



October 7, 2013
8:00 PM

AGENDA
President and Board of Trustees
Village of Arlington Heights

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Village Board 09/16/2013
- B. Committee of the Whole 9/16/13

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register of 9-30-2013

VI. RECOGNITIONS AND PRESENTATIONS

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

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

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. Fire Department Burn Tower Renovation - Contract Award
- B. EAB Parkway Ash Tree Removal 2013
- C. Paver Brick Removal and Replacement 2013
- D. McDonald Creek Emergency Water Main Replacement
- E. Asphalt Restoration Services
- F. Commuter Drive

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)
- B. An Ordinance Amending Chapter 28 of the Arlington Heights Municipal Code (Section 14.2-5, Design Review Process)
- C. A Resolution Approving an Agreement for Court Reporter Services (Arlington Reporting Services, local prosecution traffic court calls)
- D. An Ordinance Designating One-Way Stop Streets (Southbound Dale to stop for Lillian; southbound Rolling to stop for Lillian; eastbound Sherwood to stop for Dale; northbound Dale to stop for Lillian)
- E. An Ordinance Prohibiting Parking (East side of Fernandez Avenue between Ladd and Norman)

Streets)

CONSENT APPOINTMENTS

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

CONSENT REPORT OF THE VILLAGE MANAGER

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

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Arlington Downs - Preliminary & Final Plat of Resubdivision
3400 W. Euclid Ave.
PC13-019
- B. Report of the Building Code Review Board Meeting of September
18, 2013
- Proposed code amendment language to Section 23-302 R309.1(c)
of the Village Code related to minimum garage dimension
requirements.
- C. 2020 E. Northwest Highway
Waterman Avenue Access
PC#13-015

XIII. LEGAL

- A. An Ordinance Approving a Preliminary Plat of Resubdivision
(Arlington Downs Two Resubdivision, 3400 W. Euclid Avenue)
- B. A Resolution Approving a Final Plat of Resubdivision
(Arlington Downs Two Resubdivision, 3400 W. Euclid Avenue)
- C. An Ordinance Amending Chapter 23 of the Arlington Heights
Municipal Code
(Section 23-302 Modification of Illinois Residential Code Section
R309.1c, Floor Surfaces, Separation of Structures and Minimum
Dimensions)

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

XVI. REPORT OF THE VILLAGE MANAGER

- A. Request for Closed Session per 5 ILCS 120/2(c)(21): 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

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



Item: Village Board Minutes 09/16/2013

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

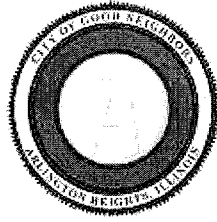
ATTACHMENTS:

Description

[Village Board Minutes 09/16/2013](#)

Type

Minutes



September 16 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 and Village Clerk Becky Hume.

A moment of silence was observed for the tragedy that occurred at the Washington Navy Yard today.

IV. APPROVAL OF MINUTES



A. Committee of the Whole 09/03/2013

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. Village Board 09/03/2013

Approved

Trustee Bert Rosenberg moved to approve. Trustee Carol Blackwood 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 9/15/2013

Approved

Trustee Joe Farwell moved to approve the Warrant Register dated 9/15/2013 in the amount of \$2,153,503.96. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD



A. Seth Goldberg re: Oct. 5, 2013 Chicago Wheelchair Bulls Exhibition Game

Seth Goldberg announced the 5th Annual Chicago Wheelchair Bulls Basketball Exhibition Game and Fundraiser October 5th, at St. Viator High School. He read a statement from Tim Carlson, St. Viator Athletic Director announcing their sponsorship of the event. Mr. Goldberg thanked President Hayes, the Trustees and St. Viator for their support. The goal of the event is to foster new opportunities for people with disabilities and to provide positive role models. The Wheelchair Bulls will play the Arlington Heights Firefighters. Mr. Goldberg thanked the Arlington Heights Fire Department for their continued support.

President Hayes thanked Seth for his leadership and the Arlington Heights Firefighters for their enthusiastic participation. He encouraged the residents to come out for this event and support this great evening. Doors open at 6:00 and the event starts at 7:00.

IX. OLD BUSINESS



A. Report of the Committee-of-the-Whole Meeting of September 16, 2013 - Consideration of recommending to the Liquor Commissioner the issuance of a Class "B" & Class "T" Liquor License to Megs Liquor & Wine, Inc. dba Megs

Liquor, located at 1041 S. Arlington Heights Road

Trustee moved to recommend to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Megs Liquor and Wine, Inc. dba Megs Liquor, located at 1041 S. Arlington Heights Road. This approval is conditioned upon the provision of an executed lease between Megs Liquor and the landlord be provided to the Village of Arlington Heights. Trustee Seconded the Motion.

The Motion:

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

Absent: Scaletta .



- B. Report of the Committee-of-the-Whole Meeting of September 16, 2013 - Consideration of recommending to the Liquor Commissioner the issuance of a Class "E" Liquor License to JAMS Restaurant Group, LLC, dba JD's Q & Brew Restaurant located at 286 W. Rand Road Approved

Trustee Thomas Glasgow moved to recommend to the Liquor Commissioner the issuance of a Class "E" Liquor License to JAMS Restaurant Group LLC dba as JD's Q & Brew located at 286 W. Rand Road. This approval is contingent upon an executed lease between JAMS and the landlord be provided to the Village of Arlington Heights. Trustee Joe Farwell 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 September 16, 2013 - Interview of Rebecca Fahy for Appointment to the Youth Commission Approved

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

Trustee Mike Sidor moved to concur with the Mayors appointment of Rebecca Fahy to the Youth Commission with a term ending 4/30/14. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .



