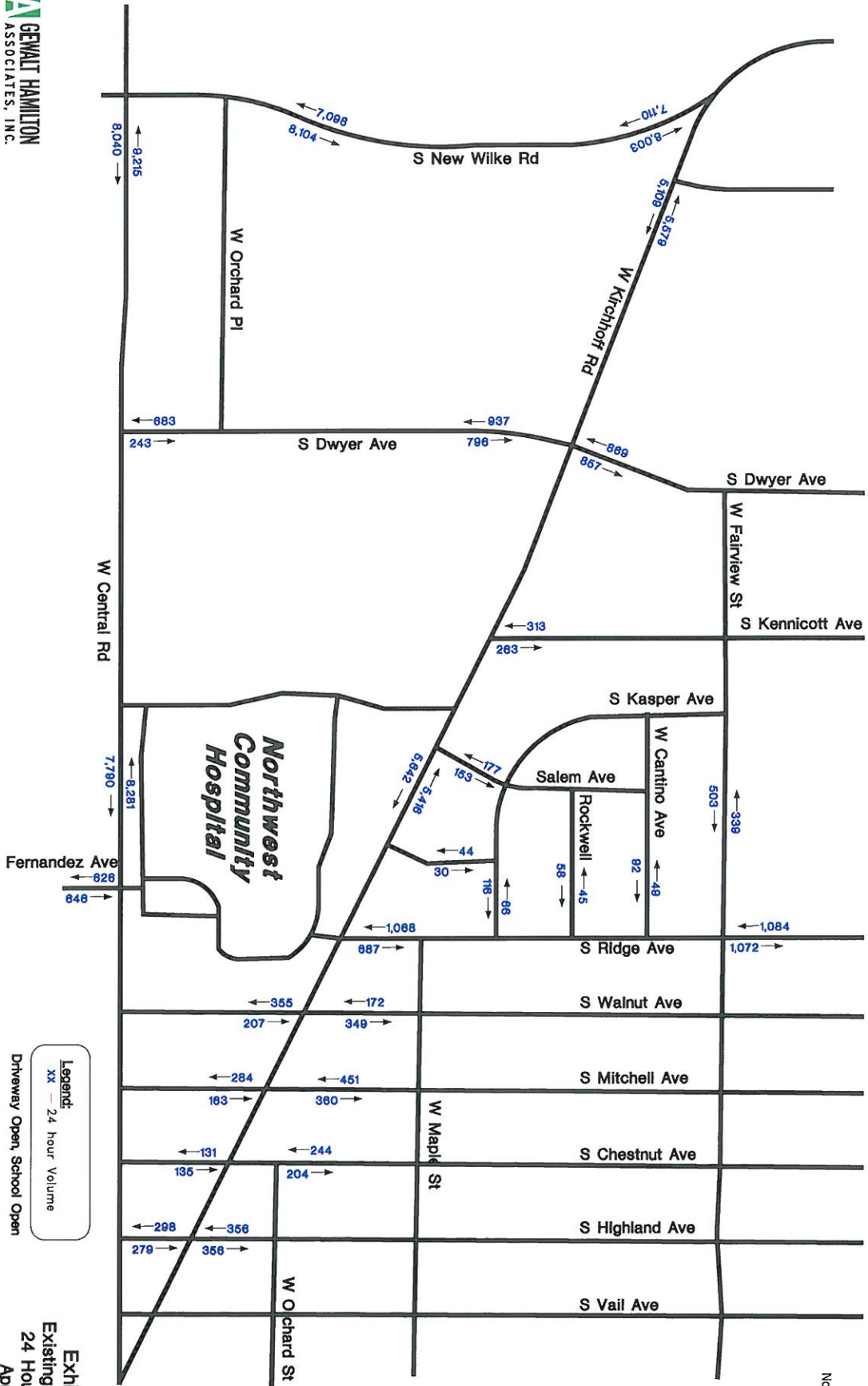




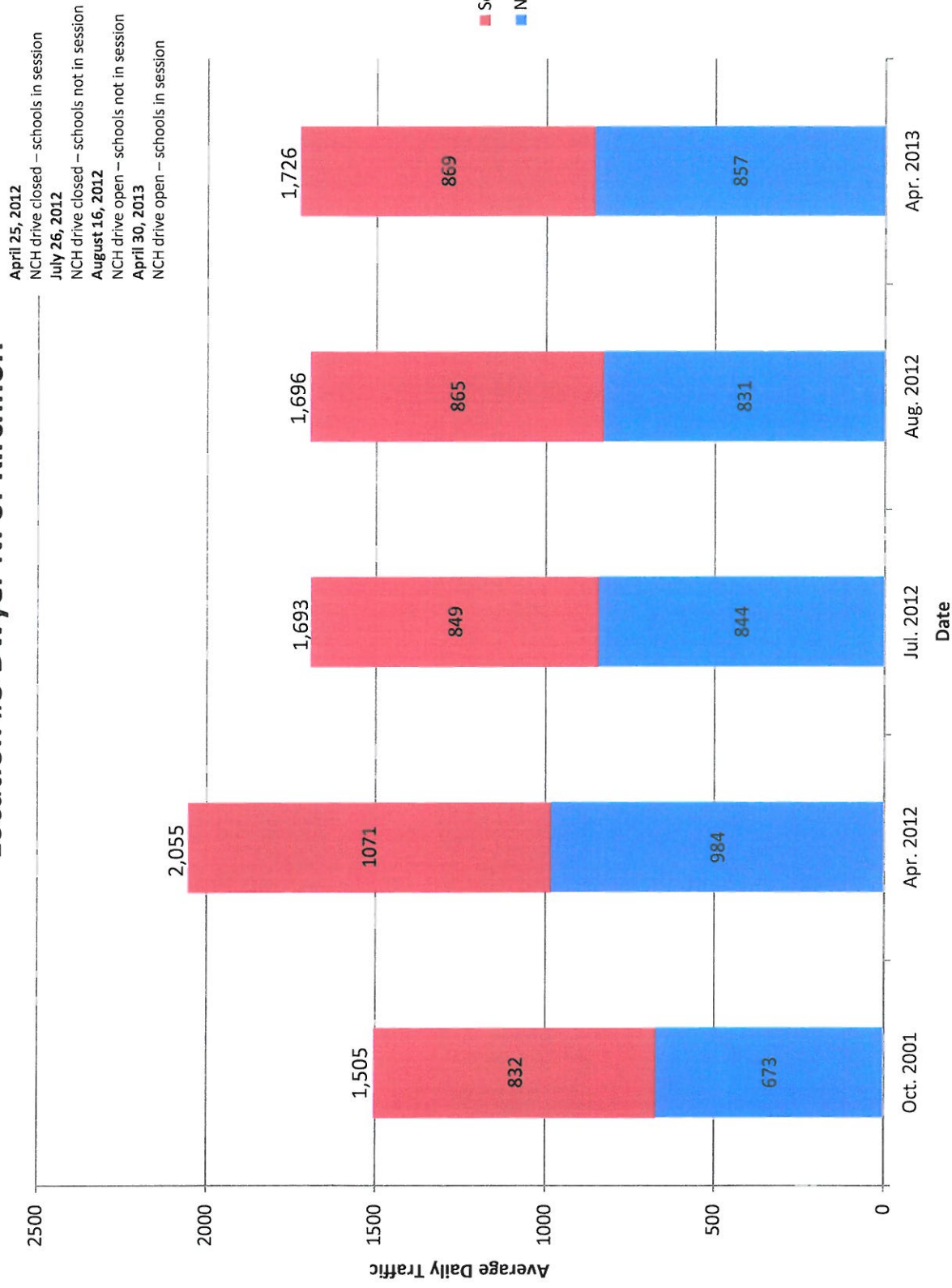






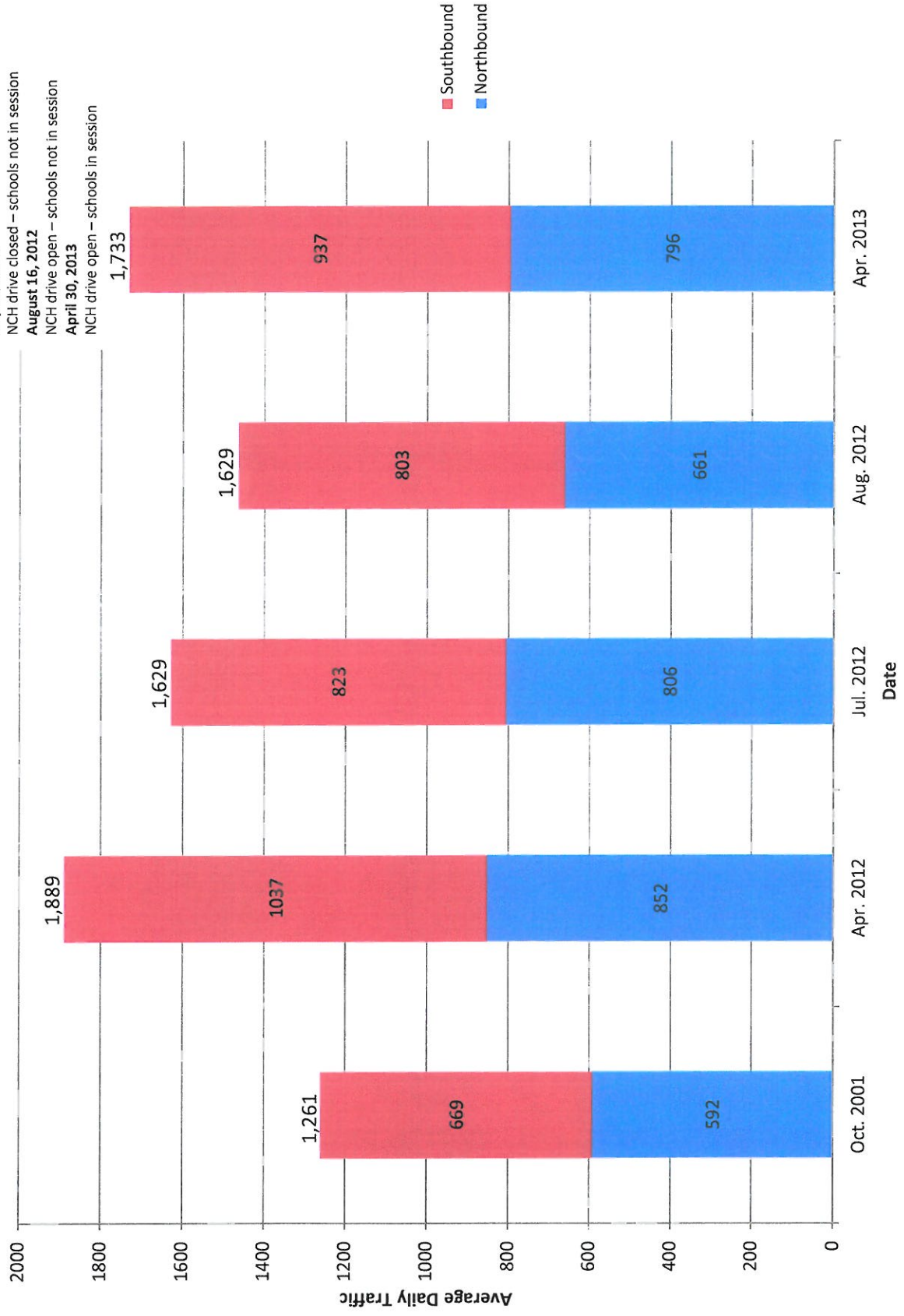


Location #5 Dwyer N. of Kirchhoff

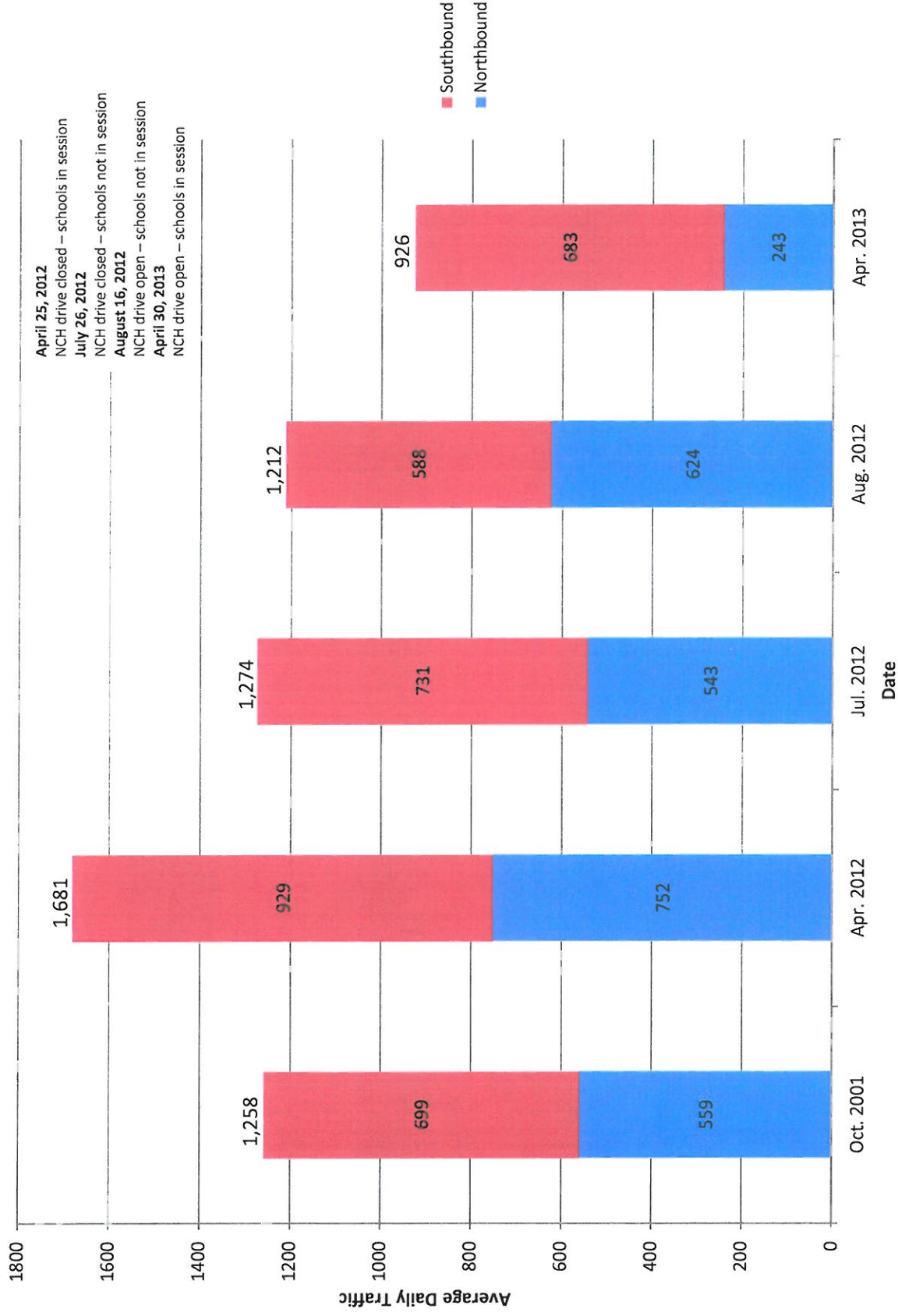


Location # 6 Dwyer S. of Kirchhoff

April 25, 2012
 NCH drive closed – schools in session
 July 26, 2012
 NCH drive closed – schools not in session
 August 16, 2012
 NCH drive open – schools not in session
 April 30, 2013
 NCH drive open – schools in session

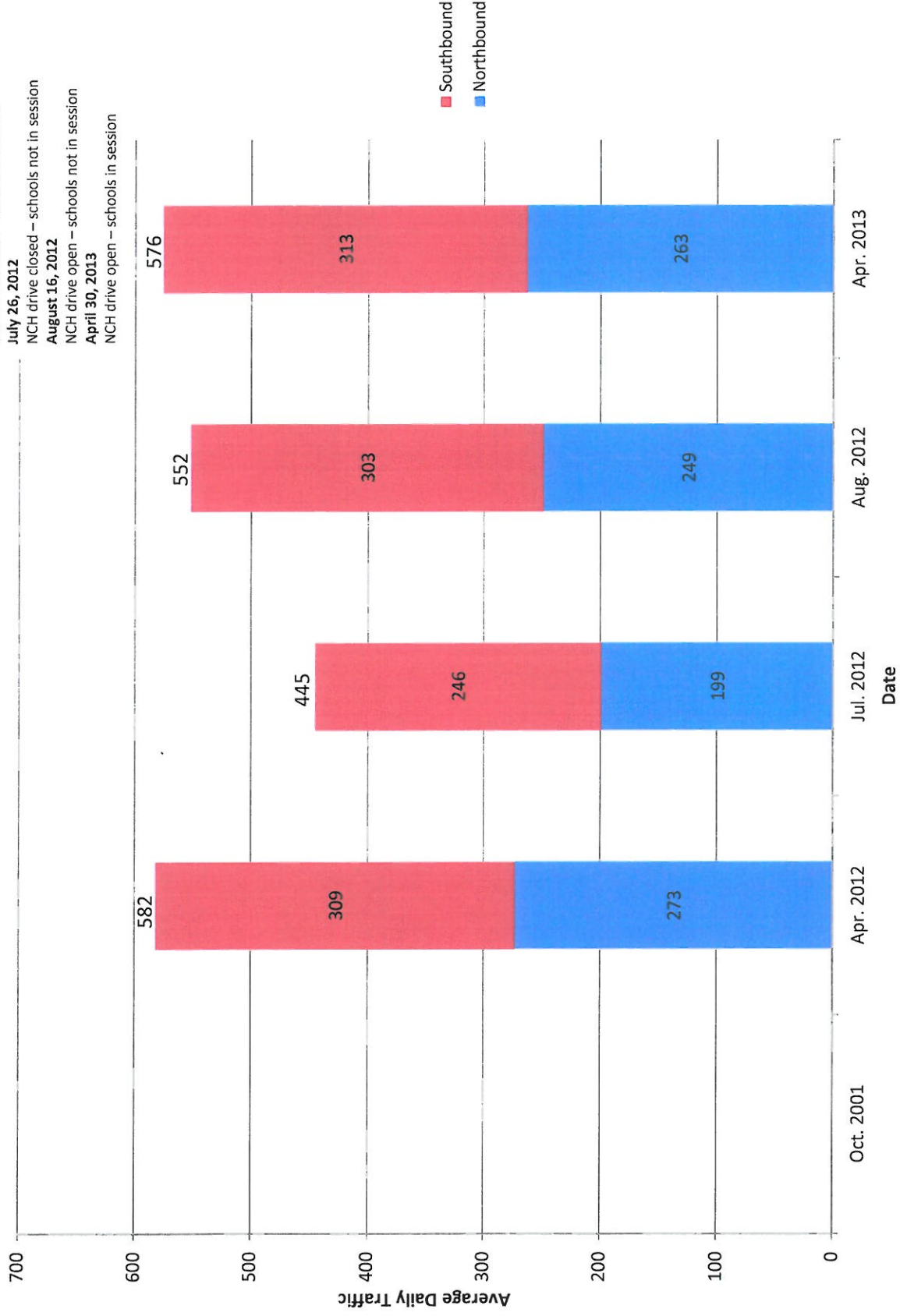


Location # 7 Dwyer N. of Central



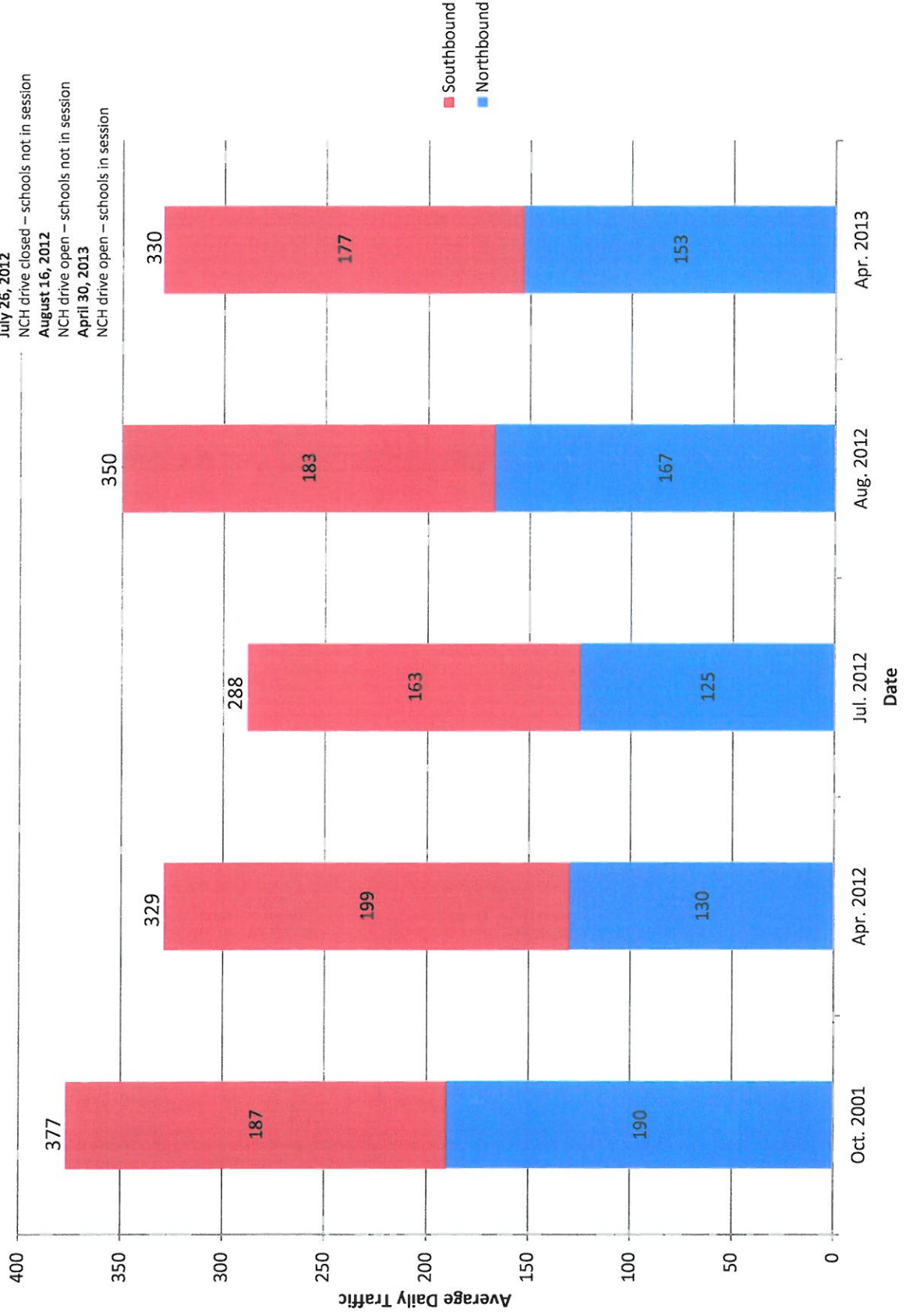
Location #8 Kennicott N. of Kirchhoff

April 25, 2012
NCH drive closed – schools in session
July 26, 2012
NCH drive closed – schools not in session
August 16, 2012
NCH drive open – schools not in session
April 30, 2013
NCH drive open – schools in session