- D. Report of the Committee-of-the-Whole Meeting of September 16, 2013 - Interview of Joseph Geisel for Appointment to the Zoning Board of Appeals

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

Trustee Jim Tinaglia moved to concur with the Mayors appointment of Joseph Geisel to the Zoning Board of Appeals with a term ending 4/30/18. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .



E. Report of the Committee-of-the-Whole Meeting of September 16, 2013 - Interview of John Robinson for Appointment to the Youth Commission Approved

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

Trustee Joe Farwell moved to concur with the Mayors appointment of John Robinson to the Youth Commission with a term ending 4/30/16. Trustee Jim Tinaglia 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. Emergency Repairs to CAT 963 Tractor Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .

- B. Professional Engineering Services - Parking Garage Condition Study Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .

- C. Parkway Tree Trimming 2013 Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .

- D. Street Sweeper Rental 2013 Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .

CONSENT LEGAL

- A. An Ordinance Amending Ordinance Number 09-048 Granting a Land Use Variation (Fitness 19, 1601 W. Campbell Street) Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz 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
	Plan Commission	Bruce Green	4/30/16	
	Plan Commission	Lynn Jensen	4/30/16	
	Plan Commission	John Sigalos	4/30/16	
	Fire & Police Comm.	Lynn Szabo	4/30/16	
	Electrical Commission	Robert Morman	4/30/16	
	Police Pension Fund	Gary McClung	4/30/15	
	Design Commission	Alan Bombick	4/30/16	
	Design Commission	Ted Eckhardt	4/30/16	
	Arlington Econ. Alliance	Michael O'Connor	4/30/16	
	Senior Citizens Comm.	Ruta Freimanis	4/30/16	
	Senior Citizens Comm.	Dr. Frank Schroeder	4/30/16	
	Senior Citizens Comm.	Maureen Seleski	4/30/16	
	Youth Commission	Alexis Glasgow	4/30/14	
	Youth Commission	Samantha Doro	4/30/14	
	Youth Commission	Ian Fitzgerald	4/30/14	
	Youth Commission	Adam Johnson	4/30/14	
	Citizens w/Disabilities	Seth Goldberg	4/30/16	
	Citizens w/Disabilities	Peg McMahon	4/30/16	
	Special Events Comm.	Neil Scheufler	4/30/17	
	Special Events Comm.	Claudia Starck	4/30/17	
	Special Events Comm.	Laura Oberg	4/30/17	
	Arts Commission	Janet Souter	4/30/16	
	Board/Commission	Chair Reappointment	Term Ending	
	Electrical Commission	Joseph Bove	4/30/14	
	Bicycle Commission	Alan Medsker	4/30/14	
	Youth Commission	Kim Dyer	4/30/14	
	Arts Commission	Toni Higgins-Thrash	4/30/14	
	Brd.of Local Improvements	Nicholas Cortesi	4/30/14	
	Building Code Review Brd.	Carl Baldassarra	4/30/14	

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .

CONSENT PETITIONS AND COMMUNICATIONS

A. Bond Waiver - Arlington Heights Historical Society Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .

B. Bond Waiver - SuperSibs!

Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Absent: Scaletta .

CONSENT REPORT OF THE VILLAGE MANAGER

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Chapter 28 Text Amendment, Section 14.2-5
Design Review Process
PC13-017

Approved

Mr. Dixon explained that a new option within the Design Review process is being proposed for small rear yard additions on single family homes. This proposed option would allow small projects to bypass the Design Review Submittal and Approval Process and submit directly for Building Permit after an administrative review by staff. There would be no fee for projects that receive this waiver as long as the criteria are met. This change requires a minor amendment to Municipal Code regarding a Public Hearing in front of the Plan Commission. He said this proposal is an attempt to expedite the development process without compromising any of the Village's standards.

President Hayes asked if this recommendation is for projects 300 square feet or less.

Ms. Ward explained that the Code Amendment language will say "approximately 300 square feet or less."

Trustee Farwell asked why the square footage language was approximate and not fixed. **Ms. Ward** said that if 300 square feet is an absolute, it would cause problems. For example, if a project came through with 301 square feet, but met the criteria, it would have to go through the full Design Review process. **Trustee Farwell** clarified that this is an everyday working piece of the Code and the intent of which is not to gum up the system and make a resident who was very close to 300 square feet go through the full Design review process. He asked what the litmus test on the 300 square feet would be. **Ms. Ward** said that most projects within 301-305 square feet that met the criteria would probably be included. She said if the square footage got significantly further from 300 square feet, it would not be in keeping with the intent of the Code. She said staff would be able to review these projects and use their best judgment.

Mr. Dixon said that in looking at real cases, often projects meet the spirit of the Code, but might exceed the square footage by as little as six inches. When the Code is absolute, it ties staff's hands to help the petitioner and staff would like to have the ability to apply common sense. **Trustee Farwell** said it was important to have the intent clear for future interpretation.

Trustee Rosenberg asked why it was recommended that there not be a fee for this option as staff time would still be used. **Mr. Perkins** said this option would allow homeowners to have a one page application and a quick staff review. As staff time would be minimal for this phase, he said that the Design and Plan Commission thought that no fee should be required. Petitioners would still pay for building and permit fees.

Trustee Jim Tinaglia moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed

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

Absent: Scaletta .



B. Arlington Heights Park District - Camelot Park
1005 E. Suffield Dr.
PC#13-014

Approved

Brian Huckstadt of the Arlington Heights Park District represented the project which proposes to renovate the existing Camelot Community Center/Bath House and add a new 12,950 addition along the south elevation. The improvements include a gymnasium, several multipurpose rooms and an elevated running track. Mr. Huckstadt said the success of Pioneer Park's participation numbers after its renovation led the Park Board to develop a master plan for the other parks and get the input of the community. In 2012/2013 Pioneer had 81,000 participants whereas Camelot had 28,000 participants. The Park District operates five community centers; Pioneer is able to cover its operating costs based on participation in its programs. The other community centers require tax dollar subsidies. He said the goal is to have each community center cover its operating costs. Mr. Huckstadt said there were a series of meetings with residents regarding the Camelot plan. All meetings were cordial and productive. Recently, a Federal grant was received for capital projects and this grant will be used for the expansion along with bonds. Taxes will not be increased. In the Park District's recent online survey, of the 130 responses from the Camelot Park area, 114 residents answered the question regarding capital improvements. Fifty of those responses approved of the expansion. He said the Park District reached out to the community and listened to their comments.