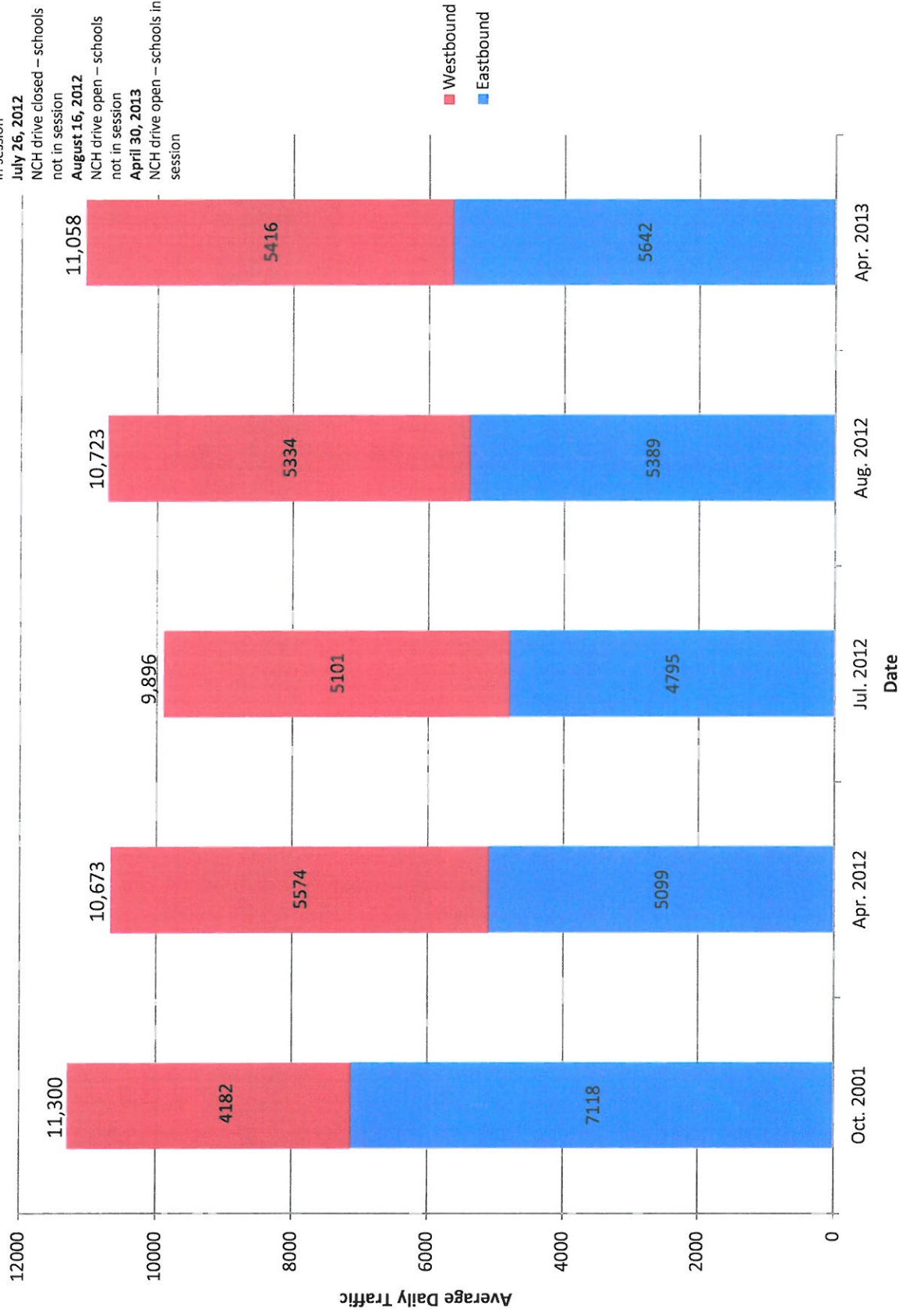


Location # 14 Salem N. of Kirchhoff

April 25, 2012
 NCH drive closed – schools in session
July 26, 2012
 NCH drive closed – schools not in session
August 16, 2012
 NCH drive open – schools not in session
April 30, 2013
 NCH drive open – schools in session

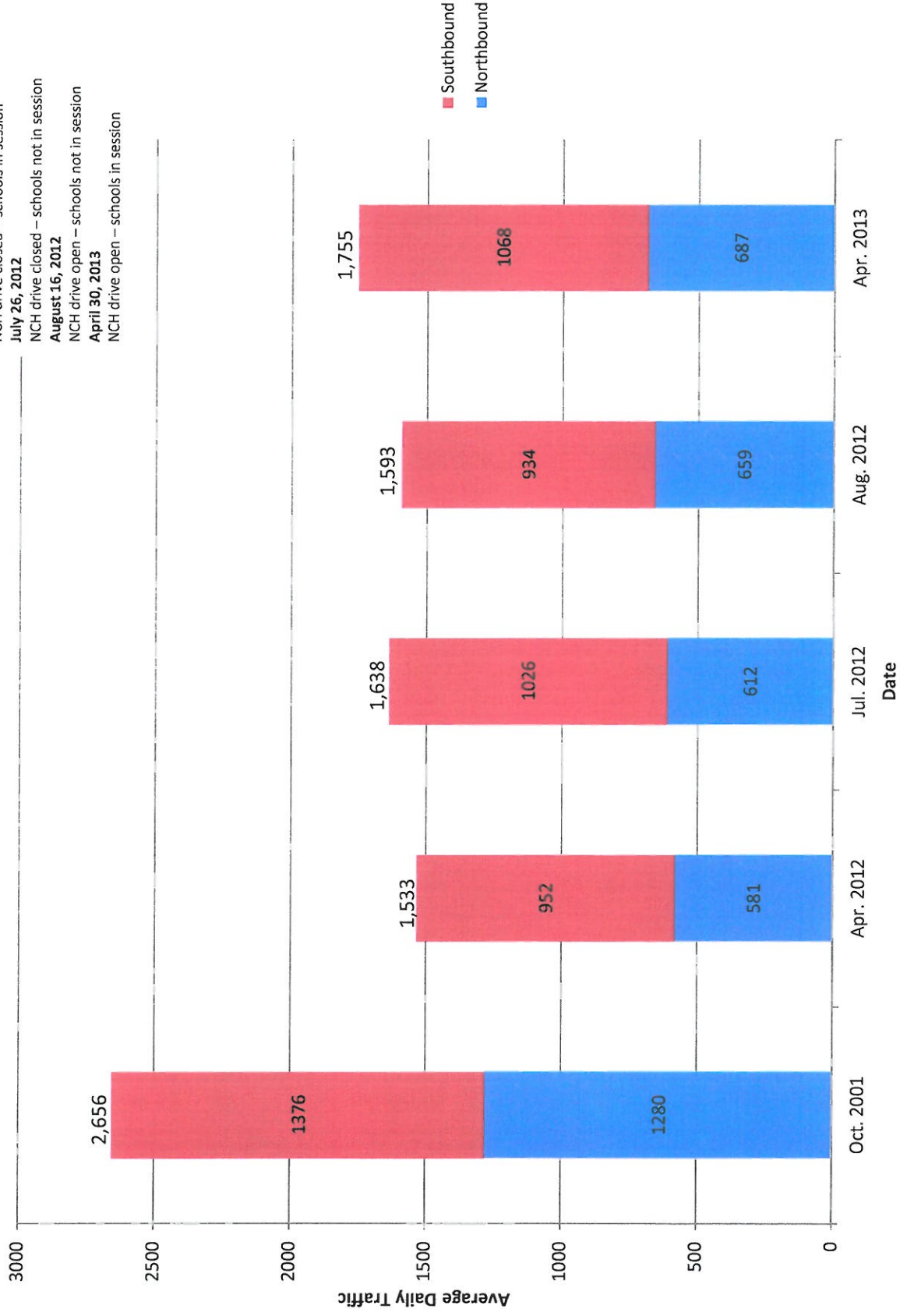


Location #16 Kirchhoff Salem to Fernandez



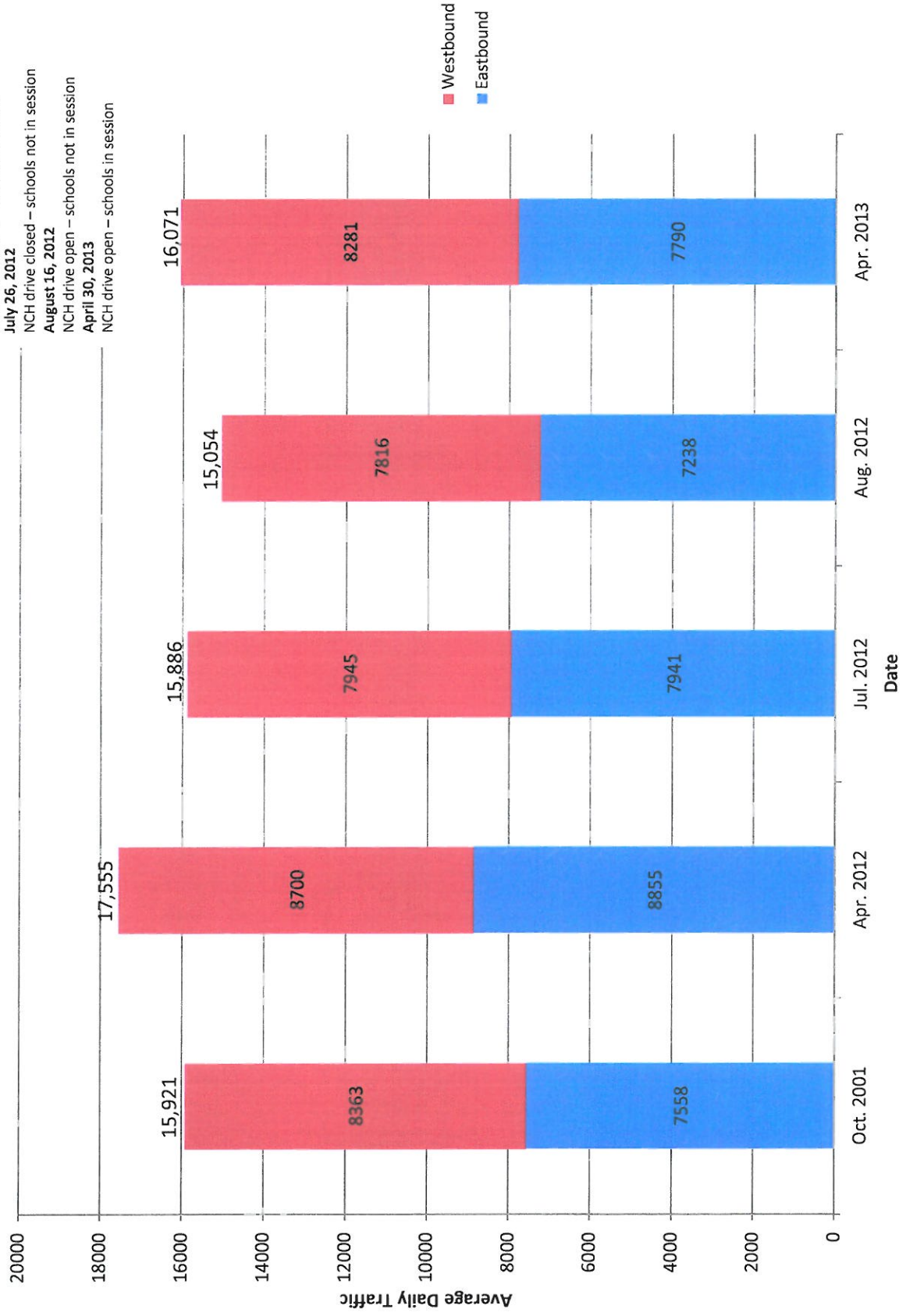
Location # 17 Ridge N. of Kirchhoff

April 25, 2012
 NCH drive closed – schools in session
 July 26, 2012
 NCH drive closed – schools not in session
 August 16, 2012
 NCH drive open – schools not in session
 April 30, 2013
 NCH drive open – schools in session



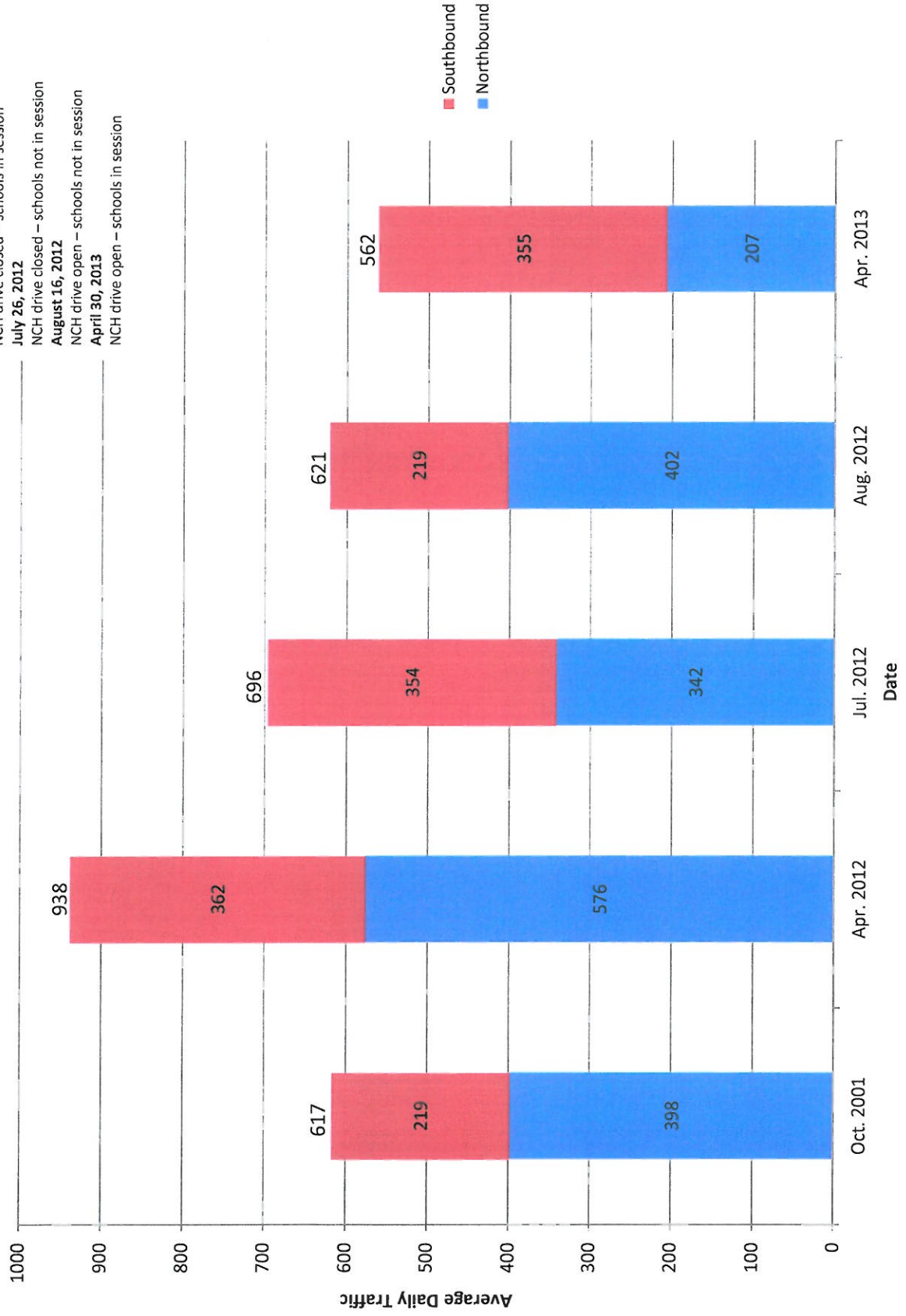
Location # 18 Central W. of Fernandez

April 25, 2012
 NCH drive closed – schools in session
 July 26, 2012
 NCH drive closed – schools not in session
 August 16, 2012
 NCH drive open – schools not in session
 April 30, 2013
 NCH drive open – schools in session



Location # 21 Walnut S. of Kirchhoff

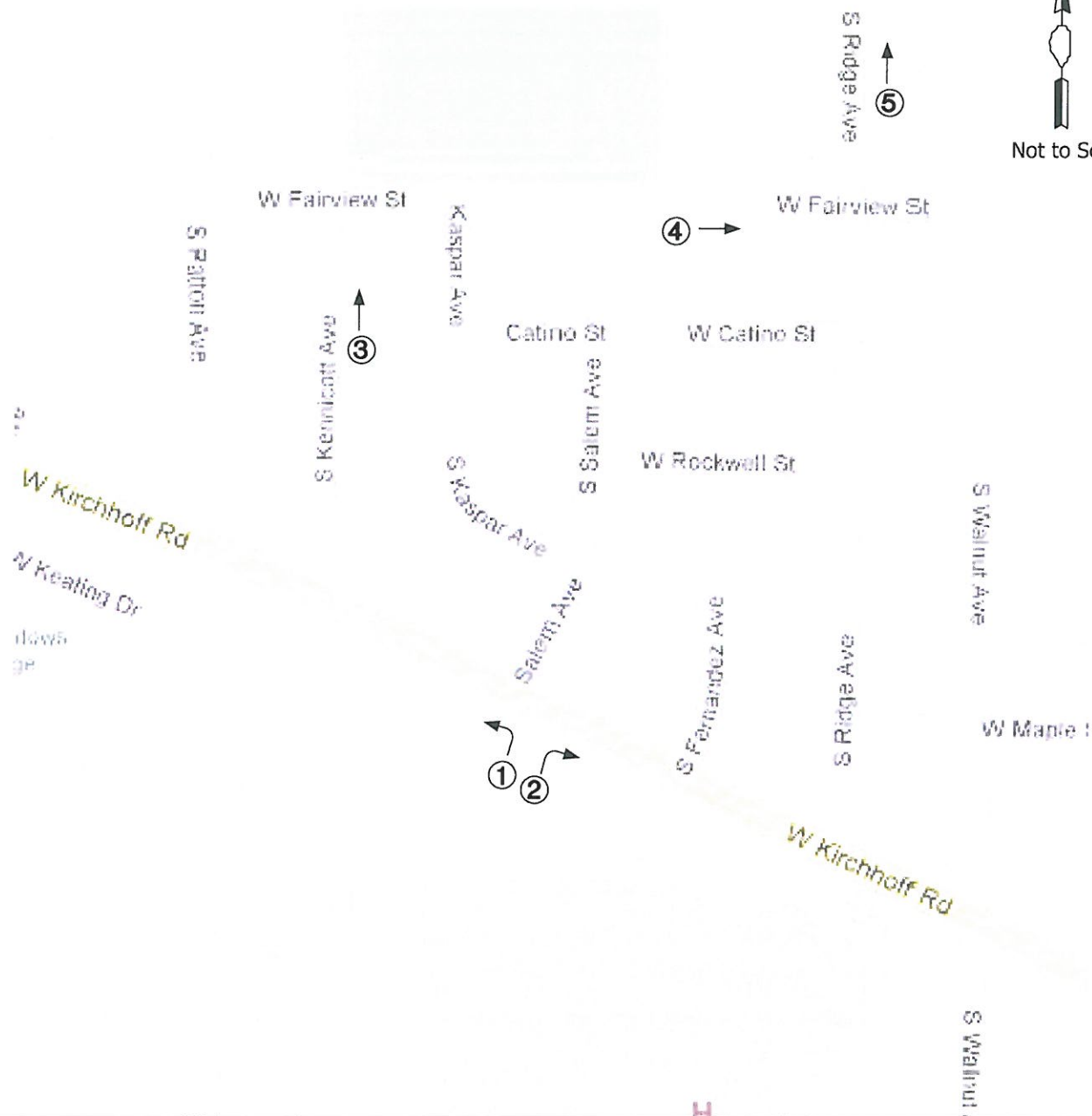
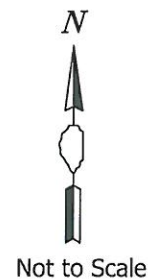
April 25, 2012
NCH drive closed – schools in session
July 26, 2012
NCH drive closed – schools not in session
August 16, 2012
NCH drive open – schools not in session
April 30, 2013
NCH drive open – schools in session



Notes:

Difference Between April 2012 and July 2012	+increase	-decrease
Difference Between July 2012 and August 2012 (School Out)	+increase	-decrease
Difference Between April 2012 and April 2013 (School In)	+increase	-decrease

Page 1 of 4



West Access Exiting Hospital Traffic			AM Peak	% of exiting Traffic	Midday Peak	% of exiting Traffic	PM Peak	% of exiting Traffic	24 hr	% of exiting Traffic
Left out of Hospital (1)	to	NB Kennicott (3)	1	2.0%	1	1.0%	0	0.0%	16	0.7%
		EB Fairview (4)	0	0.0%	0	0.0%	0	0.0%	0	0.0%
		NB Ridge (5)	0	0.0%	0	0.0%	0	0.0%	3	0.1%
Right out of Hospital (2)	to	NB Ridge (5)	3	8.6%	5	10.9%	15	18.1%	126	5.8%
Total =			4		6		15		145	5.9%



September 17, 2013

Mr. Charles Witherington-Perkins AICP
Director of Planning & Community Development
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

850 Forest Edge Drive, Vernon Hills, IL 60061
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www.gha-engineers.com

Re: Northwest Community Hospital
West Kirchoff Access Drive
Conditions of opening access
Arlington Heights, IL

Dear Mr. Perkins:

Per our last meeting with Village Staff, find following the 5 conditions listed as "Internal Hospital Access / Traffic Circulation" items contained in your May 8, 2012 letter to Mr. Bruce Crowther followed by our responses:

General Comments

1. **Comment:** Within the nine-month evaluation period the Hospital shall develop a detailed geometric plan to reconfigure the southeast ring road onto Central Road to improve exiting from the campus.
Response: As discussed at our July 12, meeting, in the absence of an updated Master Plan, NCH proposes to maintain the existing southeast ring road configuration, which adequately functions to facilitate traffic exiting at this intersection, and will explore, as part of its next Master Plan PUD analysis and submittal, possible reconfigurations consistent with an overall campus development strategy.
2. **Comment:** The Hospital will work with the Village and Cook County Department of Highways in efforts to obtain additional green time for exiting traffic onto Central Road.
Response: GHA discussed the potential of additional green time with CCHD. It was indicated that the signal timings had been reviewed and determined to be appropriate for the traffic volumes and the CCHD priority of moving traffic along Central Road. Timings were last adjusted after the east garage was brought on-line and the eastern Central Road access re-opened after the bed tower and ED expansion project.
3. **Comment:** The Hospital shall review its internal signage package in an effort to continue to direct traffic as much as possible to exit Central Road.
Response: With the improvement to internal traffic circulation on the west ring road, observed after the restriping of the Central Road southwest exit and the re-opening of the West Kirchoff Road exit, NCH elected to make no changes to internal signage that would encourage usage of Central Road over Kirchoff Road.

Mr. Charles Perkins
Village of Arlington Heights
September 17, 2013

4. **Comment:** The Hospital shall hire off-duty police officers to direct traffic at peak times.

Response: NCH, at its cost, hired off-duty officers for a period of time after the initial re-opening of the driveway and discontinued the practice as a result of the mutual agreement with the police department after concluding that peak time traffic exiting the campus at the West Kirchoff Road exit did not experience or result in any adverse conditions, on or off the campus, and that traffic control officers were not necessary.

5. **Comment:** The Hospital will work with the Village to evaluate the feasibility of restriping at the southwest exit to Central Road.

Response: The median markings along the west ring road were modified as requested prior to the re-opening of the northwest access drive to provide additional stacking for exiting vehicles.

If you should have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Gewalt Hamilton Associates, Inc.



Daniel P. Brinkman, PE, PTOE
Associate / Senior Transportation Engineer

cc: David Pearce NCH
Michael Hartke NCH
Sheila Kelly NCH
Nick Peppers SRD

3014.935 response to 8-12-12 Crowther Ltr.doc

MEMORANDUM

To: Mr. Charles Witherington-Perkins
Director of Planning and Community Development

Copy: David Pearce – NCH
Nick Peppers - SRD

From: Daniel P. Brinkman, P.E., PTOE

Re: Traffic Projections and Staff Levels
Northwest Community Hospital
Arlington Heights, Illinois

Date: October 16, 2013

850 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

820 Lakeside Drive, Suite 5, Gurnee, IL 60031
TEL 847.855.1100 ■ FAX 847.855.1115

53 W. Jackson Blvd., Suite 924, Chicago, IL 60604
TEL 312.329.0577 ■ FAX 312.329.1942

www.gha-engineers.com

Per your request via email of October 14 regarding activity and occupancy of NCH during the last 12-months and the associated traffic volumes, we offer the following update to data originally provided to the Board of Trustees as a response to questions as at the April 2010 meeting:

	2001	2011	2012
Patient Visits	329,872	337,063	358,495
Arlington Heights Residents	73,415	72,370	79,156
Employees (FTE)	2003	2487	2280
Wellness Center Occupancy	279,244	386,383	393,581
Emergency Dept Visits	53000 (2004 data)	59000 (2010)	74,166
Inpatient Volume	23,000	24,500	24,260

As can be seen, with the exception of annual inpatient volumes and a slight reduction in overall FTE staffing, all of the other activity at NCH has shown an increase over 2011 volumes during the 2012 year in which the majority of the traffic data presented was collected.

Furthermore, NCH provided the following summary regarding the Busse Center:

Of the total 119,745 sq feet of leasable space, four suites totaling 11,856 sq ft have been vacant for the past year. As such the Busse Center is 90% occupied 10% Vacant

As such, we continue to be of the opinion that the most recent 4 traffic data collection efforts represent an accurate projection of the NCH traffic volumes and patterns on campus and their associated minimal impacts on the surrounding roadways.

Engineering Department

Memo

To: Jim Massarelli, Director of Engineering

From: Thomas J. Ponsot, Village Traffic Engineer 

CC: Diana Mikula, Assistant to the Village Manager
Charles Witherington-Perkins, Director of Planning & Community Development

Date: 8/5/2013

Re: Northwest Community Hospital Resident Distribution Survey

Information tabulated to determine where motorists exiting the Kirchhoff Road driveway, going through the neighborhood north of the hospital during a 24-hour time period revealed the following results:

Total Village Residents:	103
Total Non-Residents:	33
Vehicles not identifiable:	<u>6</u>
Total vehicles:	142

Attached is a map representing the general geographical areas that the Village residents leaving the hospital filtering north through the neighborhood, are registered to. Twenty-seven residents are east of Arlington Heights Road, and seventy-six are west of Arlington Heights Road.

Listed below is the breakdown of the towns in which the non-resident drivers are registered.

Barrington	1
Buffalo Grove	3
Cary	2
Chicago	1
Des Plaines	2
Garden Prairie	1
Lake Zurich	1
Lincolnshire	1
Long Grove	1
Mt. Prospect	6
Northbrook	3
Oakbrook	1
Palatine	1
Prospect Heights	4
Rolling Meadows	2
Schaumburg	1
South Elgin	1
Villa Park	<u>1</u>
	33

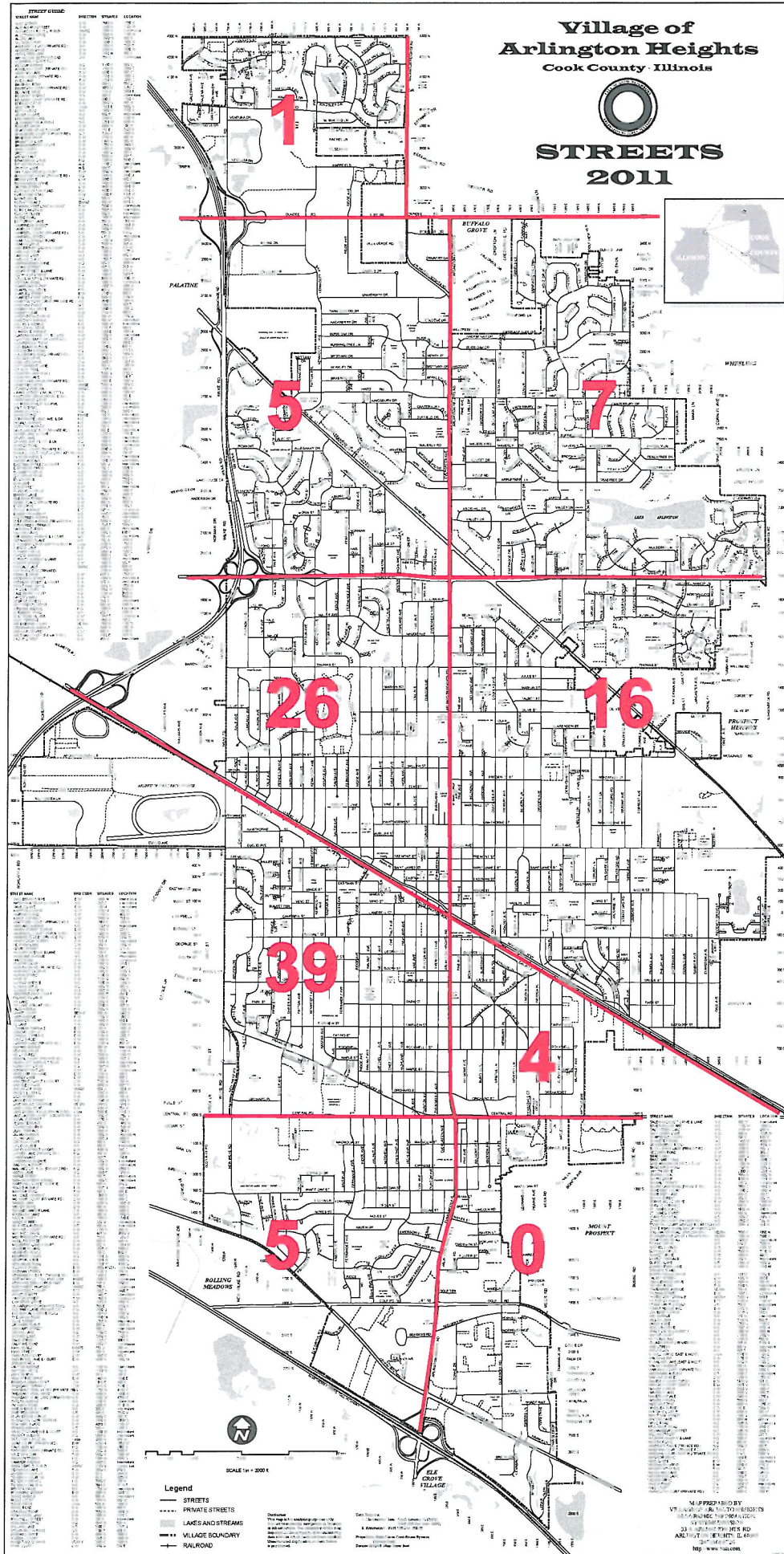
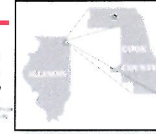
RECEIVED
AUG - 5 2013
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Please indicate if you require any additional information, or if you would like to review this information in greater detail.

Village of
Arlington Heights
Cook County Illinois



**STREETS
2011**



Legend

- STREETS
- PRIVATE STREETS
- LAKES AND STREAMS
- VILLAGE BOUNDARY
- RAILROAD

Disclaimer:
This map is not intended to be used for legal purposes. It is a general representation of the street network and should not be relied upon for legal or financial decisions. The Village of Arlington Heights is not responsible for any errors or omissions on this map.

Map Data:
Aerial photography: 2008
Street data: 2008
Village boundary: 2008
Map scale: 1 inch = 200 feet
Map date: 2011

MAP PREPARED BY
VILLAGE OF ARLINGTON HEIGHTS
221 SOUTH WYOMING RD
ARLINGTON HEIGHTS, IL 60005
312-461-1000
http://www.aht.com

MEMORANDUM

TO: Village President and Village Board

FROM: Charles Witherington-Perkins: Director of Planning & Community Development
Diana Mikula: Assistant to the Village Manager
Jim Massarelli: Director of Engineering

DATE: April 26, 2012

SUBJECT: Northwest Community Hospital Request to Open Exits to Kirchoff Road – Continued Discussion

On April 9, 2012 the Village Board held a Committee of the Whole meeting to discuss Northwest Community Hospital's formal written request to the Village of Arlington Heights to fully reopen both of the east and west Kirchoff Road exits for outbound traffic. (This written request and additional background materials were provided in the April 9, 2012 Committee of the Whole packet.)

After extensive public input at the April 9, Committee of the Whole meeting, this matter was continued for further discussion by the Board. At the conclusion of the meeting, Staff was requested to provide the following information:

1. Develop more detailed options for exiting onto Kirchoff Road and any possible implications associated with each of them.
2. Obtain additional information from Northwest Community Hospital.
3. Obtain input from the Illinois Department of Transportation.

Staff Analysis

A Staff team has been working on reviewing the request by the Northwest Community Hospital. The Team consists of Charles Witherington-Perkins Director of Planning & Community Development, Diana Mikula Assistant to the Village Manager, Jim Massarelli Director of Engineering, Mike Pagones Deputy Director of Engineering, Tom Ponsot Traffic Engineer, and Matt Dabrowski Development Planner.

As restricting access to Kirchoff Road was a policy decision by the Village Board, the Staff team did not make a recommendation at the April 9, 2012 Committee of the Whole meeting. However, at that meeting, Staff was asked for a recommendation and since then, another Trustee has requested a recommendation from Staff. Therefore, at the conclusion of this memorandum, Staff will be prepared to make a recommendation on this matter.

Staff recognizes that this is an extremely difficult and complex matter. Analysis of this request from the Hospital has taken into account the following:

- Evaluation of prior reports and studies, recent data, input from neighbors and Hospital, as well as meeting with IDOT and communication with Cook County Department of Highways.
- Currently there is no actual data for traffic exiting onto Kirchoff with the additions that have been made to the Hospital since 2001. All information recently discussed is based upon assumptions or projections.
- Several of the alternatives entail potentially costly improvements which should only be considered after actual traffic data (as opposed to projected) is known.

- If a decision is made to open one or both exits onto Kirchoff Road, baseline data should be collected on roadways around the Hospital with and without schools in session prior to any opening occurring.
- Staff analysis and evaluation was broken down into three categories.
 - Northwest Community Hospital entrance/exit options.
 - Internal Hospital access/traffic considerations
 - Other external long term corridor options.
- Staff continues to have concern allowing exiting at the Ridge Avenue/east entrance without additional modifications or improvements to the internal ring road on the Hospital's property. IDOT also echoed this concern.
- IDOT representatives indicated that "left out" only intersections are not typical and are not recommended for safety reasons and, in particular, difficult to enforce.
- A total of 25 options have been developed and summarized in the attachments.

Outside Agency Review

Illinois Department of Transportation (IDOT)

On Wednesday, April 25, the Village Team met with representatives from IDOT at their offices to discuss issues pertaining to Kirchoff Road. In particular, specific areas discussed included speed control, access options to the Hospital, potential traffic signals at the Hospital exits, potential traffic signal at Dwyer, pedestrian and bike crossing possibilities at Dwyer and Kirchoff, traffic calming/complete streets modifications such as landscape medians, IDOT permit requirements, approval and review processes, and other considerations.

Speed control: In 2002 the Village submitted a request to reduce the speed limit from 35 mph to 30 mph. This request was denied by IDOT. Since then, other improvements have occurred along the corridor including Sunset Meadows recreational improvements. IDOT representatives were non committal but did not rule out the potential for the Village to submit a new request on this topic.

Access options and modifications to the current configuration of the Hospital driveways: IDOT indicated that they would need to evaluate what permitting requirements, if any, they would have relative to reopening one or both exits. Any work, even signage placed in the public right-of-way would require IDOT approval and permitting. It is possible IDOT may evaluate this as a change in use which would require their approval, however, they may also have no requirements depending upon what decision was made by the Village Board. IDOT representatives suggested opening one exit at a time to evaluate actual traffic movement data. It was concluded that any decision made by the Village Board should be submitted to IDOT for their review to determine what, if any, permitting or approval requirements may be necessary.

Traffic signals at the two existing Hospital entrances and/or Dwyer & Kirchoff: In early 2000 the Village submitted a Warrant Analysis to IDOT for a potential signal at Dwyer. At the time the warrants were almost met to justify a signal however this request was rejected by IDOT at that time. Any signal requests at any locations on state roads require the submittal of a detailed Warrant Analysis. IDOT's minimum spacing standards between traffic signals is a minimum 1,000 feet of spacing, although, they would prefer ¼ of a mile. Based upon preliminary estimates from the Village's GIS system, the distance between Dwyer and the west Hospital entrance is just under 1,300 feet. The distance between the two existing Hospital entrances is approximately 1,100 feet.

Pavement modifications to provide striped turn lanes at Dwyer and Kirchoff: Staff has been evaluating the possibility of providing a right-turn lane for northbound Dwyer at Kirchoff to improve safety and access capacity at the intersection. The width of Dwyer is wide enough to permit a three lane cross section. However, the re-configuration would need to align with Dwyer to the North. Careful evaluation of this option needs to take place in consultation with IDOT to ensure that safe traffic movements at the intersections are maintained. IDOT indicated their willingness to review this matter in more detail with the Village.

Pedestrian/Bike Crossing at Dwyer: IDOT representatives indicated that a pedestrian activated flashing beacon may be permitted at this location subject to it being a minimum 600 feet away from the nearest traffic signal and the Village would need to pay for and maintain such a pedestrian activated signal. IDOT representatives indicated it may be better to conduct an additional warrant analysis to determine whether traffic signal needs would be met at this location which could also provide for pedestrian access as well.

Traffic Calming/Complete Streets - Landscape Median: Longer term options such as providing landscape medians to calm traffic along Kirchoff Road were discussed. IDOT indicated they generally like access management improvements such as this, and would require resident notification as it would restrict access to certain resident's homes. This is a longer term option that would need to be evaluated and a plan developed that would meet IDOT's requirements. The cost of installation and maintenance would be the Village's responsibility.

Cook County Highways Department:

Communication has been made with Cook County Highways Department regarding the following:

Additional green time allocated at the Central Road exits for exiting Hospital traffic: Cook County has indicated a willingness to evaluate whether any additional green time can be provided to facilitate more efficient exiting from the Hospital campus onto Central Road.

Synchronize signals on Central Road from Arlington Heights Road to Wilke Road and evaluate capacity improvements at Central Road and Wilke Road: Cook County has indicated a willingness to evaluate and work with the Village and IDOT regarding synchronization of the traffic signals along the Central Road corridor. Also they have indicated a willingness to evaluate improving intersection capacity at Central and Wilke Roads where the westbound left turn storage lane could potentially be modified to better accommodate the long left turn traffic lane queues that occur during peak traffic hours.

Additional Information from Northwest Community Hospital

After the April 9, Committee of the Whole meeting, additional information was requested from the Hospital. Information regarding the total number of patient visits, employees, Wellness Center occupancy, and other capacity generators for the Hospital for 2001 and 2011 was requested as well as other information. The revised request to this response for information was received on April 24, 2012. Staff would call particular attention to the summary on the first three pages that provides total occupancy data for the various components of the Hospital including the average employee shift, the peak of which is the day shift at 1,400 employees. Within this packet, the Hospital also provided at the request of Staff projected trip distribution and assumptions for three scenarios:

- a. If both exits were open on Kirchoff Road.
- b. If the west exit had full movement.
- c. If the west entrance had west bound exit only.

Also included is a concept to extend the southwest bound turn lane at the southwest entrance on Central Road by approximately 100 feet to improve stacking and exiting capacity. Lastly, the Hospital provided two concepts for reconfiguring the Ridge Road exit to provide an additional lane for north bound and east bound exiting at Ridge and Kirchoff Roads.

Monitoring and Enforcement

Whichever option is considered by the Board it will require monitoring and enforcement by the Police Department to ensure compliance and safety. This would be in addition to the necessary traffic data collection, evaluation and analysis.

Funding

Certain components of the recommendation would need to be funded by the Hospital while some of the long term corridor considerations would require funding by the Village of Arlington Heights and/or seeking outside funding sources. These long term corridor improvements would need to be further evaluated and included within the Village Capital Improvement Program (CIP) for further consideration.

Recommendation

Recognizing that this is a policy decision by the Village Board, Staff is making a recommendation at the request of the Trustees. As a result, Staff would recommend the following:

Hospital Exit Options

1. Option 3 – Allow full access at the west Kirchoff drive only. Subject to the following:
 - a. Nine month evaluation period
 - b. No exit at the east Kirchoff driveway
 - c. Hospital to provide base line peak hour and average daily traffic (ADT) traffic counts prior to opening the exit from the streets north of Kirchoff as determined by the Village.
 - d. Hospital to provide traffic counts prior to the end of the nine month time period with and without area schools being in session.
 - e. The Village Board to reevaluate at the conclusion of the nine month evaluation period whether to keep open the exit, close to outbound traffic or move forward with other more permanent options.

Internal Hospital Access/Traffic Circulation

1. Within 90 days the Hospital shall increase the internal stacking lane of the southwest bound turn lane at the west entrance on Central Road.
2. Within the nine month evaluation period the Hospital shall develop a detailed geometric plan to reconfigure the southeast ring road onto Central Road to improve exiting from the campus.
3. The Hospital will work with the Village and Cook County Department of Highways in efforts to obtain additional green time for exiting traffic onto Central Road.
4. The Hospital shall develop and implement an internal signage package directing traffic as much as possible to continue to exit Central Road.
5. The Hospital shall utilize security traffic control personnel or hire off duty police officers to direct traffic at peak times as deemed necessary.

Long Term Corridor Considerations

1. The Village shall submit another request to IDOT to reduce the speed limit on Kirchoff from 35 to 30 mph.
2. The Village shall evaluate with IDOT the feasibility of pavement striping modifications at Dwyer and Kirchoff within the existing pavement.
3. The Village and the Hospital consultant will continue to evaluate other options along the corridor such as a potential traffic signal or pedestrian flashing beacon at Dwyer and Kirchoff as well as further evaluating traffic calming measures such as center landscape medians.

IDOT Review and Approval

Any recommendations for modification along Kirchoff Road are subject to submittal and review or approval from IDOT.

CW-P:lmn

C: Gerald Mouring: Police Chief
Scott Shirley: Director of Public Works
Tom Ponsot: Traffic Engineer
Mike Pagones: Deputy Director of Engineering
Matt Dabrowski: Development Planner

NORTHWEST COMMUNITY HOSPITAL ENTRANCE OPTIONS Subject to IDOT review and permitting

Options	Possible Implications	
1. Existing Restrict both entrances to inbound only, except for emergency vehicles.	Redirects traffic from Kirchoff to Central. Provides less vehicle volume at some driveways. Reduces traffic accident experience at driveways. Reduces traffic on Kirchoff	Forces traffic to circulate through neighborhood to go north. Creates more circuitous routes effecting more residential areas. Moves higher traffic volumes to different intersections that were not previously impacted. Increased initial accident rates at intersections managing redirected traffic. Restricts access from Hospital.
2. Hospital Request Open both driveways to allow inbound and outbound movements	Improves access to hospital. Improves internal hospital circulation. Volume may warrant traffic signals. Relieves backup at Central driveway during shift change.	Resident concerns with increased traffic on streets Divert more traffic from Central to Kirchoff Could increase # of accidents if signal not warranted Requires reconfiguration of Ridge exit
3. Full Access West Drive Only 9-month evaluation No exit at east driveway	Allows for monitoring of outbound movement to determine actual impact. Improves access from hospital Improves internal hospital circulation Provides some relief to Central driveway during shift change	Resident concerns with increased traffic on streets. Concentrates more outbound traffic to west drive. Increase traffic on Kirchoff. Projected exiting traffic 175 peak hour westbound and 130 peak hour eastbound movements.
4. Westbound Only Exit at West Drive Full inbound movement at west and east drive No exiting at east drive 6-month evaluation	Allows for monitoring of outbound west movement to determine impact Improves access to hospital Improves internal hospital circulation Provides some relief to Central driveway during shift change	Resident concerns with increased traffic on streets Could divert more traffic through neighborhood to go east High (305 peak hour trips) projected peak projected volume concern by shifting all exiting to one movement. Not a typical IDOT approved configuration.
5. Eastbound only Exit, Both Drives Right turn exit only at Ridge Right turn exit only at west entrance Full inbound both drives	Improves access from hospital Improves internal hospital circulation Provides some relief to Central Road drives during shift change	Resident concerns with increased traffic on streets Could divert more traffic through neighborhoods to north for those wanting to go west. Shift traffic to Walnut north of Kirchoff
6. New Centrally Located Drive Establish new middle driveway (inbound and outbound) across from Fernandez. Restrict Fernandez with right-in/right-out median. Remove Ridge access or maintain inbound. Possible signalization.	Improves access to hospital. Improves internal hospital circulation. Volume may warrant traffic signal. Middle entrance provides adequate stacking capacity. Fernandez improvements reduce potential traffic conflicts. Diverts traffic away from Ridge. Relieves backup at Central driveway during shift change.	Resident concerns with increased traffic on streets. Divert more traffic from Central back to Kirchoff. Changes traffic patterns with new entrance across from Fernandez Changes traffic patterns for Fernandez residents. Cost Visibility at internal intersection due to on site retaining wall. IDOT permit approval.