Mr. John Gerinowski of FGM Architects gave a detailed presentation of the plans.

Trustee Glasgow questioned if there would be adequate on-street parking for overflow. **Mr. Gerinowski** said that there is adequate on-street parking as there are 190 spots immediately adjacent to the park, the majority of which are on the park side, and there is an increase of 20 spaces in the parking lot. This is more than adequate for the additional onsite programming. **Trustee Glasgow** asked what the attendance was at the resident meetings. **Mr. Gerinowski** said attendance at the first meeting in 2010 was 30 people and at the second meeting in 2010 there were close to 50 people in attendance. For the two public meetings in 2013, there were 60 people in total at those two meetings. **Trustee Glasgow** asked what ideas were incorporated from those meetings. **Mr. Gerinowski** said that the land bank spaces were added as a result of the February meeting. He said one-way traffic flow, entry locations and the alignment of the parking lot with Stuart Drive were incorporated into the plan as a result of resident concerns. **Trustee Glasgow** noted the financing of the project will come from the \$2.5 million grant and a bond sale therefore, taxes will not be increased. He noted that this project was part of the long term plan of the Park District, the public was included and there was adequate discussion. He said the question of whether to grant a Special Use on Public Land before the Board is a narrow one and he said the project does fit within these parameters. It is not the place of the Village Board to critique the design or plan of another governing body if it does not conflict with the Village's parameters. He noted that residents of the Pioneer Park area who were originally against that improvement are very pleased with the results and believe that their property values have increased.

Trustee Tinaglia asked what the height differentials were between the old/new buildings. **Mr. Gerinowski** explained that at the roof on top of the gym, is 10 feet higher but there are some roof structures above those 10 feet making it 15 feet higher in totality. The gym height was established so that regulation volleyball could be played there. The walking track did not add to the height.

Trustee Labedz asked if there were any safety concerns expressed by the Police Department in the review process. **Mr. Perkins** said that the Police did look at site circulation, and believed that the Park District made a good change when they moved to one-way circulation. Stop signs may be necessary once alignment with street and parking lot occurs, so the traffic sign issue may come to the Board after an evaluation is made. **Mr. Perkins** echoed **Trustee Glasgow's** comments regarding the Pioneer Park area, as the improved community center has been very positive for that neighborhood. Staff is optimistic that a similar result will occur for Camelot Park.

Trustee Blackwood said she lives in a neighborhood that uses Camelot and that people have been waiting for this for a long time. She said many people ride their bikes to the pool and so is not worried about a parking issue. She said it is a job well done.

Trustee Sidor readdressed the sustainability of the parks clarifying that after Pioneer Park was redeveloped, registrations increased and it now can cover its operational costs. **Mr. Huckstadt** said that based on the design and scope of the Camelot Community Center, it can achieve the Pioneer model as well. **Trustee Sidor** said he is in favor of the parks becoming self-sustaining therefore making them less dependent upon tax dollars.

Lynda Claytor of 906 East Suffield Drive said she had no illusions that anything will prevent the Park District from constructing this building across the street from her house. She said that public bodies should not conduct meetings if they're not going to listen. Most of the people at the meetings she attended were in favor of renovations to the existing building, not the construction of a new addition. Residents feel as if they were not listened to, and their opinions were not respected. She said she attended every meeting and heard people asking for a dog park and renovations to Lake Arlington, but not asking for a new structure at Camelot.

Marion Sherman-Behzad of 2604 N. Stuart Dr. said she is a 40 year resident of the Village. She said she was very disappointed that the people of Camelot Park were not listened to. She noted that two referendums were voted down, primarily because of the proposed tax increase. She said most people in Camelot Park voted "no." She said the Park District has put in a big pool, and now 2/3 of Camelot is not green space. This proposal puts a three story building in the middle of single family homes with no buffer. There are people who do want this, but at every meeting there were a number of people who did not want this. She asked for the Board to leave this as a park and not build a recreation center. She lives directly across from the Community Center. Some of the changes she is in favor of, but she said that most of the people just want renovations like fixing the driveway and parking lot. She said Stop signs are critical. She is not happy with a wall of steel.

President Hayes thanked the residents for coming.

Trustee Blackwood asked for the slide with the proposed new landscaping to be shown. **Mr. Huckstadt** said there were extensive plantings planned and that the Park District was very cognizant of the difficulty on the neighbors. He noted that not much green space was lost as a former outdoor basketball court was where the gymnasium was going. **Trustee Blackwood** said the plan had a great deal of tree plantings.

President Hayes thanked the Park District for all they do for the residents of Arlington Heights and for providing a high quality of life for residents as part of the community team.

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

The Motion: Passed

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

Absent: Scaletta .

XIII. LEGAL



- A. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code (13-101 definition of banquet halls) Approved

Trustee Glasgow said that the proposed Ordinance states “as an ancillary use, the business may include events that are open to the public as long as the banquet hall has food available.” He said he didn’t see anything that would prohibit a banquet hall from becoming a restaurant and wanted to clarify the intent. He also asked about enforcement and ramifications. **Ms. Mikula** explained that establishments receive approval as a banquet facility or a restaurant. Each requires a Special Use. Banquet facilities, as proposed, may have some ancillary activities, but cannot exceed their approval as being primarily a banquet facility. This would be monitored by complaints, and if the Village sees that activities are being promoted beyond the scope of their approval. If this occurs, a meeting would be arranged with the owners and a request would be made for them to scale back these activities. If their intent is to become a restaurant, the business would have to come back before the Board and would need to go through an approval process to change their use. If they were found to be exceeding their approved use they would be asked to stop immediately and could come under administrative review. The business’ liquor license is predicated on its usage designation, so this would be another means of enforcement.

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Abstain: Farwell .

Absent: Scaletta .

XIV. APPOINTMENTS

XV. PETITIONS AND COMMUNICATIONS

XVI. REPORT OF THE VILLAGE MANAGER

XVII. ADJOURNMENT

Trustee Robin LaBedz moved to adjourn the meeting at 9:14 p.m. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed



Item: Committee of the Whole 9/16/13

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 9/16/2013](#)

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, SEPTEMBER 16, 2013
7:15 PM**

Mayor Tom Hayes called the meeting to order at 7:15 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: Liquor Applicants: Kishan Thakkar for Megs
Liquors; Gary Shupak for JD's Q & Brew;
Rebecca Fahy for Youth Commission; Joseph
Geisel for Zoning Board of Appeals; John
Robinson for Youth Commission

**1. CONSIDERATION OF RECOMMENDING TO THE LIQUOR
COMMISSIONER THE ISSUANCE OF A CLASS "B" AND CLASS "T"
LIQUOR LICENSE TO MEGS LIQUOR & WINE, INC., DBA MEGS
LIQUOR, LOCATED AT 1041 S. ARLINGTON HEIGHTS ROAD.**

Mayor Hayes sworn in Kishan Thakkar, owner of Megs Liquor & Wine, Inc.

On August 7, 2013 a background check was conducted on Mr. Kishan Thakkar, who has 100% ownership in the corporation. No convictions were disclosed and no criminal derogatory information was found. In addition, no lawsuits, judgments, or liens were outstanding. The applicant intends to purchase the existing business and all of its assets from the current owner and continue with the dba name of Megs Liquors. The landlord has provided the Village with a letter of intent to offer the applicant a lease. A copy of the executed lease is to be delivered to the Village following the approval of the liquor license to Megs Liquor & Wine. Upon receiving the executed lease, the Village will issue the liquor license.

Mayor Hayes briefly questioned Mr. Thakkar on his prior experience in the liquor business. Mr. Thakkar reported that he works for a gas station located in Fox River Grove that holds a liquor license. Mr. Thakkar has never had a liquor violation or had a liquor license revoked or suspended. Mr. Thakkar has completed BASSET training, as well as his employee.

TRUSTEE GLASGOW MOVED, SECONDED BY TRUSTEE TINAGLIA TO RECOMMEND THAT THE VILLAGE BOARD OF TRUSTEES RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "B" & CLASS "T" LIQUOR LICENSE TO MEGS LIQUOR & WINE, INC., DBA MEGS LIQUOR, LOCATED AT 1041 S. ARLINGTON HEIGHTS ROAD. APPROVAL OF THIS LIQUOR LICENSE IS EXPRESSLY CONDITIONED UPON PROVISION OF AN EXECUTED LEASE BETWEEN MEGS LIQUOR & WINE, INC., DBA MEGS LIQUOR AND THE LANDLORD TO THE VILLAGE OF ARLINGTON HEIGHTS.

Upon a voice vote, the motion passed unanimously.

2. CONSIDERATION OF RECOMMENDING TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "E" LIQUOR LICENSE TO JAMS RESTAURANT GROUP, LLC, DBA JD'S Q & BREW RESTAURANT, LOCATED AT 286 W. RAND ROAD.

Mayor Hayes swore in Gary Shupak.

Diana Mikula reported that a background check was conducted on Gary Shupak, who has 100% ownership in the LLC. No convictions were disclosed and no criminal derogatory information was found. In responding to the Additional Liquor Applicant Information form, Mr. Shupak answered that he did not have any judgments or liens outstanding against him. The background check disclosed a foreclosure and judgment. To explain this discrepancy, Mr. Shupak provided written explanation that he is in court with a house that is in foreclosure and he is reviewing a medical judgment of \$275 he had no knowledge of when he filled out the application.

The landlord has provided the Village with a letter of intent to offer the applicant a lease. A copy of the executed lease will be delivered to the Village following the approval of the liquor license to JAMS Restaurant Group, LLC. Upon receiving the executed lease, the Village will issue the liquor license.

Mr. Shupak has 22 years of experience in the restaurant business. He has never had a liquor violation, or a license revoked or suspended. Mr. Shupak has not completed BASSET training yet but all of his employees are BASSET trained. There are 15 employees, nine of which will be selling/serving liquor.

Trustee Glasgow questioned Mr. Shupak about his name change. Mr. Shupak answered that once he became a U.S. citizen he shortened the name. He did not hold a liquor license under his original name.

Trustee Glasgow asked about financing of two new business. Mr. Shupak reported that he sold his interest in other businesses in order to purchase this business. Trustee Glasgow questioned Mr. Shupak on why he said he did not have any liens against him when in fact his house was in foreclosure. Mr. Shupak reported that he misread the question.

Trustee LaBedz asked if Mr. Shupak was changing the menu. Mr. Shupak said that he plans to tweak the menu to make it perfect.

Trustee Blackwood asked Mr. Shupak how he discovered that the current owner was interested in selling the business. Mr. Shupak reported that a broker had informed him of the business being for sale.