7. <u>Realign West Driveway with Salem</u> Allow unrestricted inbound and outbound. Remove Ridge entrance or restrict east entrance to inbound. Salem could be restricted to right-in/right-out via median.	Improves access to hospital. Improves internal hospital circulation. Provides relief to Central Road during shift change. IDOT review more favorable for 4-leg aligned intersection.	Resident concerns with increased traffic on streets Increased cost to hospital to move road and to provide new parking. Requires land acquisition by Hospital. Changes traffic patterns for Salem residents. Divert traffic to Kirchoff. Cost issues.
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OTHER EXTERNAL CONSIDERATIONS Subject to IDOT review and permitting

8. <u>Center Landscaped Median</u>	Provides traffic calming Enhances the area with landscaping Buffers the homes from the hospital Mitigates some safety concerns with center turn lane	Limits access to residential properties Forces residents to circulate through neighborhood to go east or conduct U-turn at next median break. Cost issues
9. <u>Signalize West Entrance</u>	Improves access to the hospital Controls traffic Provides safe crossing for pedestrians	Cost issues Subject to meeting warrant analysis
10. <u>Signalize East Entrance</u>	Improves access to the hospital Controls traffic Provides safe crossing for pedestrians	Cost issues Subject to meeting warrant analysis
11. <u>Signalize Dwyer and Kirchoff</u>	May provide gaps in traffic aiding driveway access. Controls traffic Provides safe crossing for pedestrians	Cost issues Subject to meeting warrant analysis
12. <u>Pedestrian activated warning beacons at Dwyer & Kirchoff</u>	Provide safe crossing for pedestrians. Provides traffic calming potentially slows traffic.	Cost issues. IDOT does permit subject to meeting spacing standards.
13. <u>Northbound turn lane at Dwyer and Kirchoff</u>	Width of Dwyer is wide enough to permit a three-lane cross section. The parking configuration on the south of Dwyer permits the striping and no additional restrictions are necessary. Improves access and traffic movements at Dwyer and Kirchoff with minimal costs.	Reconfiguration would need to be aligned with Dwyer, north of Kirchoff which only measures 32 feet. May not allow separate dedicated left turn bay on the north leg.
14. <u>Stripe pedestrian crosswalk at Ridge and Kirchoff</u>	Pedestrian crossing is all ready striped at Walnut & Kirchoff.	May not be permitted due to existing pedestrian crossing at Walnut and Kirchoff.

15. <u>Synchronize signals on Central from Arlington Heights Rd. to Wilke and evaluate capacity improvements at Central & Wilke</u>	Provides improved traffic flow along Central Rd. from Arlington Heights Road to Wilke Rd. Capacity improvements at Wilke and Central would improve southwest bound movements onto Wilke Rd. that currently backup at peak times.	Continue to work with Cook County and IDOT. Cook County has indicated a willingness to evaluate.
16. <u>Kirchoff Speed Limit Reduction</u>	Reduce speed limit on Kirchoff from 35 to 30 mph Provides slower traffic and safety improvements along Kirchoff.	IDOT has previously rejected this request.

INTERNAL HOSPITAL ACCESS / TRAFFIC CONSIDERATIONS

17. <u>Increasing stacking lane of southwest bound turn lane at the west entrance on Central Road</u>	Increase southwest bound turn lane by approximately 100 ft. on Hospital property. Provides improved exiting from the Hospital campus at this intersection. Allows additional vehicles to exit westbound without getting restricted by vehicles waiting in the eastbound turn lane.	Requires relocation of some on site utilities, curb work, sidewalk, and landscaping. Cost issues
18. <u>Request additional green time for exiting traffic onto Central</u>	Provides for more vehicles to exit during each cycle of the traffic signal.	Cook County has indicated their willingness to explore this request.
19. <u>Re-configure design at Ridge Avenue and the internal ring road</u>	Reconfiguration of the internal driveway is the only way to allow for safe exiting at Ridge & Kirchoff. Alternate A provided by the Hospital provides concept for such configuration. Allows for more even distribution of exiting from the Hospital campus.	Needs to be further evaluated based upon actual exiting experience. Provides exiting direct access to Ridge and Kirchoff Roads. Subject to IDOT permitting and review.
20. <u>Re-configure the southeast ring road onto Central to improve exiting from campus</u>	Current design allows for only two eastbound vehicles to stack before creating a backup beyond the internal intersection. Reconfiguration would provide improved exiting capacity.	May required traffic signal upgrades. Cost issues. Subject to Cook County review and coordination.
21. <u>Modify Shift Change</u>	See Hospital response	
22. <u>Utilize security traffic control personnel or hire off duty police officers to direct traffic at peak hours</u>	Provides safe exiting at Kirchoff and/or Central at peak hours.	

<u>23. Provide internal site signage directing traffic</u>	Directs traffic exiting north, west, south of east to Central Rd. Allows only those familiar with the Hospital to exit at Kirchoff if an exit is approved.	Cook County has indicated their willingness to explore this request.
<u>24. Employee exit only on Kirchoff</u>	Would require a gate and card access control. Provides for limited exit onto Kirchoff Rd. Minimizes resident concerns with increased traffic on street to the north.	Cost issues. Compliance concerns. IDOT may not allow.
<u>25. Restricted time exit only on Kirchoff</u>	Could provide for limited specific time exiting onto Kirchoff Rd. Could be coordinated to avoid other peak traffic concerns. Would require gate activation to efficiently operate.	Resident concerns would increase traffic on streets. May create confusion with repeat customers not knowing whether an exit is permitted or not. Limits exiting from the Hospital. Cost issues IDOT may not allow.

PARKWAY ASH TREE(S) TREATED WITH THE VILLAGE'S PREFERRED TREATMENT (TRUNK INJECTION). THE REIMBURSEMENT FOR EACH TREE TREATED WILL BE NO MORE THAN \$50 PER TREE. ALL REQUESTS FOR REIMBURSEMENT MUST BE SUBMITTED TO THE VILLAGE NO LATER THAN OCTOBER 31, 2013.

THE MOTION CARRIED UNANIMOUSLY.

5. Request of Northwest Community Hospital to Open Exits to Kirchoff Road

Mr. Dixon will not be participating in discussion of this subject since one of his adult daughters and her family live in the vicinity of NWCH campus. Charles Perkins, the Village's Director of Planning and Community Development, is the Staff spokesperson on this issue.

Mr. Perkins said Northwest Community Hospital has submitted a formal written request to the Village seeking to reopen both the east and the west Kirchoff exits for outbound traffic. The original Hospital Master Plan was approved in 1995. In 2001, Northwest Community Hospital sought approval of a five-year Master Plan amendment. As part of the 2001 approval, the Village Board required that the access points at Kirchoff Road be restricted to inbound traffic only with the exception of emergency vehicles.

The Planning & Community Development Department and the Engineering Department do have one concern to bring to the Board's attention. The concern is over permitting the east Kirchoff Road driveway to be full access. In the vicinity of the east exit at Ridge Avenue, the internal ring road has been revised and the length of the entrance driveway between Kirchoff Road and the internal ring road is short. This design presents difficulties in exiting the campus and there is a concern that inbound traffic would not be able to gain access to the internal intersection if it were blocked for any reason and create a resulting backup onto Kirchoff Road. A limited exit of right turn only may be possible.

On March 23, 2012 the Village sent notice to those residents that were members of the Ad Hoc Committee informing them of the Hospital's request and the Committee-of-the-Whole meeting tonight.

Four options to be considered by the Village Board are:

- Option 1: Approve the Hospital's request to reopen both exits on Kirchoff Road.
- Option 2: Modify the Hospital's request and allow the reopening of the west drive and restricted exit (right turn only) at the east entrance.
- Option 3: Modify the Hospital's request and allow the reopening of the West drive, deny opening of the East drive.
- Option 4: Deny the Hospital's request.

Nicholas Peppers, attorney representing Northwest Community Hospital, gave a PowerPoint presentation. See attached presentation.

Bruce Crowther, President and CEO of Northwest Community Healthcare, talked about how this is an issue where neighborhoods disagree. He talked about how this has become a safety issue and people are pulling out of the entrance-only driveway while he is pulling in and other employees have had similar experiences. The traffic flows were designed around three roads that are intended for through traffic. The two large roads are Central and Kirchoff and Ridge is also a larger road intended to be a carrier of through traffic. When the exits were closed, the traffic was redirected through other neighborhoods. This is the reason the neighborhoods don't agree. Traffic that wants to go north, will find a way to go north. It's important to think about the flow of traffic and what streets are the best carrier of that traffic which needs to go north. He said that eleven years ago a commitment was made to close Kirchoff exits. After construction and the new building was populated, the traffic would be reevaluated. If the traffic was less than or equal to what had been estimated, the Kirchoff exit would be reopened. Mr. Crowther said he would have never consented to close off two of the four exits from a hospital of this size if there was any risk of this being permanent.

Wayne Zahorski from 908 W. Kirchoff said he lives two doors down from the west exit of the hospital. The reason the exit was closed was due to safety issues. People were exiting at rush hour while ignoring the stop sign, two or more cars at a time, and driving down the center of the road. He said there needs to be a traffic light at that exit if it reopens.

Robert Galvanoni from 719 S. Kennicott has lived in the neighborhood immediately north of the hospital since 1979. He said the current solution of preventing outbound hospital traffic from entering Kirchoff has been working. He concludes that convenience is the hospital's primary driver in the request to reopen Kirchoff Road exits.

Carl Grunschel from 809 S. Ridge Ave. said he has lived there for 30 years through most of the development of the hospital. He said the hospital has grown and traffic has increased and he was told the intention was not to impact the neighbors. Ridge is not a major artery through the Village. Ridge Avenue is a collector street for residents in the local area to get to the major arterial streets. North of the hospital, particularly on Ridge Avenue, you have three schools. His concern has always been safety and increased traffic down Ridge Avenue and this is a primary concern of residents in that area.

Panayota Kleinman from 518 S. Yale said she is a resident of Arlington Heights and physician at NWCH. People coming to the hospital are usually under a great deal of stress. Part of that anxiety is parking and getting in and out of the facility. She has had two near misses of a head on collision with patients or visitors who had entered off of Kirchoff and couldn't leave that same way and were attempting to leave going the wrong way. The safety issues within the

campus outweigh any safety issues in the neighborhoods.

Janis Ingebrigtsen from 315 S. Park in Bensenville said she is the Safety Officer for NWCH and is a 31 year employee of the hospital. Her biggest concern is the safety issue of not having the two exits opened. People are leaving using Kirchoff and are creating near misses with other cars and ambulances.

Catherine Nauheimer from 907 S. Mitchell said she lives on the southeast corner of Mitchell and Kirchoff and has lived there for eight years. She wanted to give her observation that she does not think there would be any more traffic on Kirchoff since when they exit on Central they turn onto Walnut and Mitchell to get to Kirchoff. She suggested having a traffic light or additional traffic signs to help with the traffic.

Claudia Starck from 603 W. Rockwell talked about being a resident on the corner of Rockwell and Ridge for 26 years. We have been good neighbors and she is concerned about additional traffic. Additional traffic onto Kirchoff will definitely be a detriment. She doesn't believe they are losing business because it's a little inconvenient to exit the hospital using the current exits. They go to NWCH for the care they provide and the service and good physicians they have on staff.

Sue Haracz from 606 S. Kaspar talked about being a resident who lives north of Kirchoff and she is also a hospital staff member. Traffic gets through to Kirchoff by going down Dwyer or Walnut so she feels traffic would not be increased. There is a safety issue at Central when ambulances are trying to get out along with staff and visitors since there is only one way out. Having other exits open would help with this situation. This could be addressed by putting up signage, or a traffic light, or having security that can control the Kirchoff exits. Having one way out is a safety issue.

Frank Matuszek from 602 W. Rockwell has been a resident since 1991. Before those exits were closed in 2001, it was impossible to make turns out onto Kirchoff. The traffic volume seemed high back then. When the exits were closed in 2001, there was a dramatic improvement and there were fewer cars on all the streets in the area. It was a good decision to close the exits. We want to support what is in the best interest of the neighborhood.

Kurt Anagnostopoulos from 631 S. Ridge Avenue understands that employees and patrons of the hospital are having a difficult time exiting the hospital. But, he has a safety concern about children in his neighborhood due to three schools and a park located in this area. Opening the exits would cause increased traffic in this neighborhood where hundreds of children cross the streets every day. The real issue is how much of a convenience factor is involved in opening the exits versus keeping the neighborhood safe.

Kyle Murphy from 731 S. Ridge Avenue has lived in the neighborhood for 15 years. Increasing access and exits to the hospital will make it more difficult for

the hospital to protect employees, patients, and visitors. The Kirchoff exits were closed to reduce accidents and traffic in the neighborhood. If the exits are reopened, accidents will increase. Where there are schools, children should not have to cross high volume roadways. Opening the Kirchoff exits would increase traffic volume in these neighborhoods.

Diana Neubecker from 124 S. Poteet in Inverness has an office on the northwest corner at NWCH and can see all the traffic coming in and going out. She can frequently see vehicles going out of the entrance only by Kirchoff. Her fear is a head-on collision that could occur. Even though it is allowed for emergency vehicles to leave through the entrance, it is only one lane. She supports opening the exits from a safety perspective.

Susan Stejskal from 1832 N. Wilson Place has been an Arlington Heights resident for 34 years and has worked at NWCH for over 20 years. When she exits the hospital, she takes Dwyer to Kirchoff Rd to get home. She said even though the Kirchoff exits are not open, she still goes down Ridge to get home. She doesn't feel the traffic would disrupt the neighborhood since they are already going through the neighborhoods to get to work and to go home at the end of the day.

Cathleen Freels from 1112 W. Minor Street said there is a bottleneck that is created at the hospital around 3:30pm since employees are leaving at this time and it seems illogical that she can't travel north to get home. It's so illogical to travel south when she needs to go north. She mentioned that many employees of the hospital live in Arlington Heights and are a part of the community.

Herbert Nagel from 825 S. Chestnut said he lives about six blocks from the hospital. He talked about living in a world of terrorism and that every hospital should have more than one way out. Opening up the Kirchoff exits would create a better flow and serve the hospital and community better in the long run. Ambulances need to get in and out and should be able to do so.

Scott Jamieson from 632 S. Kennicott goes to the Wellness Center almost daily and has not noticed the back-up issue. Kirchoff is already hard to get across and with increased traffic if the exits are opened, would make it worse. The topic of opening the Kirchoff exits is worthy of more discussion and needs more studying before any decisions can be made.

Betty Underwood from 898 S. Bristol Lane is a resident of Arlington Heights and is also a Volunteer for four years at the hospital. She feels the hospital is a very important business in the Village and the Village should support the hospital by making it easier for it's customers to have better access by opening the Kirchoff exits.

Neil Scheufler from 911 N. Fernandez Avenue talked about having the Kirchoff exits opened and how this would be a nice convenience for patients

leaving the hospital. He said a situation like this occurred in his neighborhood years ago concerning the expansion of Luther Village. The neighborhood had concerns about traffic and safety since they have a couple of schools in their neighborhood too. The concerns never materialized. The traffic is heavier but it has not been a safety issue. Putting a traffic light at the Kirchoff exits would help with the traffic flow and he is in favor of opening up the Kirchoff exits.

Jeff Martin from 805 S. Salem Avenue said the closures were done originally because traffic was bad on Kirchoff and Ridge. Once the exits were closed traffic concerns were alleviated. It is difficult to get out onto Kirchoff when there is traffic coming in using Kirchoff.

Janet Boyle from 1225 S. Patton said the hospital was dreamed and built by the people of Arlington Heights. The hospital is here to service everyone. The patients of the hospital should be given the same consideration as the neighbors of the hospital. 5591 of the inpatients at the hospital for fiscal year 2011 were residents of Arlington Heights. 72,253 of the outpatients who received treatment at the hospital in 2011 were residents also. 542 of the employees of the hospital are residents of Arlington Heights. The patients and employees of the hospital and the customers of the Wellness Center deserve to have the rights of every other citizen of this Village. This should include a reasonable amount of entrances and exits from the hospital.

Ken Kirk from 1504 N. Lincoln Court is a resident of Arlington Heights and has been a tenant in the Busse Center for the last seven years. He said they have received many complaints from patients about not being able to exit onto Kirchoff Road. Ken said it seems logical that if you can access the Busse Center and hospital from Kirchoff that they should also be able to exit onto Kirchoff.

Lisa McNulty from 2310 N. Huron Street has been an Arlington Heights resident for 25 years and an employee of the hospital for 18 years. She talked about people in the neighborhood being concerned about traffic on Kirchoff Road when even though the exits are not opened onto Kirchoff, they already travel on Kirchoff Road to get home. She doesn't understand the concern about extra traffic when they are already on Kirchoff. She is in support of opening the Kirchoff exits.

John Roberts from 432 S. Kennicott talked about how the many resources in Arlington Heights will cause traffic. People move to Arlington Heights for these resources, one of which is the hospital, and we should support their needs.

Laurie Minch from 1049 S. Highland has experienced the gridlock near the Wellness Center. NWCH is like a neighborhood in itself. It would be best to open these exits since having only one way out is a safety issue.

Holly Connors from 626 S. Ridge has chosen to live in Arlington Heights because of everything it has to offer. She said the problem of opening the exits

onto Kirchoff is the increased traffic. This increased traffic onto Ridge, which should not be used as a thoroughfare as opposed to a collector street to head north, will impact the residents.

Stephen Daday from 523 S. Princeton wanted to speak in favor of opening the Kirchoff exits. To close the Kirchoff exits was a temporary situation. The Village should seriously consider reopening the access points.

Noreen Unti from 1074 S. Saddle Ridge Court in Palatine said she is the EMS Coordinator at the hospital and her role is the liaison between the Fire Department and the hospital. The hospital gets between 1600-1700 ambulances a month and almost 22,000 per year. They see up to 50 ambulances per day. Arlington Heights Fire Department is one of their busiest providers. Ambulances are trying to get in and out and are sometimes stuck in gridlock. She would like to see the exits opened up to allow them to have an easier way to exit.

Trustee Hayes asked if the Village Board were to open the Kirchoff exits, was it the Staff's recommendation that the east exit on Kirchoff be a right turn in and a right only exit.

Mr. Perkins said that was correct and that would require reconfiguration to preclude northbound or westbound movements out of the intersection.

Trustee Hayes asked if a pork chop would have to be installed so you would have to go in those directions.

Mr. Perkins replied that there would be two options. Installing the pork chop would be one option and the other option would be a significant redesign on the hospital property to reconfigure that driveway so you could get safe exiting movements. In its current configuration, Staff cannot support that. The two options would be:

1. To reconfigure the internal driveway so you have a longer throat; if this can be done.
2. To redesign the exit with a pork chop to restrict right turn eastbound movements and to make sure you can't go north or west.

Trustee Hayes asked who would shoulder the cost for these improvements.

Mr. Perkins responded that it would be the hospital's cost since it would be on the driveway of their facility, and would be subject to permitting with IDOT.

Mayor Mulder asked if IDOT has been involved with any of these discussions up to this point.

Mr. Ponsot responded that we have received comments back from Cook County and IDOT is aware of the situation and how the driveways currently function.

IDOT has the report and we are expecting comments back from them. Currently, we only have the county's input.

Trustee Glasgow said we want to work out an agreement where both parties benefit. There could be the possibility of hiring traffic control people on Central during peak hours. The shift changes at the hospital coincide with the schools getting out at the end of the day, and the safety of the children and the neighborhood have to be taken into consideration. Trustee Glasgow asked Mr. Perkins if a pork chop was put in at the eastern entrance, what would stop traffic from being pushed onto Walnut, Mitchell, and the other side streets in that area.

Mr. Perkins said you would not be able to stop traffic from going down Walnut, Mitchell, and the other side streets in that area. Whenever you create a restriction on a driveway, it pushes traffic to other streets. They find a way that they want to go. Some of that has been already happening exiting on Central, but most of the traffic is hopefully staying to the arterial streets. If you restricted the Ridge entrance, anyone who wanted to go north, they would immediately take a left turn on one of the next few streets.

Trustee Glasgow said that the Kirchoff exits have been closed for over a decade and he has not seen or heard a reason to open the exits other than for convenience.

Mr. Peppers said traffic going north is currently on the side streets filtering north. The people traveling on Ridge right now, going north or south, are going to be traveling whether or not you open the Kirchoff exits. They are making their way up to Ridge. The Ridge issue has some merit that needs to be looked into about how to handle whether or not it's a pork chop or a right only exit. We have a provision in our ordinance that in the event lights are warranted for these locations, we are responsible to put those in. If there are accidents, maybe it would be a good idea to put lights in at those locations. We have agreed to do that, and we need those exits opened to figure that out. We can look into traffic safety officers at peak hours. We study peak hours and peak impact. We need the opportunity to open up these exits to be able to look at these options.

Trustee Glasgow responded that he wants to help out the hospital and wants to explore all avenues prior to making a commitment.

Mr. Peppers replied that we are not going to make everyone happy and we would like the same treatment as everyone else as how we operate our facility.

Mayor Mulder asked about the shift change being the same time that the schools are getting out. She asked if this is part of the conflict.

Mr. Peppers said their shift changes are at 2:45 to 3:45 and this would be their peak hour. The shift changes that are now occurring are all funneled south to Central and spend an extra ten minutes, and to those who want to go north to go

though the triangle, are going to where the schools are getting out. Our shift change peak is about the same time the schools are getting out.

Trustee Breyer talked about the Ad Hoc meeting and how there was no selected solution because this problem is so intransigent. He talked about a number of similar sized hospitals, Central Dupage, Alexian Brothers, Hinsdale, Evanston, St. Francis in Evanston, West Suburban all of which join residential neighborhoods. He asked how many different streets those hospitals exit upon where they have adjoining neighborhoods and how are they protected?

Mr. Perkins said they researched this question this afternoon and took a look using Google maps. As best as they could from the aerial views, Staff estimated how many exits they have. This is not 100 percent accurate without visiting those sites. Mr. Perkins said they range from two to up to 13 at Lutheran General.

Trustee Breyer said that the only one that has two is Resurrection in Chicago. Comparing all the others, they have a minimum of four and most have five.

Trustee Breyer said that clearly NWCH is deficient. Trustee Breyer asked if putting a traffic light at the west exit and fix it so traffic has to go west on Kirchoff and do something similar at the east exit so they can't go into the neighborhoods and force them to go down to Wilke. He asked if something like this would work.

Mr. Ponsot said operationally you are giving them a little less decision making.

Mr. Pagones said if you restrict people coming out of the campus turning right, and restrict them from turning left into the neighborhood, that would apply to anyone driving down Kirchoff and anyone who would want to get into that neighborhood.

Mr. Ponsot replied that prior to the driveways being modified, there was a warrant analysis done for the Ridge and Kirchoff intersection. At that time, by the number of accidents that were occurring, a traffic signal was warranted at that intersection. The concern is the geometry now present, on the internal ring road. If you had a green light there, you would not be able to service the south leg coming to that intersection through the T-intersection on the ring road. Unless the hospital did a major revision on their ring road, we don't see how a traffic signal could work at that intersection.

Trustee Breyer asked if the decision to close the Kirchoff exits was temporary.

Mr. Perkins responded that looking at the ordinance, there are some provisions that talk about doing additional studies, and if the Board determines they should be permanent, then certain permanent improvements should be made by the hospital. Initially the decision was for this to be temporary and it would continue to be studied. At the point the Board made the decision the restrictions should be permanent, there would be permanent improvements made to the driveways.