TRUSTEE GLASGOW MOVED, SECONDED BY TRUSTEE FARWELL TO RECOMMEND THAT THE VILLAGE BOARD OF TRUSTEES RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "E" LIQUOR LICENSE TO JAMS RESTAURANT GROUP, LLC, DBA JD'S Q & BREW, LOCATED AT 286 W. RAND ROAD. APPROVAL OF THIS LIQUOR LICENSE IS EXPRESSLY CONDITIONED UPON PROVISION OF AN EXECUTED LEASE BETWEEN JAMS RESTAURANT GROUP, LLC, DBA JD'S Q & BREW AND THE LANDLORD TO THE VILLAGE OF ARLINGTON HEIGHTS.

Upon a voice vote, the motion passed unanimously.

3. INTERVIEW OF REBECCA FAHY FOR THE YOUTH MEMBER POSITION ON THE YOUTH COMMISSION. TERM ENDING 4/30/14.

Mayor Hayes is recommending Rebecca to fill the Youth member position on the Youth Commission. Mayor Hayes feels her resume demonstrates her qualifications for this position. Trustees asked various questions and thanked Ms. Fahy for volunteering to serve the community.

TRUSTEE SIDOR MOVED, TRUSTEE LABEDZ SECONDED A MOTION RECOMMENDING THE APPOINTMENT OF REBECCA FAHY AS A YOUTH MEMBER TO THE YOUTH COMMISSION. TERM ENDING 4/30/14.

4. INTERVIEW OF JOSEPH GEISEL FOR THE ZONING BOARD OF APPEALS. TERM ENDING 4/30/18.

Mayor Hayes is recommending Mr. Geisel for the open position on the Zoning Board of Appeals. Mayor Hayes feels his resume demonstrates his qualifications for this position. Trustees asked various questions and thanked Mr. Geisel for volunteering to serve the community.

TRUSTEE TINAGLIA MOVED, TRUSTEE GLASGOW SECONDED A MOTION RECOMMENDING THE APPOINTMENT OF JOSEPH GEISEL FOR THE ZONING BOARD OF APPEALS. TERM ENDING 4/30/18.

5. INTERVIEW OF JOHN ROBINSON FOR THE YOUTH COMMISSION. TERM ENDING 4/30/16.

Mayor Hayes is recommending Mr. Robinson for the open position of Park District Representative on the Youth Commission. Mayor Hayes feels his

resume demonstrates his qualifications for this position. The Trustees asked various questions and thanked Mr. Robinson for volunteering to serve the community.

TRUSTEE FARWELL MOVED, TRUSTEE TINAGLIA SECONDED A MOTION RECOMMENDING THE APPOINTMENT OF JOHN ROBINSON FOR THE YOUTH COMMISSION. TERM ENDING 4/30/16.

6. **OTHER BUSINESS**

None

7. **ADJOURNMENT**

Meeting adjourned at 7:48 PM.

Recorded By: Diane Staggs, Admin. Asst. II



Item: Warrant Register of 9/30/2013

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description	Type
Warrant Register 9/30/2013	Warrant Register



VILLAGE OF ARLINGTON HEIGHTS

**WARRANT REGISTER FOR
CHECK DATE: 9 - 30 - 2013**

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$342,677.41
215	CDBG Fund	\$2,076.00
227	Foreign Fire Ins Tax Fund	\$6,829.06
231	Criminal Investigation Fd	\$17,696.47
235	Municipal Parkg Opr Fund	\$16,065.84
251	TIF I South Fund	\$1,100.00
301	Debt Service Fund	\$374.50
401	Capital Projects Fund	\$935,481.06
426	Flood Control V Fund	\$162,776.07
431	Public Building Fund	\$2,890.00
435	EAB Fund	\$4,835.50
505	Water and Sewer Fund	\$126,191.85
511	Solid Waste Fund SWANCC	\$116,258.43
515	Arts,Entert & Events Fund	\$7,262.03
605	Health Insurance Fund	\$7,364.00
611	General Liability Ins Fnd	\$30.00
615	Workers Compensation Ins	\$170.70
621	Fleet Operations Fund	\$293,742.45
625	Technology Fund	\$33,311.44
715	Guaranty Deposits Fund	\$650.00
TOTAL ALL FUNDS		\$2,077,782.81

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 0					
Division: 0					
1901	505-0000-452.42-00	LAURA SCHAFFERNAK	REFUND WATER OVERPAYMENT	\$323.00	\$323.00
180884	101-0000-433.14-00	AFTERMATH CLAIM SCIENCE INC	REFUND AMBULANCE CLAIM	\$540.00	\$540.00
180890	715-0000-220.93-00	AMERICAN NATIONAL SPRINKLERS	REFUND BOND	\$150.00	\$150.00
180902	715-0000-220.93-00	ANTHONY JAMES BUILDERS	REFUND BOND	\$100.00	\$100.00
180930	101-0000-441.35-00	PAULINA BIALECKA	REFUND TICKET	\$35.00	\$35.00
180933	101-0000-433.14-00	BLUE CROSS BLUE SHIELD	REFUND AMBULANCE CLAIM	\$72.50	\$72.50
180938	101-0000-140.51-00	CANON SOLUTIONS AMERICA	METER USAGE-MAILROOM	\$15.51	\$15.51
180996	101-0000-433.14-00	ALBERT EVANS	REFUND AMBULANCE CLAIM	\$16.00	\$16.00
181040	715-0000-220.93-00	JANUSZ ZAWADZKI	REFUND BOND	\$200.00	\$200.00
181047	101-0000-433.14-00	BEATRICE KOCH	REFUND AMBULANCE CLAIM	\$69.12	\$80.00
			REFUND AMBULANCE CLAIM	\$10.88	
181078	101-0000-421.20-00	MEGS LIQUORS INC	REFUND LIQUOR LICENSE	\$2,453.88	\$2,453.88
181079	101-0000-433.14-00	DAYLE MELIKER	REFUND AMBULANCE CLAIM	\$16.00	\$16.00
181092	715-0000-220.93-00	NAIM BARAKAT	REFUND BOND	\$200.00	\$200.00
181099	101-0000-120.80-00	NEWMAN, WILLIAM	REFUND INSURANCE	\$785.00	\$785.00
181103	235-0000-435.65-02	WILLIAM NIELSEN	REFUND PARKING PERMIT	\$8.00	\$8.00
181113	101-0000-140.50-00	OFFICE DEPOT	PAPER, OFFICE, MAILROOM	\$86.26	\$86.26
181131	101-0000-489.90-00	DAISY PORTER-REYNOLDS	REFUND OVERPAYMENT	\$76.80	\$76.80
181185	101-0000-433.14-00	JEFFREY STERNER	REFUND AMBULANCE CLAIM	\$40.00	\$40.00
181195	101-0000-433.14-00	TED SVARNIAS	REFUND AMBULANCE CLAIM	\$80.00	\$80.00
181210	101-0000-421.99-00	TRACKSIDE AUTOMOTIVE	REFUND BUSINESS LICENSE	\$104.00	\$104.00
181226	101-0000-433.14-00	JOAN VANNI	REFUND AMBULANCE CLAIM	\$80.00	\$80.00
181242	505-0000-452.42-00	BARBARA WOLTERBEEK	REFUND WATER OVERPAYMENT	\$74.10	\$74.10
Total Division:				\$5,536.05	
Total Department:				\$5,536.05	