Right now, the driveways have not been changed. The hospital did not go to IDOT to seek modification of those driveways. The driveway was left in its current configuration. Reading the ordinance, it was temporary, but it did not preclude making it permanent in the future and there is an outline for additional studies.

Trustee Breyer asked what the inpatient census was in 2001 versus 2012.

Mr. Crowther said originally we were about 28,000 and we are about 10% down currently.

Trustee Breyer asked how Ridge is designated in the master plan.

Mr. Ponsot responded it is designated as an arterial collector local.

Trustee Farwell said that he remembers 11 years ago the word temporary was not the word used at the Board level; it was this is what had to be done. Studies were going to be taken into account, and based on those studies, if the hospital felt the need to come back, they would.

TRUSTEE FARWELL MADE A MOTION SECONDED BY TRUSTEE BREYER TO EXTEND THE MEETING BEYOND 11:00PM TO 11:30PM.

THE MOTION CARRIED UNANIMOUSLY.

Trustee Farwell asked about the traffic load on Kirchoff in comparison with the traffic load on Central. He said he thought it increased from 2001 to 2006 to the point where Kirchoff was approaching its load and Central had not approached its load.

Mr. Ponsot had data for the year 2001 prior to the driveway modification, 2003 and 2009 which are three counts the Village conducted. For Kirchoff Road west of Dwyer Avenue, in 2001 it was 11,300, in 2003 it jumped to 13,900, and in 2009 dropped back down to 11,850. For Kirchoff Road between Ridge and Walnut, in 2001 it was 13,700, in 2003 it was 13,300, and in 2009 it dropped to 10,950. For Central between the two signalized driveways, in 2001 it was 16,860, in 2003 it was 18,440, and in 2009 it dropped to 13,300.

Trustee Farwell asked about in 2006, 45% of the hospital traffic is coming from Kirchoff Road inbound. We are not only talking about employee traffic but we are also talking about 45% of traffic coming into the hospital and they would most likely go out the same way they came in. 45% of hospital traffic on a two lane road makes no sense.

Trustee Sidor said the traffic is currently going north and he sees it going past his house. His issue is not the number of cars going up Mitchell Avenue, its how they go up Mitchell Avenue. The safety issue in the neighborhoods is a great concern of his.

Trustee Blackwood said the real issue is that Central is an arterial street and Kirchoff is a secondary arterial. Ridge is a collector street and the rest of the residential streets are neighborhood streets. The neighborhood streets are taking the brunt of the traffic. It was very clear at the Plan Commission level, that blocking off the Kirchoff exits was temporary. The hospital agreed to this because they needed to proceed with the construction and they did not want to have any adverse impact on Kirchoff. It was her understanding that the hospital would come back to the Village Board and ask for the exits to be reopened. Trustee Blackwood asked staff if they had to make a recommendation tonight, what would that be as a recommendation coming from a Planning Department standpoint.

Mr. Perkins responded that would be to take a look at opening the west exit onto Kirchoff for maybe a six or nine month time period to do some studies of what the traffic impacts are with all the new additions. All we have are estimates and no real data. This would be one option to be considered. There are difficulties on the east entrance because if you do restrict it to a right turn you are pushing traffic onto those streets to the east which are not designed to carry that traffic.

Mayor Mulder said to make a good decision that's more than just for tonight or for another year, is to compile all the potential ideas and try to find something that is tolerable by both interests expressed tonight. Instead of just moving the problem to another place. We have a major employer here in the Village offering high quality medical care and we need to resolve this issue. We need to look at the pros and cons of all these concepts.

Trustee Hayes said he liked Mr. Perkins suggestion of exploring the potential of opening just the western approach on Kirchoff Road. He feels the hospital needs another access point yet we need to try and minimize the cut-through traffic to the neighborhood to the north.

Trustee Scaletta said he can't imagine the hospital would spend this kind of money to open the exits over convenience. This does have something to say about this being in the best interest of the hospital and the residents of Arlington Heights. We are fortunate that NWCH has the vision to develop into a campus that we are proud to have. He has no interest in opening the exit on the east side because he doesn't know how it could be refigured. He would be open to looking into how something could be done on the west side.

Mayor Mulder said we do not have a motion at this time.

Mr. Perkins said that if the Board wants to continue to discuss this item, another Committee-of-the Whole meeting could be scheduled to discuss this further.

Mayor Mulder said she would like to see all the alternatives on one sheet of paper and we would need to contact IDOT and ask what they would permit and their

thoughts on this road by getting some kind of evaluation.

**TRUSTEE GLASGOW MOVED, SECONDED BY TRUSTEE SCALETTA TO
ADJOURN THE MEETING 11:30 P.M.**

THE MOTION CARRIED UNANIMOUSLY.

COMMITTEE-OF-THE-WHOLE
MINUTES OF THE MEETING OF THE MAYOR AND THE BOARD OF TRUSTEES OF
THE VILLAGE OF ARLINGTON HEIGHTS BOARD ROOM MONDAY, APRIL 30, 2012
8:00 P.M.

President Mulder called the meeting to order at 8:00 p.m.

BOARD MEMBERS PRESENT: Trustees Blackwood, Breyer, Farwell, Rosenberg, Glasgow, Hayes, Scaletta, Sidor, and President Mulder

STAFF MEMBERS PRESENT: Charles Witherington-Perkins, Director of Planning & Community Development; Diana Mikula, Assistant to the Village Manager, Police Commander Andrew Whowell, Traffic Engineer Tom Ponsot, Director of Engineering Jim Massarelli, Deputy Director of Engineering Mike Pagones, Robin Ward, Asst. Village Attorney; Eileen Hellstrom; Recording Secretary

SUBJECT: Request of Northwest Community Hospital to Open Exits to Kirchoff Road –
Continued from April 9, 2012

Mr. Perkins said on April 9, 2012 the Village Board held a Committee of the Whole meeting to discuss Northwest Community Hospital's formal written request to the Village of Arlington Heights to fully reopen both of the east and west Kirchoff Road exits for outbound traffic. After extensive public input at that meeting, this matter was continued for further discussion by the Board. Staff was requested to provide the following information:

1. Develop more detailed options for exiting onto Kirchoff Road and any possible implications associated with each of them.
2. Obtain additional information from NCH.
3. Obtain input from the Illinois Department of Transportation (IDOT).

A staff team consisting of Ms. Mikula, Mr. Perkins, Mr. Massarelli, Mr. Pagones, Mr. Ponsot and Matt Dabrowski, Development Planner was assembled. Analysis of the Hospital's request has taken into account the following:

- Evaluation of prior reports and studies, recent data, input from neighbors and Hospital, as well as meeting with IDOT and communication with Cook County Department of Highways.
- Currently, there is no actual data for traffic exiting onto Kirchoff with the improvements that have been made to the Hospital since 2001. All information recently discussed is based on assumptions or projections.
- Several of the alternatives entail potentially costly improvements which should only be considered after actual traffic data (as opposed to projected) is known.
- If a decision is made to open one or both exits onto Kirchoff, baseline data should be collected on roadways around the Hospital with and without schools in session prior to any opening occurring.

- Staff analysis and evaluation was broken down into three categories.
 - i. Northwest Community Hospital entrance/exit options
 - ii. Internal Hospital access/traffic considerations
 - iii. Other external long term options.
- Staff continues to have concern allowing exiting at the Ridge Ave. exit without additional modifications or improvements to the internal ring road on the Hospital's property. IDOT also echoed this concern.
- IDOT representatives indicated that "left out" only intersections are not typical and are not recommended for safety reasons. They are difficult to enforce.
- A total of 25 options have been developed and are summarized in Attachment A.

Mr. Perkins said on Wednesday, April 25, the Village team met with representatives from IDOT. Discussions focused on speed control, access to the Hospital, potential traffic signals at Hospital exits, potential traffic signal at Dwyer, pedestrian and bike crossings, traffic calming/complete street modifications such as landscape medians, IDOT permit requirements, approval and review processes and other considerations.

- **Speed Control:** In 2002, the Village requested to reduce the speed limit from 35 to 30 mph. This request was denied by IDOT. Since then, other improvements have occurred along the corridor including Sunset Meadows recreational improvements. IDOT representatives were non committal but did not rule out the potential for the Village to submit a new request on this topic.
- **Traffic Signals:** In 2000, the Village submitted a Warrant Analysis to IDOT for a potential signal at Dwyer. At that time, the warrants were almost met to justify a signal; however, this request was rejected by IDOT. IDOT's minimum spacing standards between traffic signals is a minimum of 1,000 feet of spacing, although $\frac{1}{4}$ of a mile is preferable. Based on preliminary estimates, the distance between Dwyer and the west Hospital entrance is slightly less than 1,300 feet. The distance between the two existing Hospital entrances is approximately 1,100 feet.
- **Pavement Modifications:** Staff has been evaluating the possibility of providing a right-turn lane for northbound Dwyer at Kirchoff to improve safety and access capacity at the intersection. The width of Dwyer is wide enough to permit a three lane cross section. However, the reconfiguration would need to align with Dwyer to the North. Careful evaluation of this option needs to take place in consultation with IDOT to ensure that safe traffic movements are maintained. IDOT indicated their willingness to review this matter in more detail with the Village.
- **Pedestrian/Bike Crossing at Dwyer:** IDOT representatives indicated that a pedestrian activated flashing beacon may be permitted at this location subject to it being a minimum of 600 feet away from the nearest traffic signal. The Village would need to pay for and maintain such a pedestrian activated signal. IDOT representatives indicated it may be better to conduct an additional warrant analysis to determine whether traffic signal needs would be met at this location which could also provide for pedestrian access.
- **Traffic Calming/Complete Streets – Landscape Median:** Longer term options

such as providing landscape medians to calm traffic along Kirchoff Road were discussed. IDOT indicated they generally like access management improvements such as this and would require resident notification as it would restrict access to certain resident's homes. This is a longer term option that would need to be evaluated and a plan developed that would meet IDOT's requirements. The cost would be born by the Village.

Staff communicated with Cook County regarding:

- **Additional green time allocated at the Central Road exits.** The County indicated a willingness to evaluate whether additional green time can be provided to facilitate more efficient exiting from the Hospital campus onto Central Road.
- **Synchronize signals on Central Road from Arlington Heights Road to Wilke Road and evaluate capacity improvements at Central Road and Wilke Road.** Cook County indicated a willingness to evaluate and work with the Village and IDOT regarding synchronization of the traffic signals along the Central Road corridor. Also, they indicated a willingness to evaluate improving intersection capacity at Central and Wilke Roads, where the westbound left turn storage lane could potentially be modified to better accommodate the long left turn traffic lane queues that occur during peak traffic hours.

Mr. Perkins discussed the seven options and their implication as set forth in the attachment.

He said the hospital has provided two concepts to try and improve the east leg of the internal roadway. A new right turn lane would be built for improved exiting at the Ridge exit. This option eliminates the left turn movement. Both Staff and IDOT have concerns about this intersection. Any configuration would require more detailed studies and would require more input from IDOT.

Staff did ask the hospital to evaluate some internal improvements to their site. We asked them to look specifically whether the southwest intersection with Central Road, if the right turn lane could be extended to provide more stacking. This concept from their consultant shows an additional 100 feet that could potentially be accomplished. It would entail reworking of the curb and utility relocations. This would provide an additional five vehicles to stack.

Whichever option is considered by the Board will require monitoring and enforcement by the Police Department to ensure compliance and safety, in addition to the necessary traffic data collection and evaluation and analysis.

Staff was asked to make a recommendation by some Trustees and as a result the following is a menu of potential recommendations for the Board to consider.

Hospital Exit Options

1. Option 3-Allow full access at the west Kirchoff drive only. Subject to the following:

- a. Nine-month evaluation period
- b. No exits on the east Kirchoff driveway
- c. Hospital would be required to provide baseline peak hour average day traffic counts for specific streets north of Kirchoff as determined by the Village before any opening
- d. Hospital would have their consultant provide additional traffic counts during the nine month trial time period
- e. The Village Board would re-evaluate after the nine month trial period to either keep open the exit, close the exit for outbound traffic, or move forward with any other potential permanent options

The second set of recommendations deal with making some improvements to the internal hospital access circulation.

- 1. Within 90 days, the hospital shall increase the internal stacking lane of the southwest bound turn lane of the west entrance to Central Road.
- 2. Within the nine month evaluation period the hospital would develop a detailed plan to reconfigure the southeast ring road onto Central Road to improve exiting from the campus. Currently it has very short stacking at that east exit; if you have 3 vehicles waiting to turn left and go eastbound, it backs up the intersection.
- 3. The hospital work with the Village and Cook County in an effort to obtain additional green time for traffic exiting from the hospital onto Central Rd.
- 4. The hospital to develop and implement an internal signage package directing traffic as much as possible to continue to exit onto Central Rd.
- 5. The hospital utilize security traffic control personnel or hire off-duty Police Officers to help direct traffic at peak times.

The last three recommendations deal with some of the long term corridor considerations.

- 1. The Village shall submit another request to IDOT to reduce the speed limit on Kirchoff from 35 to 30 mph.
- 2. The Village shall evaluate with IDOT the feasibility of pavement striping modifications at Dwyer and Kirchoff within the existing pavement.
- 3. The Village and the Hospital consultant will continue to evaluate other options along the corridor such as a potential traffic signal or pedestrian flashing beacon at Dwyer and Kirchoff as well as further evaluating traffic calming measures such as landscape medians.

Trustee Hayes asked to what extent can we direct the Hospital to comply with these suggested options within the Staff's current recommendation.

Mr. Perkins said the current ordinances do have provisions for evaluation of the exiting onto Kirchoff. It does have language that deals with the ability for the Board to make additional changes.

Trustee Hayes asked if one or more exits were opened, can we direct the Hospital to comply with all five of the suggested conditions.

Ms. Ward responded that was correct.

Trustee Farwell asked if we chose not to go with the recommendation and maintain things as they are, what right do we have to require the Hospital to take on the internal considerations.

Ms. Ward said the recommended actions on behalf of the Hospital are intended as part of the whole Staff recommendation. If you are not going to change anything, there would not be a mechanism to force the Hospital to change something internally since nothing was changed externally. What is before the Board is exiting onto Kirchoff. If the Board were to decide to do that, it may have an impact on how the Hospital's traffic flow is internally. For the outside to work better, the inside needs to be adjusted. The reason for those internal recommendations is to make better traffic flow outside if traffic is to exit onto Kirchoff.

Trustee Farwell said it is an inside traffic flow problem that seems to be the main push of the Hospital's presentation and subsequent letters from their employees. We are reviewing the Hospital's petition to change things externally to help improve traffic internally. Of the 25 recommendations, many of them were internal recommendations.

Trustee Scaletta said that the Hospital seems to have an internal traffic problem that can't exit out of the Hospital. He would like to find a way to have an egress off the Hospital property onto Kirchoff. The hospital has been here for over 50 years and they have expanded. To say that no traffic can exit onto Kirchoff is very one-sided. The larger issue is that we have restricted egress off of their property. Two exits do not seem to be enough and this should be evaluated.

Trustee Breyer asked about similar sized hospitals and the number of exits they have from their property at the last Committee-of-the Whole meeting on 4-9-12. He wanted to know if the number of exits given at that meeting were correct.

Mr. Perkins said they took another look at the data with input provided from residents, and some information was modified. See Attachment B.

Trustee Breyer said all the hospitals that are considered the same in size have more than two exits. Most of them have more than four exits. One aspect to be concerned with is if the exit was opened on the west end, how would we keep traffic from funneling into the neighborhood as opposed to sending it west to Wilke.

Mr. Perkins said this is the challenge and hopefully if things are efficient and running smoothly, they will stay on the main streets. This is why we want to monitor this and get baseline data. We will be able to see if there is a significant increase.

Trustee Breyer asked about the old hotel property which is somewhat similar in size to the Hospital, and how many driveways they have in and out of the property.

Mr. Perkins responded they have at least six driveways onto either Salt Creek Lane, Rohlwing Road, or Euclid Road.

Trustee Breyer asked if it was the hotel's planning or did the Village request the driveways.

Mr. Perkins said it was a combination of both, between parking demands and traffic impact. We did require that they provide the main driveway through from Euclid to Rohlwing.

Trustee Glasgow said his primary concern opening up the exits are for safety reasons. He feels his primary duty is public safety. He drove through the NWCH campus several times and the only time he saw any issues were during the shift change. During any other time, traffic was not an issue. Having a Police Officer on Central directing traffic as discussed during heavy traffic times would be a way to handle the peak traffic. To open the west exit would be a great benefit for the Hospital, but this could be used as a cut-through which would become a safety issue.

Trustee Rosenberg asked about the Central Road traffic signal and if it was traffic based.

Mr. Perkins said it is a timed signal and Staff had asked Cook County if there was a potential to add more green time for exiting out of the Hospital. Typically Cook County and the State like to have as much green time on their roads as possible.

Mr. Ponsot talked with the engineer for Cook County and he was amenable to providing additional green time. They are traffic actuated which means there are loops in the pavement that detect vehicles going over it. Depending on the demand, the time can be extended as long as the stream of traffic is continuous, and they can extend it up to the maximum assured green time allowed. They were receptive to look at the information and will see if green time can be extended.

Trustee Rosenberg asked if Cook County would allow the light to be controlled manually during peak times.

Mr. Ponsot said the Police Department has that authority on emergency basis, but he does not know about allowing permission on release times at the Hospital.

Trustee Rosenberg responded that during peak times it might be helpful to have control over the traffic light on Central. He saw statistics provided by the Hospital that showed an increase from 2001 to 2011 of 484 employees, as well as an increase with the Wellness Center use and occupancy.

Trustee Rosenberg also asked how many stop signs are on Ridge.

Mr. Ponsot replied that there are approximately five stop signs going north.

Trustee Rosenberg asked if we opened the west exit, would we also seek the County's

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approval to change the light on Central for more green time for exiting.

Mr. Perkins responded yes that was correct.

Trustee Rosenberg asked if this would negate the statistics by doing that at the same time. You would not get a true measurement since it was combined with more green time at the light on Central.

Mr. Perkins said ideally we hope to get an answer from the County soon, and that adjustment could be done quickly. For the other changes we need to submit to IDOT which will take longer. The ideal situation would be to get more green time onto Central if the County allowed. This would happen before the baseline data.

Trustee Rosenberg asked if we could see the result of more green time at Central Road, for a certain period of time, before opening the west exit.

Mr. Perkins said the improvements to the Central signal and some internal improvements, if the Hospital choose to move forward on them, especially adding the 100 feet of stacking by the southwest leg, would have the potential to improve exiting at Central.

Trustee Rosenberg asked from a traffic standpoint, should they be done separately or should both be done simultaneously.

Mr. Massarelli replied that if we are trying to see an impact of each recommendation, you would have to do them individually to see the improvements for each specific recommendation.

Trustee Sidor said the campus traffic flow is convoluted due to the exits being closed. He also is concerned about the safety if the exit is opened. We won't know the impact of traffic from opening the exit unless we do traffic counts and see if it impacts the neighborhoods.

Trustee Sidor asked how many stop signs there are between the west-end drive that goes past the Wellness Center.

Mayor Mulder replied that there are three stop signs plus the traffic light.

Trustee Sidor said with the amount of stop signs it would not be much of a cut-through. If the west-end was opened and monitored this would help with the hospital's interior traffic flow.

Trustee Blackwood said she agrees that the Hospital has been a great partner. Residents who are averse to opening up the Kirchoff exits feel that the internal circulation of the campus traffic is the Hospital's fault. She feels the Hospital worked as a partner with the Village laying out a plan in which improvements can be made. Trustee Blackwood said that if traffic exited onto Central, and they needed to go north, they were already going through the neighborhoods. Based on the review of the last traffic study provided by the Hospital, upon the completion of the Hospital campus, only 10% of traffic in that area was

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from the Hospital and 90% was from the neighbors in the neighborhood.

Mr. Ponsot replied those were the findings from the HLR Report. They did observational studies of the vehicles that were emanating from the south and tracking them through to the north. These were actual traffic counts and not projections.

Trustee Blackwood said she thinks it's a regional traffic issue more than a Hospital traffic issue.

Trustee Farwell said that is why we closed the exits for fear of additional traffic. The real problems are the traffic jams they get during their shift changes. Maybe these issues can be fixed without opening the exit onto Kirchoff. Trustee Farwell asked how the Hospital redirected the traffic on the west side after 2001 and into 2006.

Mr. Perkins replied that on the west side they put up concrete planters which allowed inbound traffic only and blocked off the exit. If you went on the western leg going northbound you see signs that say "No Exit, Do Not Enter." On east side, they stripped both lanes as inbound lanes with signage that says "Do Not Enter."

Trustee Farwell said the way traffic was handled on the west border is the problem. There could be other ways to make traffic flow better. If the east, west, and south portions of the inner ring road were to be made two-way, would this alleviate some of the issues.

Mr. Ponsot didn't think the proximity to the traffic signal would be endorsed by the County in terms of trying to reintroduce full traffic operation into this configuration.

Trustee Farwell asked if it was part of our discussion with the County that we would restrict exiting on the east Fernandez exit.

Mr. Ponsot said the last 2006 PUD had an actual reconfiguration of that intersection and the petitioner put in a preliminary plan to the County for review to revise that intersection. It is on hold to decide what they are going to do with the entire driveway access.

Trustee Farwell said the question of how many entrances and exits there are for each hospital should be two-fold and not just how many there are, but also what is around the hospital. The immediate surroundings can be somewhat different. One example is Loyola which has 535 beds, 2200 medical staff, 23,567 admissions and over a million outpatient procedures last year, and they have one entrance and one exit. You have to look at the whole picture to determine how it affects the environment. If we decide to open up the west exit, 45% of the traffic enters the hospital from this entrance, and 45% of the traffic leaving the hospital will exit from the same location if this is allowed to occur. All the streets in that area, Salem, Fernandez, and Dwyer are not collector streets and they will get the traffic. Whereas, Central is designed to handle this amount of traffic. Trustee Farwell said he would like to look into traffic control at peak times, restriping to stack five more cars, work with Cook County to help signalize Central Road, before we open up the exit and put 45% of traffic that visits NWCH onto Kirchoff.

Trustee Hayes said the goal is to find a solution to allow more access to the Hospital campus while limiting the cut-through traffic. He asked the Hospital their reaction of going with the Staff's recommendation to open the west exit onto Kirchoff and also the recommendations regarding the internal Hospital traffic circulation suggestions made by Staff.

Nicholas Peppers, attorney for the Hospital, said with regards to the internal Hospital access traffic circulation:

Item #1. Within 90 days the Hospital shall increase the internal stacking lane of the southwest bound turn lane at the west entrance on Central Road.

Mr. Peppers said to add 100 feet is a rather expensive proposition, possibly \$100,000 to \$150,000 item to allow five more cars to stack. We can't do this in 90 days, and would need more time.

Item #2. Within the nine-month evaluation period the Hospital shall develop a detailed geometric plan to reconfigure the southeast ring road onto Central Road to improve exiting from the campus.

Mr. Peppers said this is fine and the Hospital will continue to work on developing a plan.

Item #3. The Hospital will work with the Village and Cook County Department of Highways in effort to obtain additional green time for exiting traffic onto Central Road.