Check Date: 2013 - 9 - 30

WARRANT REGISTER - GM0002

Date: Wednesday, October 02, 2013
Page 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 1 Board of Trustees					
Division: 1					
181020	101-0101-501.30-05	HARRIS TRUST & SAVINGS BANK	TRANSCRIPTION GEAR	\$324.23	\$324.23
181030	101-0101-501.22-03	WILLIAM R HOWARD	TRAINING	\$900.00	\$900.00
181060	101-0101-501.21-65	LORELLE COMMUNICATIONS INC	BOARD MTG 9-3 & 9-16	\$4,500.00	\$4,500.00
Total Division:				\$5,724.23	
Total Department:				\$5,724.23	

Check Date: 2013 - 9 - 30

WARRANT REGISTER - GM0002

Date: Wednesday, October 02, 2013
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 2 Village Manager					
Division: 1					
180896	101-0201-502.21-65	AMERICANEAGLE INC	MONTHLY FEE FOR WEB	\$49.95	\$49.95
180909	101-0201-502.22-10	ARLINGTON SIGNS & BANNERS	BREATHE EAST BANNERS	\$1,360.00	\$1,360.00
181020	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	SHERATON BOSTON HOTEL	\$296.43	\$426.43
			BEST OF BOSTON	\$40.00	
			BEST OF BOSTON	\$90.00	
181090	101-0201-502.30-05	DIANA MIKULA	REPL LOST CHECK 178233	\$76.63	\$76.63
181113	101-0201-502.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$98.65	\$98.65
181126	101-0201-502.30-05	PETTY CASH	OFFICE SUPPLIES	\$6.41	\$6.41
Total Division:				\$2,018.07	
Total Department:				\$2,018.07	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 3 Human Resources					
Division: 1					
1902	101-0301-503.40-70	HAJEK DOUGLAS	EMLOYEE APPRECIATION EVENT	\$147.34	\$147.34
180999	101-0301-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$30.38	\$30.38
181011	101-0301-503.40-70	GOLD MEDAL PRODUCTS	EMPLOYEE APPRECIATION EVENT	\$367.08	\$367.08
181020	101-0301-503.30-01	HARRIS TRUST & SAVINGS BANK	CRAIN'S CHICAGO BUSINESS	\$69.00	\$69.00
	101-0301-503.40-70		TASTY CATERING	\$2,200.00	\$2,200.00
	615-0301-552.20-50		JIMMY JOHN'S	\$45.30	\$113.25
			JIMMY JOHN'S #748 QPS	\$67.95	
181109	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	\$594.00	\$7,364.00
			SERVICE HEALTH TESTING	\$2,248.00	
			SERVICE HEALTH TESTING	\$2,771.00	
			SERVICE HEALTH TESTING	\$1,751.00	
181126	615-0301-552.20-50	PETTY CASH	EMPLOYEE PROGRAM	\$20.00	\$20.00
	615-0301-552.30-01		BOOKS	\$37.45	\$37.45
181228	101-0301-503.21-65	VERIZON WIRELESS	INV 9711846520	\$101.14	\$101.14
181245	101-0301-503.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$85.00	\$85.00
Total Division:				\$10,534.64	
Total Department:				\$10,534.64	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 4 Legal Department					
Division: 1					
180929	101-0401-503.22-15	BHFX LLC	SERVICE PRINTING	\$7.52	\$7.52
180955	101-0401-503.20-20	CLARK BAIRD SMITH LLP	LEGAL SERVICES	\$1,070.00	\$1,070.00
180995	101-0401-503.20-15	ERNEST R BLOMQUIST PC	RETAINER	\$4,170.00	\$4,170.00
181028	101-0401-503.20-10	HOLLAND & KNIGHT LLP	RETAINER	\$4,170.00	\$4,170.00
181126	101-0401-503.21-65	PETTY CASH	FILING FEE	\$10.00	\$40.00
			TAX SEARCH	\$30.00	
181144	101-0401-503.21-65	REAL ESTATE INDEX TITLE SERV	SERVICE PROFESSIONAL	\$50.00	\$100.00
			SERVICE PROFESSIONAL	\$50.00	
181154	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTING	\$844.00	\$1,396.00
			COURT REPORTER	\$552.00	
181203	101-0401-503.33-05	THOMSON REUTERS-WEST	INFORMATION CHARGES	\$440.22	\$440.22
181245	101-0401-503.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$140.90	\$140.90
Total Division:				\$11,534.64	
Total Department:				\$11,534.64	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 5 Finance					
Division: 1					
1900	101-0501-503.22-05	DIRECT RESPONSE RESOURCE	POSTAGE - VEHICLE MAILING	\$13,187.91	\$13,187.91
180900	101-0501-503.21-65	ANDRES MEDICAL BILLING LTD	SERVICE FINANCIAL	\$6,876.70	\$6,876.70
181008	611-0501-552.20-70	GALLAGHER ARTHUR J & CO	NOTARY BOND FEE	\$30.00	\$30.00
181020	101-0501-503.22-03	HARRIS TRUST & SAVINGS BANK	MARRIOTT CONF CTR NORM	\$277.76	\$277.76
181050	101-0501-503.22-03	THOMAS KUEHNE	IGFOA CONFERENCE	\$229.44	\$229.44
181112	101-0501-503.22-10	NSC INTERNATIONAL	PRINTING SERVICES	\$115.21	\$115.21
181113	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$204.49	\$204.49