Mr. Peppers said this is not a problem and they would be glad to do that.

Item #4. The Hospital shall develop and implement an internal signage package directing traffic as much as possible to continue to exit Central Road.

Mr. Peppers said this is difficult for the Hospital to comprehend. They feel this is confusing. The Hospital would prefer not to do Item #4.

Item #5. The Hospital shall utilize security traffic control personnel or hire off-duty police officers to direct traffic at peak times as deemed necessary.

Mr. Peppers said once the exit is opened and the Hospital sees the need for this personnel they will commit to an off-duty police officer during peak times.

Mr. Peppers said in regards to **Option 3** – Allow full access at the west Kirchoff drive only. Subject to the following:

a. Nine-month evaluation period

Mr. Peppers said if that's what we need to do that is fine with the Hospital.

b. No exit at the east Kirchoff driveway

Mr. Peppers replied that the Hospital is ok with this exit not being opened.

c. Hospital to provide baseline peak hour and average daily traffic (ADT) counts

prior to opening the exit from the streets north of Kirchoff as determined by the Village.

d. Hospital to provide traffic counts prior to the end of the nine-month period with and without area schools being in session.

Mr. Peppers responded that they will work with Staff to develop more counts.

Mr. Peppers said the Hospital does want to be a good partner. They understand the concerns. They feel they can do things on campus and by opening up the west exit this will show us the impact. He does not think cut-through traffic is an issue on the west drive. We can look at a traffic signal if this is what is needed. But until the exit is opened, we can't have the dialog. We are prepared to do #1 through #5, not counting #4. And option #3 to the extent that we do the traffic counts.

Trustee Hayes asked if the language was softened for #4 to say, "If the Hospital would review its existing signage package rather than direct you to implement a new sign package."

Mr. Peppers said yes, once we opened the west exit, we will review this.

Trustee Blackwood asked about decentralized patient care distribution and if that has alleviated some of the traffic since a number of people that were in one area have now moved out to satellite facilities.

Bruce Crowther, President and CEO of NWCH, replied that this is indicative as to where health care is going. There is a general trend to have more health care delivered in a diffused fashion convenient to where people live. Over time, we will see less traffic and fewer patients at the Hospital.

Trustee Scaletta asked about #5. He wanted to know who would be the one to deem the police officer as necessary.

Mr. Perkins replied that it would be between the Village and the Hospital. This would occur at peak times and shift changes and we did not want to specify whether it was just Kirchoff since it could be Central as well.

Trustee Scaletta would like to remove the following from #5, utilize security traffic control personnel, and it would be replaced with, they would have to hire off-duty police officers since this would be part of the evaluation period.

Mr. Perkins asked Trustee Scaletta if he wanted to delete the reference to "traffic control personnel" and add the words, "at peak shift change," and to delete "as deemed necessary."

Trustee Scaletta replied that he would like those changes to #5.

President Mulder commented that the changes would show when the motion is returned to the Board.

Ms. Ward said it would depend on what the motion stated as to whether or not it would come back to the Board at any time in the future. Initially, this is anticipated to be a motion to direct staff to have these things implemented. It would not come back to the Village Board, it's not final action, and it's still just action directing Staff for further review down the road.

Trustee Scaletta asked if we are directing Staff at a COW meeting but we still don't take formal action?

Ms. Ward replied that was correct because this isn't formal action. You need to take formal action when you are taking final action. This is an interim step. For now, assuming there is a motion that opens up the west exit for a nine month trial period, as recommended by Staff, if this is the motion, essentially it is directing Staff to implement these provisions and in nine months, Staff will report back. There is no final decision made as to whether the exit is going to open or stay closed, it is essentially a study period. At the end of nine months it would come back to the Board for review and at that point there would be a final determination as to whether the exit remains open or gets closed.

Trustee Scaletta asked about the Hospital's response regarding #1. Can the Hospital give a time frame for this to be completed?

Mr. Peppers replied that it might take 180 days to complete this. We would like to pursue this while the exit is open. We don't think adding five cars will do that much and this is an expensive proposition to add five cars.

Mayor Mulder said the most important thing for opening the Kirchoff exits is safety. There will be confusion since it's been ten years since they were opened. Signage would help with educating people that this change will be coming and would help with the transition. Mayor Mulder would like to try opening the west Kirchoff exit and make a decision on real data, instead of perceived data.

Trustee Sidor asked if opening the west exit would relieve part of the current stacking problem at the southbound exit.

Mr. Perkins said it was looked at as a way to increase efficiency of vehicles exiting onto Central and they would have less inclination to go to the Kirchoff exit. Stacking would be more than five vehicles because you have stacking in the left turn lane to go east on Central and five more to go right on red to Central. This would help increase efficiency of exiting out of the hospital and add less traffic to Kirchoff.

Trustee Sidor replied that we don't know if this would help unless it is tested first. He would like to see what happens first, if the west exit is opened onto Kirchoff, before the Hospital would have this expense of increasing the southwest bound stacking lane.

Trustee Rosenberg said if we do get the County to approve more green time onto Central, we could defer the Hospital increasing the stacking lane. We could wait on this until data is in before this is required.

Trustee Rosenberg asked about clarification for Item #5. The Hospital shall utilize security traffic control personnel or hire off-duty police officers to direct traffic at peak times as deemed necessary.

Ms. Ward said the way it has been proposed to read now is:

#5. The Hospital shall hire off-duty police officers to direct traffic at peak times.

Trustee Farwell said when you do more than one improvement it's hard to see the individual improvement result. We are putting out about 12 improvements at once. A gradual approach would be the most logical approach. We are putting 45% of incoming traffic as exiting onto Kirchoff. We don't know the success rate of Kirchoff being able to handle all this traffic. We don't have real statistics we can bank on. Trustee Farwell asked Mr. Perkins if his staff was confident and prepared to endorse this action of opening up the west exit for evaluation assuring us that opening up the west exit, that Kirchoff will be able to handle that capacity of traffic in a safe manner for the community.

Mr. Perkins asked Mr. Ponsot to talk about the capacity potential on Kirchoff.

Mr. Ponsot said it is his firm belief that Kirchoff has the ability to manage the traffic.

Trustee Farwell said that we are not assuring the community that opening up the west exit is going to be safe for the community. With respect to the internal hospital access traffic circulation, he does not know why we are asking the Hospital to spend \$120,000 with something the Hospital believes won't help the situation much. We should ask the Hospital to immediately put traffic control personnel to direct traffic at peak times. We could see what this one action will do to help alleviate their internal problem. This should be put forward immediately along with obtaining additional green time.

Trustee Rosenberg said to start with Central Road and see the impact first and delay opening the Kirchoff exit until you see the results.

Trustee Breyer asked the Hospital how they felt about the expense of using off-duty police to direct traffic at peak times.

Mr. Crowther replied that we are not looking to make an investment without an opening of the west exit onto Kirchoff. The idea of making the expenditure followed by a wait and see to open the exit would make no sense.

Trustee Breyer asked Mr. Ponsot if the west driveway were to open, and the state did not want a traffic light in operation all the time, what are the chances of a traffic light in operation during peak times.

Mr. Ponsot said the state does not endorse a signal being black part of the day.

TRUSTEE HAYES MOVED, SECONDED BY TRUSTEE SIDOR, THAT THE COMMITTEE-OF-THE-WHOLE DIRECT STAFF TO IMPLEMENT OPTION 3, AS SET FORTH IN THE

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STAFF RECOMMENDATIONS, INCLUDING THE HOSPITAL'S OBLIGATIONS AND THE LONG-TERM ACTIONS.

Hospital Exit Options

1. **Option 3 – Allow full access at the west Kirchoff drive only. Subject to the following:**
 - a. **Nine-month evaluation period**
 - b. **No exit at the east Kirchoff driveway**
 - c. **Hospital to provide baseline peak hour and average daily traffic (ADT) traffic counts prior to opening the exit from the streets north of Kirchoff as determined by the Village.**
 - d. **Hospital to provide traffic counts prior to the end of the nine-month period with and without area schools being in session.**
 - e. **The Village Board to re-evaluate at the conclusion of the nine-month evaluation period whether to keep open the exit, close to outbound traffic or move forward with other more permanent options.**

Internal Hospital Access/Traffic Circulation

1. **Within the nine-month evaluation period the Hospital shall develop a detailed geometric plan to reconfigure the southeast ring road onto Central Road to improve exiting from the campus.**
2. **The Hospital will work with the Village and Cook County Department of Highways in efforts to obtain additional green time for exiting traffic onto Central Road.**
3. **The Hospital shall review its internal signage package in an effort to continue to direct traffic as much as possible to exit Central Road.**
4. **The Hospital shall hire off-duty police officers to direct traffic at peak times**

Long-Term Corridor Considerations

1. **The Village shall submit another request to IDOT to reduce the speed limit on Kirchoff from 35 to 30 mph.**
2. **The Village shall evaluate with IDOT the feasibility of pavement striping modifications at Dwyer and Kirchoff within the existing pavement.**
3. **The Village and the Hospital consultant will continue to evaluate other options along the corridor such as a potential traffic signal or pedestrian flashing beacon at Dwyer and Kirchoff as well as further evaluating traffic calming measures such as center landscape medians.**

IDOT Review and Approval

Any recommendations for modification along Kirchoff Road are subject to submittal and review or approval from IDOT.

Ayes: (6) Hayes, Sidor, Blackwood, Breyer, Scaletta, President Mulder

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Nayes: (3) Farwell, Glasgow, and Rosenberg

THE MOTION CARRIED.

TRUSTEE FARWELL MOVED, SECONDED BY TRUSTEE GLASGOW TO ADJOURN THE MEETING 10:45 P.M.

THE MOTION CARRIED UNANIMOUSLY.

persons with mental illness. "Not in my back yard" does not cut it. Hiding behind zoning laws and variances does not cut it. The Village should fulfill its moral, ethical and legal obligations.

Jeffrey Phillips pastor of St. John's United Church of Christ said that Arlington Heights wants to be a good neighbor and that it needs Boeger Place. He said that the lawsuit was filed out of frustration and that several efforts by the developers were made to move the project forward prior to the lawsuit being filed. He asked the Board to meet with them individually and settle the lawsuit. He brought forth a petition which he said had nearly 2,000 signatures in support of Boeger Place.

President Mulder said that what the Pastor said is not what she recalls and that sometimes things get taken out of context. She asked Mr. Siegel to clarify what could and could not be said by the Board.

Mr. Siegel said that this case is in the middle of litigation and that the policy of the Village is not to discuss pending litigation. He said the other side is represented by lawyers as is the Village. He said this policy is not new to this case, and that the Board will listen to anyone who wants to speak.

Judith Royal of 110 S. Kaspar said that she appreciated the opportunity to speak and that she had consulted an attorney who said that the Board can listen, ask questions and the issue can be discussed. She said she hopes the Board will reach out and talk to them.

OLD BUSINESS

REPORT OF THE COMMITTEE-OF-THE-WHOLE MEETING OF APRIL 30, 2012

NORTHWEST COMMUNITY HOSPITAL REQUEST TO OPEN EXITS TO KIRCHOFF ROAD – CONTINUED DISCUSSION

Trustee Hayes, moved as he did at the Committee of the Whole meeting that the Village Board direct staff to implement Option 3, as set forth below, including the Hospital's obligations and the long-term actions.

Hospital Exit Options

1. Option 3 – Allow full access at the west Kirchoff drive only. Subject to the following:
 - a. Nine-month evaluation period
 - b. No exit at the east Kirchoff driveway
 - c. Hospital to provide baseline peak hour and average daily traffic (ADT) traffic counts prior to opening the exit from the streets north of Kirchoff as determined by the Village.
 - d. Hospital to provide traffic counts prior to the end of the nine-month period with and without area schools being in session.

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- e. The Village Board to re-evaluate at the conclusion of the nine-month evaluation period whether to keep open the exit, close to outbound traffic or move forward with other more permanent options.

Internal Hospital Access/Traffic Circulation

1. Within the nine-month evaluation period the Hospital shall develop a detailed geometric plan to reconfigure the southeast ring road onto Central Road to improve exiting from the campus.
2. The Hospital will work with the Village and Cook County Department of Highways in efforts to obtain additional green time for exiting traffic onto Central Road.
3. The Hospital shall review its internal signage package in an effort to continue to direct traffic as much as possible to exit Central Road.
4. The Hospital shall hire off-duty police officers to direct traffic at peak times.

Long-Term Corridor Considerations

1. The Village shall submit another request to IDOT to reduce the speed limit on Kirchoff from 35 to 30 mph.
2. The Village shall evaluate with IDOT the feasibility of pavement striping modifications at Dwyer and Kirchoff within the existing pavement.
3. The Village and the Hospital consultant will continue to evaluate other options along the corridor such as a potential traffic signal or pedestrian flashing beacon at Dwyer and Kirchoff as well as further evaluating traffic calming measures such as center landscape medians.

Trustee Breyer seconded the motion.

Mr. Dixon said that one of his daughter's and her family lives near Northwest Community Hospital. As a result, he will not participate in the discussion. He said Diana Mikula will serve as Acting Manager in his absence. He said there is a very capable group of staff members assembled to assist the Board as needed. Mr. Perkins has coordinated the efforts of this group which includes members of the Manager's Office as well as the Engineering, Police and Planning Departments. Because this subject has come before the Board for the 3rd time in a month, there will not be a staff presentation, but staff is at the Board's disposal to answer any questions.

Trustee Sidor thanked residents for inviting him to their homes on Ridge to discuss the safety of the neighborhood. He said that residents can be their own worst enemies as many of the speeders are neighbors. He called on residents to be courteous and respectful of the speed limits. He asked how the opening of the exit will be evaluated for the 9 month period and how the decision will be made if it's going to work or not.

Mr. Ponsot said that the traffic was less than NCH anticipated it would be after campus improvements were complete. Traffic is 10-20% more than it was in 2000. The original projections estimated that traffic would double the 2001 numbers. He said the Village would analyze what the traffic volume really is. NCH did a rough distribution on what they thought would happen at the exits if they reopened. These projections are based upon pre-closure percentage usage of each driveway applied to today's traffic volume. He said that cars will be tracked at the driveways and followed off campus to see where they go. He said that more than 30 intersections would be

monitored. He said the streets immediately adjacent would be the focus of the initial evaluation. He said monitoring begins inward and moves outward.

Trustee Sidor clarified that the 9 months of traffic information would be gathered and then presented to the Board again. **Mr. Ponsot** said rough generations of traffic, increases and decreases of volumes on suggested streets, and accident reviews would be presented to the Board upon conclusion of the trial. **Trustee Sidor** said that it would be more user-friendly if the west exit was opened. He said that middle ground is hard to find on this issue and that if the west exit is opened he would like it to be contingent on keeping Ridge permanently closed.

Ms. Ward said that if the motion is approved there is a 9 month study period, at the end of the study period, staff would report back to the Board. At this point, the Board would make a true/final decision to what stays open and what stays closed. A decision could be made at that time that the west exit stays open and Ridge Ave. could stay as an exit only exit. She said this decision could be made once all the information is gathered.

Trustee Farwell asked for a timeline and when the 9 month period would begin. **Mr. Perkins** said that there were 5 steps with the first two happening simultaneously:

1. Base line traffic intersection counts at the northern intersections before the exit is opened
2. Submit request to open the west exit to IDOT for their review and to fulfill possible permitting requirements

After these two actions are taken and approval received from IDOT:

3. Letter to the hospital that the first two provisions have been met and they can begin the 9 month observation and counts (potentially by July/Aug. 2012, depending on how long IDOT takes to respond)
4. Take data and analyze it in March/April 2012.
5. Data presented to the Board perhaps by May of 2012.

He said in the meantime, the Village will work with the County to increase green time at the light on Central Road and some of the other options on Kirchoff. In addition, a southwest turn lane on Central may be added within the existing pavement which would improve exiting onto Central and give the exiting traffic some relief.

Trustee Farwell asked about hiring a police officer to direct traffic on Central. **Ms. Mikula** said that staff had originally recommended that the police officer be located on Kirchoff, not at the Central Road signal. Staff recommended that NCH hire off-duty police officers to direct traffic on Kirchoff at peak times. Cook County will not endorse having a police officer directing traffic on Central as the intersection is already governed by a traffic signal. **Mr. Ponsot** said officers are used on a temporary basis for special occasions like concerts or sporting events when there are massive volumes of traffic. The County's position was, that since there is a signal governing the intersection, to establish another traffic control device (a police officer) on a repetitive basis would breed confusion on the part of the motorists as there would be two traffic control devices operating. **Trustee Farwell** asked how long an officer could be used at Central before it becomes a problem with the County and if the Village had the

power to override the signal. He said the problem is congestion during shift time, and he would like to resolve those issues in the most logical way.

Mr. Ponsot said an officer can be employed if the signal malfunctions or if there was an emergency situation that necessitated such coverage. The County would have a hardship trying to govern a convenience issue. If there was a deficiency or capacity limitation, the County would force the installation of dual right turn lanes or left turn lanes to improve the capability of the intersection to function with traffic signal governance that managed discharge to a reasonable amount of service. **Trustee Farwell** asked if that was part of the investigation during the 9 month period.

Mr. Ponsot said he asked the County if more green time was possible. According to the County, they have not seen the maximum green time extension exceeded so the intersection is not seen as a substandard operated intersection. They have not yet made a visual connection to it, so in a few days someone from the County will come out to look at its performance. Mr. Ponsot explained that sometimes traffic gets spread out and cars don't get to the signal to extend the green time. Traffic is not staying tight enough to get the maximum time on green. **Trustee Farwell** asked if this intersection would be evaluated as part of the 9 month trial. **Mr. Ponsot** said the County is currently not evaluating the intersection because it is not seen as deficient. However, they will look at it to make sure they're not missing something. For the County to give more green time, the cars must be compact enough so traffic doesn't "miss the call." There are magnetic loops in the pavement and a car has to pass over these loops within 3 seconds to keep the green.

Trustee Glasgow asked if the Police or Fire Departments had expressed any issues with hospital access or safety. **Ms. Mikula** said that the Fire Chief cited no observations of problems. **Trustee Glasgow** said that when the exits to Kirchoff were closed, the character of the area changed. The neighborhood got quieter. He said the only problem he sees is the shift change. Since the public safety organizations are not saying that there is a problem, he is troubled as this was a reason cited by NCH for opening the exits. Public safety could be compromised by opening the exits, and he would like to take incremental steps to affect change first. He expressed concerns about NCH being used as a south side cut through. He said he's not comfortable basing a decision on NCH's representations.

Trustee Breyer asked if the crash data showed that accidents had moved to other intersections. **Mr. Ponsot** said there were shifts. **Trustee Breyer** said that the accidents just moved as numerical decreases occurred where the exits were closed, increases went down the road. He confirmed that the traffic through the neighborhood was comprised mostly of Village residents according to the traffic report of 2006. He said many cars went on Central and not through the neighborhood.

Mr. Ponsot said that of the 623 cars that went down Walnut, 477 of them were registered in Arlington Heights in a 12 hour period. The concern at the time was whether or not people from other communities were traversing the triangle streets to get to their destinations. He said the Village's policy goal is to keep traffic on the arterials and improve them to handle the capacity.

Trustee Breyer noted that these are public roads and it is inconvenient and not efficient to have all the exiting on the south end of the hospital campus, especially for outpatient surgery. He said it appeared as if the Village was denying comfort to people by not allowing them to get home the most direct way. He said his vote stands as it is.

Mr. Perkins presented photographs of traffic queuing on the hospital campus. He said the wider driveway at Central would add capacity for exiting vehicles. Cars turning left block the access to the right hand turn lane which leads to the shorter signal time. He said there may be a way to restripe the area which would help increase green time.

Trustee Farwell referenced the crash data from 2006-2011 and asked why it was provided to the Board. **Ms. Mikula** said that a Trustee requested this information. **Trustee Farwell** noted there was an average of 19.75 crashes of after the exits on Kirchoff closed and 39 before it closed. He said that he asked for data from 1995 forward, but the Village doesn't have figures prior to 1999. He said the number of crashes per year have gone down, they weren't moved. He said the Village did not cause the problem. He cited a 1995 NCH presentation/traffic study to the Board which showed campus backlog existed prior to the Kirchoff exits being closed. He said although he would like to help NCH alleviate this problem he would not do it at the expense of increasing crashes on Kirchoff Road.

Wayne Zahorski of 908 W. Kirchoff said he would like to see both east and west entrances/exits stay as they are. He said the situation has worked very well. He said if the Village is going to open them up, he would like the Village to find a safe, permanent solution to this problem. He proposed modifying Option 6 which creates a new center drive onto Kirchoff as an outbound only intersection which would allow traffic to be directed east and west. He said the east and west exits could be left alone as entrances. He recommended a "pork chop" be placed on the hospital side vs. the Fernandez side. This would eliminate the stack up problem and give access to both parking garages. It is also right near the day surgery building. Emergency traffic could exit safely. He said less traffic would go to Kennicott because cars would be going a higher rate of speed and would be more likely to continue to Wilke rather than slow down and cut through on Kennicott. He said it is a compromise.

Tom Johnson is a hospital employee who lives in St. Charles. He said that as a commuter he's looking for the fastest way home, and major streets are the way to go. He said patients look to leave the same way they came in. He said that people are stressed when they are in the hospital and adding stress on finding their way home is not good. He said exiting onto Kirchoff was occurring through the neighboring church parking lot. This exit is now closed as construction has ended. He noted that the stacking has become a problem since that exit through the church was cut off.

Polly Schultz of 805 S. Ridge Ave said she is a 30 year resident of Arlington Heights. She cited the hospital's growth, the increased patronage at Sunset Meadows and Pioneer Park, the increase in school enrollment and the widespread use of electronic devices by drivers and pedestrians as changes that have increased vehicular and pedestrian traffic as well as increasing distractions. She asked the Board to:

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1. Modify the motion to provide quantifiable benchmarks or thresholds that support the decision to open the exit or justify its closing.
2. Measure objectively the impact of the traffic in the area. Points of measure should include thresholds on streets not to exceed an established percentage for that street and should not exceed the street's load.
3. Track traffic citations and warnings compared to before the trial.

She stated that Bruce Crowther is a director at Wintrust Bank. Wintrust Bank owns Village Bank and Trust, Trustee Blackwood is Senior Vice President of Village Bank and Trust in Arlington Heights. Ultimately, Carol works under the direction of the board of Wintrust Bank. A true conflict of interest may not exist, but this should have been made clear to the public during this process. She said she was disturbed by Mr. Crowther's comment and that this was a "matter of integrity" and she was taking it to her mayor.

Andrea McDonnell of 625 S. Kennicott said the hospital is looking to protect its business, and that she was looking to protect the safety of her children. She said her children spend a tremendous amount of time on the streets north of NCH and gave examples. She asked for the Board to accurately understand the impact of opening the exits. She asked for due diligence to collect data on each of the streets between Dwyer and Highland, and between Kirchoff and Sigwalt for 24 hour periods, 7 days a week and make the information available to all. She asked that the Village repeat the step one year later and make this data available to all. She said that she did not want to speculate using anecdotal data or to rush ahead without information.