181114	101-0501-503.30-05	OFFICE MAX CONTRACT INC	OFFICE SUPPLIES	\$149.27	\$149.27
181119	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$72.90	\$72.90
181126	101-0501-503.22-03	PETTY CASH	TRAINING	\$15.00	\$15.00
	101-0501-503.33-05		SUPPLIES	\$14.22	\$28.44
			SUPPLIES	\$14.22	
181128	505-0501-503.21-65	PITNEY BOWES	RENTAL/LEASE EQUIPMENT	\$5,811.00	\$5,811.00
181132	505-0501-503.22-05	POSTMASTER ARLINGTON HEIGHTS	REIMB PERMIT 9524	\$256.27	\$2,563.04
			REIMB PERMIT 9524	\$759.00	
			REIMB PERMIT 2594	\$590.40	
			REIMB PERMIT 2594	\$224.63	
			REIMB PERMIT 2594	\$732.74	
181157	101-0501-503.30-25	RYDIN SIGN & DECAL	TAXI DECALS 2014	\$784.80	\$784.80
181206	101-0501-503.21-65	TKB ASSOCIATES INC	COMPUTERS,DP & WORD PROC.	\$1,600.00	\$1,600.00
181230	101-0501-503.21-65	VERIZON WIRELESS	INV 9712095562	\$55.36	\$55.36
181245	101-0501-503.22-15	XEROX CORPORATION	PHOTOCOPYING SUPPLIES	\$248.98	\$248.98
Total Division:				\$32,250.30	
Total Department:				\$32,250.30	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 6 Information Technology					
Division: 1					
180896	625-0601-553.20-39	AMERICANEAGLE INC	WEB HOSTING FEES	\$180.00	\$180.00
180960	625-0601-553.21-65	COMCAST PROCESSING CENTER	INV 26696120	\$5,614.15	\$5,614.15
180981	625-0601-572.50-10	DEXON COMPUTER INC	COMPUTERS,DP & WORD PROC.	\$7,850.00	\$7,850.00
180982	625-0601-553.21-02	DIVERSIFIED OFFICE EQUIPMENT	EQUIPMENT MAINTENANCE	\$295.00	\$605.00
			EQUIPMENTMAINTENANCE	\$140.00	
			EQUIPMENT MAINTENANCE	\$85.00	
			EQUIPMENT MAINTENANCE	\$85.00	
180999	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY	\$62.08	\$124.16
			SHIPPING/DELIVERY SERVICE	\$62.08	
181007	625-0601-572.50-10	FUTURE LINK OF ILLINOIS INC	PATROL FLEET EQUIPMENT PC	\$1,080.00	\$1,080.00
181020	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	PITSTOP	\$528.87	\$1,147.87
			BACKUPWORKS	\$619.00	
181126	625-0601-553.33-05	PETTY CASH	SUPPLIES	\$49.98	\$49.98
181179	625-0601-572.50-10	SOFTMART INC	MEMORY	\$56.48	\$56.48
181180	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	REPLACEMENT MEMORY	\$78.26	\$78.26
181192	625-0601-553.20-39	SUNGARD PUBLIC SECTOR	COMPUTERS,DP & WORD PROC.	\$14,437.00	\$14,437.00
181206	401-0601-572.50-15	TKB ASSOCIATES INC	COMPUTERS,DP & WORD PROC.	\$8,370.00	\$8,370.00
181229	625-0601-553.21-65	VERIZON WIRELESS	INV 9711755175	\$418.05	\$418.05
801288	625-0601-553.21-65	AT & T	931-000-2604-723	\$548.32	\$548.32
Total Division:				\$40,559.27	
Total Department:				\$40,559.27	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 7 GIS					
Division: 1					
181020	625-0701-553.33-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$355.73	\$355.73
181113	625-0701-553.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$637.18	\$637.18
181231	625-0701-553.21-65	VERIZON WIRELESS	INV 9711405935	\$129.26	\$129.26
Total Division:				\$1,122.17	
Total Department:				\$1,122.17	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 10 Boards & Commissions					
Division: 8					
180934	101-1008-502.22-01	BLUE LINE, THE	AD FOR POLICE EXAM 2014	\$448.00	\$448.00
181170	101-1008-502.20-75	SELECTION WORKS LLC	SGT.EXAM/INTERVIEW 1 OF 2	\$3,640.00	\$3,640.00
Total Division:				\$4,088.00	
Division: 13					
181018	101-1013-502.30-05	HANSEN KAREN	OFFICE SUPPLIES	\$62.00	\$62.00
	101-1013-502.33-05		SUPPLIES	\$2.67	\$157.69
			SUPPLIES	\$37.00	
			SUPPLIES	\$105.07	
			SUPPLIES	\$12.95	
181020	101-1013-502.33-05	HARRIS TRUST & SAVINGS BANK	SAMSCLUB #8198	\$36.98	\$56.93
			BARNES & NOBLE #2872	\$19.95	
Total Division:				\$276.62	
Division: 17					
180976	101-1017-502.20-24	CROWN TROPHY	DISABILITY PLAQUE	\$45.00	\$45.00
181126	101-1017-502.20-24	PETTY CASH	SUPPLIES	\$16.34	\$16.34
Total Division:				\$61.34	
Division: 18					
180907	515-1018-525.40-55	ARLINGTON RENTAL INC	AUTUMN HARVEST	\$971.68	\$971.68
180926	515-1018-525.40-55	BASS/SCHULER EQUIPMENT	AUTUMN HARVEST	\$800.00	\$800.00
181193	515-1018-525.40-55	SUNSHINE FARM II	AUTUMN HARVEST	\$1,050.00	\$1,050.00
Total Division:				\$2,821.68	
Division: 22					