Carl Grunschel of 809 S. Ridge said that NCH can't have it both ways. On April 9, they said the Busse Center is losing leasing opportunities because of traffic. On April 30, they said they were fully leased. He said this applies to traffic, they say traffic is not as much as they projected, but it is so much that they have congestion causing safety problems. He said employees of NCH are using Ridge Ave. as an alternative to main streets based on the traffic study in 2006. The main idea was to direct traffic onto arterial streets.

Janet Boyle of 1225 S. Patton said that NCH has become too successful and it sets the Village apart. Of the 27,000 patients last year, 5,000 were residents. More than 500 of the employees are residents. There are 5,000 members of the Wellness Center and over 50% are residents. She said the hospital is a not for profit to serve the community and gave away \$93,000,000 in 2011. She said hospitals are in competition with one another and NCH should improve its patient experience so patients don't go somewhere else. Easy access is something every business is looking for. She said she supports the trial period to see what happens.

John Behof of 918 S. Walnut said the hospital has been a great neighbor and responsive to problems. He said the west exit opening is a good compromise. He said the neighbors on Ridge still reap the benefits of closing that exit and it is the only street that gets more traffic than Walnut. He said traffic will increase on the other streets but that a little more won't be a real issue. He said the triangle area would get some relief. He said the statistics showed that the accidents moved from the exits on Kirchoff to other intersections on Kirchoff. He alleged that some statistics disappeared and there are now new statistics. He said Kirchoff is inherently dangerous because of

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the angles. He said this motion is a long awaited compromise and preserves most of the benefits and removes some negatives.

Ken Kirk of 1504 N. Lincoln Ct. said that his business is a tenant of the hospital. He said he has had numerous complaints regarding the inability to exit onto Kirchoff. He said elderly patients want to exit into their neighborhood and are frustrated by being routed around. He said that Kirchoff can handle the traffic going in and it should handle the traffic going out. It is a public road and the public should have access to it.

Betty Underwood of 898 S. Bristol warned people not to focus too much on anecdotal information. She said that the hospital is being held to a higher standard. She said the plan is a good compromise. She said after the 9 month evaluation the problems can be addressed based on factual evidence.

Laura Bartell of 1007 W. Noyes said that no one is talking about the ill-effects on the south neighborhood. She said the focus is only on the north. She said her neighborhood has traffic problems on Fernandez south of NCH and in relation to Heritage Park. She said the conversation for a minority group is causing dissension among residents. The Trustees are mandated to represent all taxpayers equally. She said no neighborhood is better than another and concerns should be addressed impartially. She said that special concessions for Ridge/Kirchoff exist but other neighborhoods' concerns are ignored. She said many schools and parks are located on arterials but receive no special consideration. She said there is an unanswered petition with over 800 signatures asking that the exits be opened. She said no further studies are needed. She said one trustee has a definitive conflict of interest. She said there has been some display of threatening behavior. She said this individual should take a leadership position and recuse himself as he has severely crossed the line of ethics leading to a lack of confidence that he can address this issue fairly and unemotionally. She commended Mr. Dixon for taking that step.

Helen Jensen of 616 Rolling Lane said closing the exits was dumb. The hospital is the largest employer in the Village. She said Ridge used to be open through to Central. It was a mistake to close that street. She said NCH has grown and the patient needs are strong. She said other streets have suffered because of the closings and it was time to open them.

Ralph Ibbotson of 610 N. Scottsdale said that the hospital is a first class facility and it only has; one exit which is also an entrance, the entrance for emergency vehicles and a crosswalk to the health center. He said there are two sides to the issue and the Board's decision is to study the issue in real life to find the best solution. He said the test period is the only fair way to proceed. NCH should make every effort to reduce the impact on the neighborhoods as much as possible. He said the test should happen and then get the results.

Kurt Agangostopoulos 631 S. Ridge said that a reporter was talking to one of the attorneys of the hospital who said they would continue to pursue to open Ridge Avenue. Around that same time a resident asked the hospital president why hasn't the hospital looked for other ways to solve this issue and he responded "it's a matter

of integrity; take it up with your mayor.” Mr. Agangostopoulos said the Village took something away from NCH and the hospital doesn’t think the Village has that right so they are upset. Integrity is adhering to moral and ethical principles; he said he hopes this is a matter of integrity.

Kyle Murphy 731 S. Ridge said that since the hospital’s next five year plan is due in 2013, he said it would be irresponsible to make a decision now without knowing what this plan includes. He said this is not kicking the can down the road. He said the trial in 2001 has been a success as accidents are down and traffic has been reduced in the neighborhood. He said this is a want not a need. He said he doesn’t think a win/win is possible. He said skipping ahead to the trial period without trying to make incremental changes first is wrong. Tabling the decision until the County can give an answer on lengthening the green on Central would be prudent. He said neither the problem nor the people will go away unless the right decision is made. Not implementing viable internal steps, prior to any evaluation, is a failure.

Jeff Martin of 805 S. Salem said that the maneuvers of cars exiting the hospital when the exits were open caused many of the traffic problems. He said the ball fields were approved with the exits being closed. He said this is not about the hospital succeeding. Little Company of Mary Hospital is the closest comparison and they have two exits on 95th street. All entrances are one way in. The trial of closing the exits was successful as evidenced by the decrease in accidents. He said the best street to handle traffic is Central and it is much safer. He asked the Board not to make a hasty decision.

Lisa McNulty 2310 N. Huron stated she works at NCH, uses the wellness center and has doctors at the medical facility. She said that local traffic is already cutting through the neighborhood and she gave her personal route. She hopes the reopening study will show that cut through traffic is already there.

President Mulder said that there were profound and different perspectives presented and that people wanted factual data to be at the basis of the decision. She said that is what the Board is trying to do. She said shortcuts are more prevalent with the people who live in the Village. She said everyone is going to have to give a little and there was no win/win. She said the data is important and that the Board needs to know what is happening. She said the Board may open it and then close it again. Passion is okay and shows a love of the community. The study needs to be comprehensive enough to get a compromise. One goal is to encourage exiting on Central.

Trustee Glasgow agreed that these were public streets but said there is not unlimited use of them. Speed limits must be set, there are one way streets and school zones, streets can be regulated in any way that is appropriate. He said there is a lot of disagreement. He said he was disappointed with the personal attacks. He said the Board members are good, honest, respectable people who don’t deserve to be attacked. He doesn’t always agree with them, but he trusts them. He said Bruce Crowther is good and honest as well. More respect is deserved and personal attacks are unnecessary. He said this is still a public safety issue. He said the evidence does not support the Hospital’s request. He said he’s taken 8 trips to the campus at

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different times of the day, spoken with 162 employees and hundreds of residents. He sees opening the exits as a want and not a need when the County, Police and Fire don't see it as a need.

Trustee Farwell said he has learned about consensus building and respect for one another under the leadership of Mayor Mulder. He said that the Board has been very critical of staff and demands a lot of information as witnessed by the plethora of documents before them. He said the Board cares about the entire community and not just the streets they live on as Ms. Bartell alleged. Trustee Farwell spoke about purchasing his home on Ridge and understood it was a collector street at that time. He said his concern has been for the streets that are not collector streets in the area west of Ridge. He said the traffic report holds the same information presented to the Board previously. He said the numbers were not different from the numbers received several years back as Mr. Behof suggested. There were 38 accidents per year when the exits were open and 19.75 after the exits closed. He said the problem is an internal hospital congestion problem. He said he was frustrated that the Hospital had not tried to internally solve their problem. He would like to explore other issues like the turn lane onto Central prior to opening any exits. He said the expansion of Sunset Meadows has increased the amount of activity a couple blocks away and 40% of the traffic comes from that area. He said the motion will only bring more accidents and so he cannot vote for it.

Trustee Breyer asked if Mr. Zahorski's suggestion of a central driveway was a better choice than opening the west exit. **Mr. Perkins** said that this was one of the 25 options staff made to the Board with some modification. He said using it for exiting only provided a cleaner and efficient movement out of the campus. He said it eliminates some of the conflicting movements at Salem and Kirchoff. IDOT would need to approve it, but conceptually, IDOT agreed that it has merit. He said the "pork chop" on the hospital side would be difficult as it restricts some residential movements on Fernandez. Mr. Perkins said each possible solution has pros and cons and costs associated to them. Staff identified it because they thought it had merit. He said it wasn't recommended because it has costs associated with it, a test was recommended so that a better understanding of where traffic is moving before more money is spent. **Mr. Ponsot** said it is a way to manage the traffic.

Trustee Breyer asked how many beds Little Company of Mary had. The answer was 150. Hinsdale has 274 and is in a residential neighborhood. He likes Mr. Zahorski's idea and would like to explore it as a solution. If the statistics come in and are detrimental, he would have the courage to close the exit again. He said he would like some baseline data first. He would also have the courage to keep them open if it was not detrimental.

Trustee Scaletta said the crash data is not complete as there is not any information from Rolling Meadows which also responds to Wilke/Kirchoff. Commander Whowell said that in an injury accident both Arlington Heights and Rolling Meadows will respond until jurisdiction can be determined. Then one community will receive jurisdiction after emergency service is provided. Trustee Scaletta noted that Sunset Meadows opened in 2010 and since then, there has been a decrease in accidents. No

accident information on Central has been brought forward. He agreed that data is needed. He said that Ridge will never be an exit in his mind because it is too fast paced and the intersection is not deep enough. He said he believes a lot of residents are already using these streets as a cut through. He said he would like to add a condition on the motion for the hospital to re-evaluate the southwest exit striping at Central Road.

President Mulder received two notes which said that Little Company of Mary has 494 beds.

Trustee Hayes said he is in favor of amending the motion to include this condition: The Hospital will work with the Village to evaluate the feasibility of restriping the exit lanes heading south onto Central.

Trustee Breyer agreed to the amendment to the motion.

Trustee Scaletta moved to extend the meeting past 11:00 no later than 11:30. Trustee Rosenberg seconded. The motion carried unanimously.

Trustee Blackwood asked Ms. Ward to share their conversation to provide clarity to the allegation of a conflict of interest. **Ms. Ward** said that an email was received last week which mentioned the potential conflict. It was investigated and reviewed by Mr. Siegel the Village Attorney and after consultation it was determined there was no conflict and no appearance of impropriety was found. **Trustee Blackwood** said that is why she continued in on with the Board on this issue. She asked if Option 6 (Mr. Zahorski's suggestion) was shared with NCH. **Mr. Perkins** said that all 25 choices were presented to the hospital, although when presented, it was not presented as an exit only as that was the resident's modification. **Trustee Blackwood** said that she would support changes to the original motion and be voting in favor of the motion.

Trustee Sidor said he had confidence in the trial period as real data was the only way to find a solution. He said it is a risk but if successful, will still make the hospital friendlier for users. He said he spoke with a police force captain and had confidence sophisticated measures would be used to track counts and speed of traffic. He said he would like volume and speed information. He said he would be in favor of the motion.

Trustee Farwell asked for staff and police to pay particular attention to Salem, Kennicott, Dwyer and Fernandez for speeding. He said those streets are side streets (with the exception of Dwyer) and the area that is the most vulnerable. He asked for softening devices to be employed. He asked for concrete measures to be set with clear objectives. He asked for the percentage ratios and thresholds that each street will bear given the current measurements. When the new numbers come in, it can be determined where the traffic is and if the street is designated to hold it. For Ridge, traffic has to occur in a safe manner so that unreasonable risks are not created especially at school dismissal/shift change time.

Trustee Rosenberg said that since the County saw no merit in looking at Central Road, could the Village look at it and give them the numbers. **Mr. Perkins** said that the County will conduct an on-site observation with the Village of the intersection in addition to collecting electronic data. There is the potential to make changes on the

west leg configuration and they may then reconsider. He said staff will provide any data that the Village has to make the case for more green time. **Trustee Rosenberg** asked when the photos from the hospital were taken and if the back-ups occur for a solid hour or two hour time period every day.

Mr. Bob Klasek, Vice President of Facilities at Northwest Community Hospital said that the hospital hasn't studied the durations of the backups and he said there would be obvious variables. He said that peak days are on Tuesday, Wednesday and Thursday between 4:30-5:00. He said they are beginning to collect data and that based on these early counts, traffic backs up between 20-40 minutes. Some days it starts at 3:30 and other days at 4:30. He said it is typically not solid; there are some openings during that period of time. He said the hospital is doing some internal monitoring to try and understand the timing, the number of cars and the duration.

Trustee Rosenberg asked since there were certain times of the day where the backups occurred more frequently, could the light be adjusted to accommodate these variances. **Mr. Ponsot** explained that lights can be on a full traffic actualization with minimum and maximum times. When a car is sitting on a loop to call up a green light, it will stay green a minimum amount of time. If no one else hits the loop, it will cut off. If people keep going through, it will stay green for a maximum amount of time. He said these signals may have a Saturday operation to accommodate lower volumes as opposed to weekday volumes. He said he did not know if this signal had that kind of setting. **Mr. Klasek** said the Hospital will work with the Village and County on counts and queuing. **Trustee Rosenberg** asked if the neighborhoods to the south were going to be monitored. **Mr. Perkins** said that would be a different study and that the baseline data would be focused on the north.

President Mulder called for a vote on the amended motion:

TRUSTEE HAYES MOVED, SECONDED BY TRUSTEE BREYER, THAT THE COMMITTEE-OF-THE-WHOLE RECOMMEND TO THE VILLAGE BOARD THAT STAFF BE DIRECTED TO IMPLEMENT OPTION 3, AS SET FORTH BELOW, INCLUDING THE HOSPITAL'S OBLIGATIONS AND THE LONG-TERM ACTIONS.

Hospital Exit Options

1. *Option 3 – Allow full access at the west Kirchoff drive only. Subject to the following:*
 - a. *Nine-month evaluation period*
 - b. *No exit at the east Kirchoff driveway*
 - c. *Hospital to provide baseline peak hour and average daily traffic (ADT) traffic counts prior to opening the exit from the streets north of Kirchoff as determined by the Village.*
 - d. *Hospital to provide traffic counts prior to the end of the nine-month period with and without area schools being in session.*
 - e. *The Village Board to re-evaluate at the conclusion of the nine-month evaluation period whether to keep open the exit, close to outbound traffic or move forward with other more permanent options.*

Internal Hospital Access/Traffic Circulation

1. *Within the nine-month evaluation period the Hospital shall develop a detailed geometric plan to reconfigure the southeast ring road onto Central Road to improve exiting from the campus.*

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2. *The Hospital will work with the Village and Cook County Department of Highways in efforts to obtain additional green time for exiting traffic onto Central Road.*
3. *The Hospital shall review its internal signage package in an effort to continue to direct traffic as much as possible to exit Central Road.*
4. *The Hospital shall hire off-duty police officers to direct traffic at peak times.*
5. *The Hospital will work with the Village to evaluate the feasibility of restriping at the southwest exit to Central.*

Long-Term Corridor Considerations

1. *The Village shall submit another request to IDOT to reduce the speed limit on Kirchoff from 35 to 30 mph.*
2. *The Village shall evaluate with IDOT the feasibility of pavement striping modifications at Dwyer and Kirchoff within the existing pavement.*
3. *The Village and the Hospital consultant will continue to evaluate other options along the corridor such as a potential traffic signal or pedestrian flashing beacon at Dwyer and Kirchoff as well as further evaluating traffic calming measures such as center landscape medians.*

IDOT Review and Approval

Any recommendations for modification along Kirchoff Road are subject to submittal and review or approval from IDOT.

Ayes: (6) Hayes, Breyer, Blackwood, Scaletta, Sidor, Mulder

Nayes: (3) Farwell, Glasgow, Rosenberg

The Motion Carried.

President Mulder said the data was important; the concern is how the roads will be used. She referenced the possible toll on Route 53 as changing how roads will be used in the future. She said this is truly a trial and safety is important. She said the Village has to observe what is happening and make certain everything is safe.

ADJOURNMENT

Trustee Glasgow moved to adjourn the meeting. Trustee Scaletta seconded the motion.

The motion carried unanimously.

The meeting was adjourned at 11:15 p.m.

Rebecca Hume, Village Clerk

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Northwest Community Hospital
800 W. Central Road

Attachment H

**AN ORDINANCE AMENDING A PLANNED UNIT
DEVELOPMENT GRANTED IN ORDINANCE NUMBERS 95-013
AND 01-052 AND GRANTING VARIATIONS FROM CHAPTER 28
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE**

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights has heretofore, on March 6, 1995 and October 15, 2001, passed and approved Ordinance Numbers 95-013 and 01-052, amending the planned unit development for Northwest Community Hospital, to allow a five year extension to the Master Campus Plan for the property at 800 West Central Road, Arlington Heights, Illinois; and

WHEREAS, the Plan Commission of the Village of Arlington Heights, in Petition Number 06-004, pursuant to notice, has on May 31, 2006, conducted public hearings on a request to amend the planned unit development granted in Ordinance Numbers 95-013 and 01-052, to extend the term of the Master Campus Plan for an additional five years, which includes an eight story, 245,731 square foot medical patient care addition, a seven level parking garage, having a total of 760 parking stalls, a 19,300 sq. ft. addition to the emergency department, a 13,300 sq. ft. renovation of the existing emergency department, a 10,700 sq. ft. sally port addition for emergency room ambulances, a 30,000 sq. ft. entry & public lobby addition and an 8,200 sq. ft. addition to the wellness center; and

WHEREAS, the President and Board of Trustees have considered the report and recommendations of the Plan Commission and have determined that approval of said amendment to the planned unit development for Northwest Community Hospital, subject to certain conditions hereinafter described, would be in the best interests of the Village of Arlington Heights,

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

SECTION ONE: That the planned unit development for Northwest Community Hospital, which property is legally described as:

That part of Lot 1 in Henry C. Moehling's Subdivision of parts of Sections 4 and 9, Township 41 North, Range 11, East of the Third Principal Meridian and parts of the Southeast 1/4 of Section 31, Township 42 North, Range 11, East of the Third Principal Meridian described as follows: Beginning at a point in the South line of the Southeast 1/4, 1272.19 feet East of the Southwest corner thereof; thence East

06-033

06-033

along said South line 202.28 feet to the West line of Cepek's Arlington Highlands; thence North along said West line 918.72 feet to center of Kirchoff Road (formerly Palatine Road); thence Northwesterly along center line 227.95 feet; thence South parallel to the West line of Cepek's Arlington Highlands 1019.46 feet to the place of beginning, in the Town of Wheeling, Cook County, Illinois, (except the south 421.00 feet as measured along the East and West lines thereof) also (except that part taken and used for Public Roadway);

ALSO

All that part of Lot 1 in Henry C. Moehling's Subdivision of part of Section 4 and Section 9, Township 41 North, Range 11, East of the Third Principal Meridian, and part of the Southeast 1/4 of Section 31, Township 42 North, Range 11, East of the Third Principal Meridian, lying West of a line 202.28 feet West of and parallel with the West line of R. A. Cepek's Arlington Highlands, and lying South of the center line of Kirchoff Road (Except therefrom the following described tract: beginning at point on the center line of Kirchoff Road which is 461.57 feet Northwesterly of the intersection of said center line with the aforescribed line, 202.28 feet West of and parallel with the West line of R. A. Cepek's Arlington Highlands, as the place of beginning of the herein described tract; thence South on a line parallel to said West line of R. A. Cepek's Arlington Highlands, a distance of 257.0 feet; thence West on a line parallel to the South line of the Southeast 1/4 of Section 31, Township 42 North, Range 11, East of the Third Principal Meridian, a distance of 496.15 feet; thence North on a line parallel to West line of said Southeast 1/4 of Section 31, Township 42 North, Range 11, East of the Third Principal Meridian, a distance of 504.60 feet to a point on the center line of Kirchoff Road which is 381.42 feet Southeasterly of the intersection of said center line of Kirchoff Road with the West line of said Southeast 1/4 of said Section 31, thence Southeasterly along said center line of Kirchoff Road; a distance of 547.20 feet to the place of beginning; also except therefrom the following described tract: beginning at the intersection of the center line of Kirchoff Road with a line parallel to and 310.08 feet West of the West line of R. A. Cepek's Arlington Highlands Subdivision; thence South along said parallel line 152.6 feet; thence East parallel to the South line of said Southwest 1/4 of the Southeast 1/4, 67.80 feet to an intersection with a line parallel to and 242.28 feet West of the West line of said Cepek's Subdivision; thence North along said parallel line to its intersection with the aforesaid center line to the point of beginning; also excepting therefrom, those parts thereof taken or used for Kirchoff Road, and those parts thereof falling within the right-of-way known as Central Road), all in Cook County, Illinois.

P.I.N. 03-31-301-013, -014; 03-31-414-007, -013, -019, -073 thru -076;

and commonly known as 800 West Central Road, Arlington Heights, Illinois, as heretofore approved by the President and Board of Trustees, is hereby amended to extend the term of the Master Campus Plan for an additional five years, as well as to allow certain building additions such as an eight story, 245,731 square foot medical office building, a seven level parking garage having a total of 760 parking stalls, a 19,300 sq. ft. addition to the emergency

department, a 13,300 sq. ft. renovation of the existing emergency department, a 10,700 sq. ft. sally port addition for emergency room ambulances, a 30,000 sq. ft. entry & public lobby addition and an 8,200 sq. ft. addition to the wellness center; and is substantial compliance with the following plans:

Patient Care Addition

The following plans have been prepared by OWP/P Architects:

Site Plan, consisting of one sheet;
Phasing Plan, dated February 20, 2006 with revisions through May 1, 2006, consisting of sheets 2 through sheet 6;
Title Sheet, consisting of one sheet;
Location Site Plan, consisting of one sheet;
Aerial Perspective Views, dated February 21, 2006, consisting of one sheet;
Master Plan Space Review, dated May 11, 2006, consisting of one sheet;
Elevations, dated March 22, 2006, consisting of two sheets;
Sub-Basement Utilities Rooms, dated February 21, 2006, consisting of one sheet;
Basement Plan, dated February 21, 2006, consisting of one sheet;
First Floor Emergency Department, dated February 21, 2006, consisting of one sheet;
Second Floor ICU, dated February 21, 2006, consisting of one sheet;
Third Floor LDR/C – Sect./Post Partum, dated February 21, 2006, consisting of one sheet;
Fourth Floor Post Partum, dated February 21, 2006, consisting of one sheet;
Fifth thru Eighth Floors, Patient Care Rooms, dated February 21, 2006, consisting of one sheet;
Sixth floor Patient Care Rooms, dated February 21, 2006, consisting of one sheet;
Seventh Floor Patient Care Rooms, dated February 21, 2006, consisting of one sheet;
Eighth Floor Patient Care Rooms, dated February 21, 2006, consisting of one sheet;
Penthouse, dated February 21, 2006, consisting of one sheet;

The following plans have been prepared by Gewalt Hamilton Associates, Inc.:

Existing Geometrics, dated February 23, 2006 with revisions through May 1, 2006, consisting of sheet C-1;
Proposed Geometrics, dated February 23, 2006 with revisions through May 1, 2006, consisting of sheet C-2;
Preliminary Utility Plan, dated February 23, 2006 with revisions through May 1, 2006, consisting of sheet C-3;

Preliminary Utility Plan- East, dated February 23, 2006 with revisions through May 1, 2006, consisting of sheet C-4;
Preliminary Utility Plan – Southwest, dated February 23, 2006, consisting of sheet C-5;
Preliminary Utility Plan – Northwest, dated February 23, 2006, consisting of sheet C-6;
Preliminary Grading Plan, dated February 20, 2006 with revisions through May 1, 2006, consisting of sheet C-7;
Preliminary Grading Plan – East, dated February 20, 2006 with revisions through May 1, 2006, consisting of sheet C-8;
Preliminary Grading Plan – Southwest, dated February 20, 2006, consisting of sheet C-9;
Preliminary Grading Plan – Northwest, dated February 20, 2006, consisting of sheet C-1
Fire Truck Movement, dated February 23, 2006 with revisions through May 1, 2006, consisting of sheet C-11;
Temporary West Kirchoff Entrance, dated May 1, 2006, consisting of sheets C-12 and C-13;
Loading Dock Area – Proposed Geometrics, dated May 1, 2006, consisting of sheet C-14;
Loading Dock Area – Grading Plan, dated May 1, 2006, consisting of sheet C-15;
Fire Truck Movement, dated May 1, 2006, consisting of sheets C-16 thru C-21;

Parking Garage

The following plans were prepared by OWP/P Architects:

Title Sheet, consisting of one sheet;
Location Site Plan, consisting of one sheet;
Garage – Perspective View, dated March 22, 2006 consisting of one sheet;
Garage Elevations, dated March 22, 2006 consisting of one sheet;
Parking Garage Isometric, dated March 22, 2006 consisting of one sheet;
Parking Garage Lower Tier Two Plan, dated March 22, 2006 consisting of one sheet;
Parking Garage Lower Tier One, dated March 22, 2006 consisting of one sheet;
Parking Garage Ground Tier Plan, dated March 22, 2006 consisting of one sheet;
Parking Garage Typical Tier Plan, dated March 22, 2006 consisting of one sheet;
Parking Garage Top Tier Plan, dated March 22, 2006 consisting of one sheet;

The following plans have been prepared by Conservation Design Forum:

Preliminary Tree Preservation Plan, dated April 8, 2006 consisting of sheet L0.01;

Preliminary Tree Planting Plan, dated April 8, 2006 consisting of sheet L1.01;

Existing Tree List, dated April 8, 2006 consisting of sheet L0.02;

Transitional Screening Plan – East Property Line, consisting of one sheet;

Transitional Screening Plan – Southeast Property Line, consisting of one sheet;

The following plans have been prepared by OWP/P Architects:

Lighting Site Plan, dated May 15, 2006 consisting of sheet ES.1;

Site Lighting Plan, dated May 15, 2006 consisting of one sheet

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

SECTION TWO: That variations from the requirements of certain provisions in Chapter 28 of the Arlington Heights Municipal Code are hereby granted so as to permit development of the Subject Property in accordance with the plans approved in **SECTION ONE** of this ordinance, which variations are as follows:

1. A variation from Section 5.1-8.9, Maximum Height, and Section 5.3-2, Height, to allow an increase to the maximum building height in an I-Institutional District from 45 feet to 120 feet for the patient care addition.

2. A variation from Section 6.10, Heights of Structures, to allow an increase to the maximum height for the mechanical/penthouse structure from 45 feet to 147 feet for the patient care addition.

3. A variation from Section 5.1-8.9, Maximum Height, and Section 5.3-2, Height, to allow an increase to the maximum building height in an I-Institutional District from 45 feet to 48 feet for the parking garage.

4. A variation from Section 6.10, Height of Structures, to allow an increase to the maximum height for the mechanical/penthouse structure from 45 feet to 53 feet for the parking garage.

SECTION THREE: That the approval of the amendment to the planned unit development and variations from Chapter 28 of the Arlington Heights Municipal Code granted by this ordinance, are subject to the following conditions, to which the petitioner has agreed:

Site Related Conditions

1. Prior to the issuance of a building permit, the petitioner shall provide a plat of dedication for the northern 50 feet of Central Road.
2. A 10-foot wide public access easement shall be provided along the east property line for the required eight-foot bike path.
3. A five-foot wide public sidewalk easement shall be provided for the sidewalk along the south property line.
4. No structure shall be located within 50 feet of the Central Road right-of-way dedication.
5. No structure shall be located within 68 feet of the east property line.
6. The two-way drive aisle along the south property line shall be increased to 24 feet.

Traffic Related Conditions

7. In the event the Village Board determines it is necessary to maintain the access restriction to Kirchoff Road, then within six months of the Board's decision, and a minimum of six months after the issuance of a certificate of occupancy of the patient care addition, the petitioner shall conduct additional traffic counts on Dwyer Avenue and the four residential streets to the east, which are bounded by Kirchoff Road to the north and Central Road to the south. The findings shall be transmitted to the Village Board in order to determine whether or not additional modifications should be implemented to Dwyer Avenue, Walnut Avenue, Mitchell Avenue, Chestnut Avenue and/or Highland Avenue.
8. In the event the Village Board decides it is necessary to allow unrestricted access to Kirchoff Road, then the petitioner shall re-evaluate the surrounding traffic patterns and conduct a warrant study at both Kirchoff Road drives to determine the need for a traffic signal at one of the Kirchoff Road entrances. In the event that a traffic signal is warranted and approved by the Village and the Illinois Department of Transportation (IDOT), then the petitioner shall pay 50% of all design, installation and maintenance costs if a signal is installed at the east Kirchoff Road entrance. In the event that a traffic signal is warranted and approved by the Village and IDOT, then the petitioner shall pay 100% of all design, installation and maintenance costs if a signal is installed at the west Kirchoff Road entrance.
9. In the event that a traffic signal along Kirchoff Road is warranted and approved by the Village and IDOT, then the petitioner shall re-evaluate the configuration of the entrances and ring road to assure adequate circulation and stacking, subject to Village and IDOT approval.
10. The petitioner shall be responsible to monitor and enforce "no doctor/employee/construction" parking on nearby public streets.

11. Vehicular access along the east elevation of the new parking garage shall be prohibited.

12. Access to and from the site by construction vehicles shall be limited to Central Road.

13. Modifications to the east driveway along Central Road shall be subject to Cook County approval.

Building & Landscape Related Conditions

14. The petitioner shall adhere to all conditions outlined in the April 25, 2006, Design Commission recommendation.

15. A detailed landscape/tree preservation plan shall be required for administrative review by the Village for each phase and/or building addition.

16. The petitioner shall replace the existing fence panels along the northeast property line with a new eight foot tall solid wood fence. In addition, the petitioner shall fill the gaps within the existing tree canopy along the northeast property line with a variety of eight-foot tall evergreen trees and four-inch caliper shade trees.

17. The petitioner shall replace existing light fixtures on the St. Simon Church property, subject to the church's approval.

Miscellaneous Conditions

18. The Northwest Community Hospital campus shall be limited to a total of 488 beds. The hospital may request an increase to the number of beds through the administrative review process as long as there is adequate parking on-site to meet Village parking requirements.

19. In recognition of the desire of the neighbors and the Village to have all missing sidewalks installed on the five streets immediately east of Northwest Community Hospital between Kirchoff and Central, the Village shall, pursuant to agreement by the affected property owners, cause the missing sidewalks to be installed and Northwest Community Hospital shall reimburse the Village for the entire cost of the installation of the missing sidewalks.

20. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

SECTION FOUR: Except as amended by this ordinance, the remaining provisions of all ordinances related to Northwest Community Hospital shall remain in full force and effect.

SECTION FIVE: The approval of the amendment to the planned unit development granted in SECTION ONE of this ordinance shall be effective for a period no longer than 24 months from the date of this ordinance, unless construction has begun or such approval has been extended by the President and Board of Trustees during that period.

SECTION SIX: The Director of Building is hereby authorized to issue building permits upon proper application, in accordance with the provisions of this ordinance and all applicable ordinances of the Village of Arlington Heights.

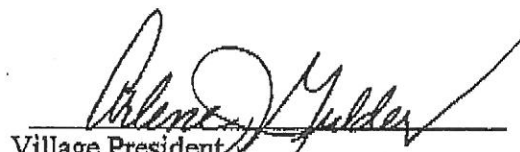
SECTION SEVEN: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form, in the manner provided by law. The Village Clerk is hereby directed to record this ordinance in the Office of the Recorder of Cook County, Illinois.

AYES: TOLJANIC, ROSENBERG, STENGREN, KUCERA, FARWELL, HAYES, BREYER, MULDER
NAYS: NONE

PASSED AND APPROVED this 10th day of July, 2006.

ATTEST:


Village Clerk


Village President

Northwest Community Hospital
800 W. Central Road

**AN ORDINANCE AMENDING A PLANNED UNIT
DEVELOPMENT GRANTED IN ORDINANCE NUMBER 95-013
TO EXTEND THE TERM OF THE MASTER PLAN FOR
NORTHWEST COMMUNITY HOSPITAL**

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights has heretofore, on March 6, 1995, passed and approved Ordinance Number 95-013, amending the planned unit development for Northwest Community Hospital, to allow the adoption of a campus master plan for the property at 800 West Central Road, Arlington Heights, Illinois; and

WHEREAS, the Plan Commission of the Village of Arlington Heights, in Petition Number 01-009, pursuant to notice, has on July 25 and September 12, 2001, conducted public hearings on a request to amend the planned unit development granted in Ordinance Number 95-013 to extend the term of the Master Plan for an additional five years, as well as to allow certain building additions such as an eight story, 105,000 square foot medical office building, a six-story parking garage, a 9,500 square foot addition to the Day Surgery Operations, a 40,000 square foot addition to the southeast corner of the hospital, and an 8,200 square foot addition to the Wellness Center, as well as other additions yet to be developed; and

WHEREAS, the President and Board of Trustees have considered the report and recommendations of the Plan Commission and have determined that approval of said amendment to the planned unit development for Northwest Community Hospital, subject to certain conditions hereinafter described, would be in the best interests of the Village of Arlington Heights,

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

SECTION ONE: That the planned unit development for Northwest Community Hospital, which property is legally described as:

That part of Lot 1 in Henry C. Moehling's Subdivision of parts of Sections 4 and 9, Township 41 North, Range 11, East of the Third Principal Meridian and parts of the Southeast 1/4 of Section 31, Township 42 North, Range 11, East of the Third Principal Meridian described as follows: Beginning at a point in the South line of the Southeast 1/4, 1272.19 feet East of the Southwest corner thereof; thence East along said South line 202.28 feet to the West line of Cepek's Arlington Highlands; thence North along said West line 918.72 feet to center of Kirchoff Road (formerly

01-052

01-052

Palatine Road); thence Northwesterly along center line 227.95 feet; thence South parallel to the West line of Cepek's Arlington Highlands 1019.46 feet to the place of beginning, in the Town of Wheeling, Cook County, Illinois, (except the south 421.00 feet as measured along the East and West lines thereof) also (except that part taken and used for Public Roadway);

ALSO

All that part of Lot 1 in Henry C. Moehling's Subdivision of part of Section 4 and Section 9, Township 41 North, Range 11, East of the Third Principal Meridian, and part of the Southeast 1/4 of Section 31, Township 42 North, Range 11, East of the Third Principal Meridian, lying West of a line 202.28 feet West of and parallel with the West line of R. A. Cepek's Arlington Highlands, and lying South of the center line of Kirchoff Road (Except therefrom the following described tract: beginning at point on the center line of Kirchoff Road which is 461.57 feet Northwesterly of the intersection of said center line with the aforescribed line, 202.28 feet West of and parallel with the West line of R. A. Cepek's Arlington Highlands, as the place of beginning of the herein described tract; thence South on a line parallel to said West line of R. A. Cepek's Arlington Highlands, a distance of 257.0 feet; thence West on a line parallel to the South line of the Southeast 1/4 of Section 31, Township 42 North, Range 11, East of the Third Principal Meridian, a distance of 496.15 feet; thence North on a line parallel to West line of said Southeast 1/4 of Section 31, Township 42 North, Range 11, East of the Third Principal Meridian, a distance of 504.60 feet to a point on the center line of Kirchoff Road which is 381.42 feet Southeasterly of the intersection of said center line of Kirchoff Road with the West line of said Southeast 1/4 of said Section 31, thence Southeasterly along said center line of Kirchoff Road; a distance of 547.20 feet to the place of beginning; also except therefrom the following described tract: beginning at the intersection of the center line of Kirchoff Road with a line parallel to and 310.08 feet West of the West line of R. A. Cepek's Arlington Highlands Subdivision; thence South along said parallel line 152.6 feet; thence East parallel to the South line of said Southwest 1/4 of the Southeast 1/4, 67.80 feet to an intersection with a line parallel to and 242.28 feet West of the West line of said Cepek's Subdivision; thence North along said parallel line to its intersection with the aforesaid center line to the point of beginning; also excepting therefrom, those parts thereof taken or used for Kirchoff Road, and those parts thereof falling within the right-of-way known as Central Road), all in Cook County, Illinois.

P.I.N. 03-31-414-013-0000

and commonly known as 800 West Central Road, Arlington Heights, Illinois; as heretofore approved by the President and Board of Trustees, is hereby amended to extend the term of the Master Plan for an additional five years, as well as to allow certain building additions such as an eight story, 105,000 square foot medical office building, a six-story parking garage, a 9,500 square foot addition to the Day Surgery Operations, a 40,000 square foot addition to the southeast corner of the hospital, and an 8,200 square foot addition to the Wellness Center, as

well as other additions yet to be developed, in substantial compliance with the following plans:

The following plans have been prepared by OWP&P:

- Complete Master Plan Notebook**, dated October 1, 2001;
- Site Composite**, dated April 17, 2001 with revisions through August 17, 2001, consisting of two sheets;
- Phasing Plan**, dated April 17, 2001 with revisions through August 17, 2001, consisting of sheets 7 through 12;
- Zoning Setback Plan**, dated July 9, 2001 with revisions through August 17, 2001, consisting of sheet Z-1;
- Current 2000 Geometrics**, dated April 17, 2001 with revisions through August 17, 2001, consisting sheet C-1;
- Campus Master Plan**, dated April 17, 2001 with revisions through August 17, 2001, consisting of sheet C-2;
- Preliminary Stormwater**, dated April 17, 2001 with revisions through August 17, 2001, consisting of sheet C-3;
- Preliminary Sanitary & Water**, dated April 17, 2001 with revisions through August 17, 2001, consisting of sheet C-4;
- Possible Truck Maneuvering**, dated April 17, 2001 with revisions through August 17, 2001, consisting of sheet C-5;

The following plans have been prepared by Marshall Erdman & Associates, Inc.:

- Center for Specialty Medicine Perspective**, dated August 15, 2001, consisting of one sheet;
- Project Contract Limits**, dated August 15, 2001, consisting of sheet A-1.5;
- Elevations**, dated August 15, 2001, consisting of sheets A-2 & A-3;
- B-3 Level Floor Plan**, dated August 15, 2001, consisting of sheet A-4;
- B-2 level Floor Plan**, dated August 15, 2001, consisting of sheet A-5;
- B-1 Level Floor Plan**, dated August 15, 2001, consisting of sheet A-6;
- First Floor Plan**, dated August 15, 2001, consisting of sheets A-7 & A-7.1;
- Second Floor Plan**, dated August 15, 2001, consisting of sheets A-8 & A-8.1;
- Third Floor Plan**, dated August 15, 2001, consisting of sheet A-9;
- Fourth Floor Plan**, dated August 15, 2001, consisting of sheet A-10;
- Fifth Floor Plan**, dated August 15, 2001, consisting of sheet A-11;
- Sixth Floor Plan**, dated August 15, 2001, consisting of sheet A-12;
- Seventh Floor Plan**, dated August 15, 2001, consisting of sheet A-13;
- Eight Floor Plan**, dated August 15, 2001, consisting of sheet A-14;
- Penthouse Plan**, dated August 15, 2001, consisting of sheet A-15;
- Cross Section Looking West**, dated August 15, 2001, consisting of sheet A-16;
- Cross Section Looking South**, dated August 15, 2001, consisting of sheet A-17;
- Garage Cross Section**, dated August 15, 2001, consisting of sheet A-18;

Medical Office Building/Hospital Addition

Parking Deck Schematic, dated August 16, 2001, consisting of one sheet;

Hospital Building Mass Diagram, dated April 20, 2001, consisting of one sheet;

The following plans were prepared by **The Brickman Group, Ltd.**:

Site Landscape Plan, dated April 23, 2001 with revisions through August 8, 2001, consisting of five sheets;

Medical Office Building, dated April 23, 2001 with revisions through August 8, 2001, consisting of one sheet;

Day Surgery Addition, dated April 23, 2001 with revisions through August 8, 2001, consisting of one sheet;

Future Hospital Addition, dated April 23, 2001 with revisions through August 8, 2001, consisting of one sheet;

Existing Tree Plan, dated April 23, 2001 with revisions through August 8, 2001, consisting of one sheet;

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

SECTION TWO: That the approval of the amendment to the planned unit development granted by this ordinance, is subject to the following conditions, to which the petitioner has agreed:

1. The petitioner shall be required to submit final engineering plans and detention calculations as part of the final building permit review process.
2. The Engineering Department shall establish a street lighting escrow during the building permit phase which shall be paid by the petitioner in full as part of the permit fees.
3. At the request of the Village or within six months following the completion of phase III (Medical Office Building & Parking Garage) and East Ring Road, the petitioner shall re-evaluate and conduct a warrant study to determine the need for a traffic signal at the intersection of Kirchoff Road and the eastern access drive to the hospital, as well as the intersection of Kirchoff Road and the western access drive. In the event that a signal is warranted at that time or in the future, at the Kirchoff Road eastern entrance to the hospital, the petitioner shall be required to pay for 50% of the cost for the installation and maintenance of the traffic signal and intersection improvements as determined by the Village and IDOT. In the event that a signal is warranted at the Kirchoff Road western entrance to the hospital, the petitioner shall be required to pay 100% of all costs associated with the design, installation, and maintenance of the traffic signal and intersection modifications as determined by the Village and IDOT.
4. In the event that the traffic signal warrant study indicates that a traffic signal is necessary at either of the Kirchoff Road entrances, or if additional intersection improvements are determined necessary by the neighborhood study, the petitioner shall re-evaluate the configuration of the entrances and Ring Road, to ensure adequate circulation and

stacking and coordinate with the Village and IDOT to develop and construct the required improvements.

5. The petitioner shall provide a letter of confirmation with the Sheraton Arlington Park Hotel or other alternative site to accommodate the construction, and, if need, employee parking demand during the various phases of construction. This plan shall include the number of parking spaces to be utilized by the hospital and the duration of use. At a minimum, the petitioner shall provide temporary off-site parking at a ratio of one-to-one for each existing parking space displaced during all phases of construction. Furthermore, the hospital shall be responsible to monitor and enforce "No Doctor/Employee/Construction" parking on nearby public streets.

6. The Village of Arlington Heights shall continue to study the cut-through traffic concerns in the neighborhood located to the north and east. In addition, the petitioner shall work with the neighborhood and the Village on developing strategies for addressing vehicle speed and cut-through traffic in the residential neighborhood. No later than six months after occupancy of the Medical Office Building and parking structure, additional traffic counts and analysis shall be conducted by the Village and the petitioner, at which time additional neighborhood input shall be sought and recommendations and conclusions forwarded to the Village Board.

7. The petitioner shall restrict access at Kirchoff Road to inbound traffic. Emergency vehicles only shall be permitted to exit on to Kirchoff Road and only at the northwest Kirchoff Road entrance. During the initial six-month period of time, the petitioner will conduct additional traffic counts, studies and analysis. After the six-month period, a report of all of the traffic impacts resulting from the restricted use of the Kirchoff Road entrances for both the existing traffic and projected build-out traffic will be provided to the Village staff by the petitioner. Once review and analysis of the report is completed, it will be transmitted to the Village Board. After review of the report and analysis, the Village Board shall make a determination as to whether the restricted access configuration should be maintained or what other entrance modifications should be implemented. The petitioner shall make permanent driveway modifications to implement the Village Board's decision for the Kirchoff Road entrances during Phase I of the construction.

8. Pursuant to the site plan, off-site Ridge Avenue improvements shall be implemented as part of the petitioner's scheduled Phase I improvements, within two years of ordinance approval, or as soon as permitted by the Illinois Department of Transportation (IDOT). As part of the Phase I improvements, the petitioner shall implement the on-site improvements for the Kirchoff Road entrances as approved and/or modified by the Village Board after consideration of the report referenced in paragraph 7 above.

9. Access into the parking garage from the emergency room drive shall be limited to inbound movements only. However, six months following the completion of Phase III scheduled improvements, the petitioner may re-evaluate the traffic volumes on the emergency room access drive to determine if limited egress from the parking garage shall be permitted. In the event that traffic volumes are conducive for egress movement from the

parking garage, the petitioner shall implement a controlled system that would allow only emergency room patrons to leave the parking garage from the southeast entrance.

10. At the request of the Village or within six months after the completion of Phase III improvements, the petitioner shall re-evaluate traffic volumes on the Emergency Room access drive. In the event that the additional traffic hinders Emergency Room operations, the petitioner shall be required to widen the drive aisle to add additional turn and/or through lanes(s).

11. The Northwest Community Hospital campus shall be limited to a total of 401 beds. The petitioner may request an increase to the number of beds through the administrative review process as long as there is adequate parking on-site to meet Village parking requirements.

12. The petitioner shall install directional signage on Central Road as permitted, in order to direct westbound hospital traffic to use Central Road.

13. The final width of the bicycle path along the east side of the property will be evaluated during the final engineering plan preparation so that additional design features, landscaping and fence location can be incorporated into the decision making relative to increasing the width from eight feet to ten feet wide.

14. Access to and from the site by construction vehicles shall be limited to one entrance along Central Road.

15. All vendors serving the property shall be required to use an entrance on Central Road.

16. The petitioner shall adhere to all conditions outlined in the July 10, 2001, Design Commission recommendation.

17. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies.

SECTION THREE: Except as amended by this ordinance, the remaining provisions of all ordinances related to Northwest Community Hospital shall remain in full force and effect.

SECTION FOUR: That the approval of the amendment to the planned unit development granted in SECTION ONE of this ordinance shall be effective for a period no longer than 24 months from the date of this ordinance, unless construction has begun or such approval has been extended by the President and Board of Trustees during that period.

SECTION FIVE: The Director of Building and Zoning is hereby authorized to issue building permits upon proper application, in accordance with the provisions of this ordinance and all applicable ordinances of the Village of Arlington Heights.

SECTION SIX: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form, in the manner provided by law. The Village Clerk is hereby directed to record this ordinance in the Office of the Recorder of Cook County, Illinois.

AYES:

STENGREN, KUCERA, HAYES, FARWELL, ROSENBERG, TOLJANEC, MULDER

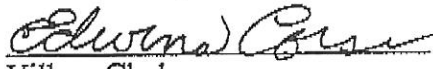
NAYS:

NONE

PASSED AND APPROVED this 15th day of October, 2001

ATTEST:


Village President


Village Clerk