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
180891	515-1022-525.40-55	AMERICAN PRINT INC	SERVICE PRINTING	\$381.00	\$381.00
180909	515-1022-525.40-55	ARLINGTON SIGNS & BANNERS	ARTIST STREET BANNERS	\$1,785.00	\$1,785.00
Total Division:				\$2,166.00	
Total Department:				\$9,413.64	

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WARRANT REGISTER - GM0002

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 20 Special Events					
Division: 5					
181006	515-2005-525.50-55	FULL COMPASS SYSTEMS INC	SOUND SYSTEMS & ACCESSORY	\$2,274.35	\$2,274.35
Total Division:				\$2,274.35	
Total Department:				\$2,274.35	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 30 Police Department					
Division: 1					
180886	101-3001-511.22-03	JEFFREY C AIELLO	TRAINING	\$2,548.61	\$2,548.61
180908	101-3001-511.21-02	ARLINGTON SECURITY CO LLC	SERVICE EQUIPMENT	\$115.00	\$115.00
180911	101-3001-511.33-25	ARROWHEAD FORENSICS	POLICE EQUIPMENT & SUPPLY	\$1,060.50	\$1,140.50
			SHIPPING/DELIVERY SERVICE	\$80.00	
180912	101-3001-511.30-35	ASR/KALE	CLOTHING & APPAREL	\$38.50	\$240.00
			CLOTHING & APPAREL	\$137.50	
			CLOTHING & APPAREL	\$64.00	
180919	101-3001-511.22-03	RODOLFO AVALOS	TRAINING	\$50.01	\$50.01
180943	101-3001-511.33-05	CDW GOVERNMENT INC	COMPUTERS,DP & WORD PROC.	\$1,744.92	\$1,744.92
180956	101-3001-511.22-03	BRIAN CLARKE	TRAINING	\$408.72	\$408.72
180971	101-3001-511.33-30	CORPORATE IDENTITY INC	POLICE EQUIPMENT & SUPPLY	\$2,482.31	\$2,532.46
			SHIPPING/DELIVERY SERVICE	\$50.15	
180972	101-3001-511.22-03	STEVEN CORTESE	TRAINING	\$15.00	\$15.00
	101-3001-511.30-35		CLOTHING REIMBURSEMENT	\$230.56	\$230.56
180974	101-3001-511.22-03	COWSERT MICHAEL	TRAINING	\$65.00	\$65.00
180975	101-3001-511.22-03	THOMAS CROON	TRAINING	\$15.00	\$15.00
180979	101-3001-511.33-05	DATAKOM SOFTWARE SOLUTIONS	CODE UPDATES	\$1,147.00	\$1,147.00
180990	101-3001-511.22-03	KRISTIN EBY	TUITION REIMBURSEMENT	\$1,128.27	\$1,128.27
180991	101-3001-511.22-03	SEAN EDMONDSON	TRAINING	\$150.00	\$150.00
180993	101-3001-511.21-02	ELLIS SYSTEMS CORP	EQUIPMENT MAINTENANCE	\$700.00	\$700.00
180997	101-3001-511.33-25	EVIDENT CRIME SCENE PRODUCTS	POLICE EQUIPMENT & SUPPLY	\$219.50	\$219.50
181004	101-3001-511.22-03	ANDREW FLENTGE	TRAINING	\$15.00	\$15.00
181016	101-3001-511.22-03	HAMRICK PETER	TRAINING	\$28.00	\$28.00
181019	101-3001-511.22-03	HARPER COLLEGE CAREER CENTER	REGISTRATION	\$60.00	\$60.00
181020	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	PAYPAL *OMNIPUBLISH	\$350.00	\$649.00
			COMMERCIAL CLAIMS, INC	\$299.00	
	101-3001-511.22-05		THE UPS STORE 4073	\$49.92	\$49.92
	101-3001-511.30-01		AMAZON.COM	\$673.80	\$673.80
	101-3001-511.30-20		NALPAK COM	\$660.16	\$773.56
			OEMPCWORLD.COM	\$113.40	
	101-3001-511.33-05		DMI* DELL K-12/GOVT	\$964.78	\$1,534.38

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181020	101-3001-511.33-05	HARRIS TRUST & SAVINGS BANK	OEMPCWORLD.COM	\$189.60	\$1,534.38
			TOSCANA ITALIAN AMERICA	\$80.00	
			TASTY CATERING	\$300.00	
181023	101-3001-511.22-03	HAYES NATHAN	TRAINING	\$15.00	\$15.00
181032	101-3001-511.22-03	HUDGENS STEVEN	TRAINING	\$45.00	\$45.00
181034	101-3001-511.22-03	IL ASSOC OF CHIEFS OF POLICE	REGISTRATION	\$60.00	\$60.00
181036	101-3001-511.22-03	IL HOMICIDE INVESTIGATORS ASSOC	REGISTRATION	\$450.00	\$450.00
181038	101-3001-511.22-10	INNERWORKINGS LLC	SERVICE PRINTING	\$122.03	\$122.03
181053	101-3001-511.22-03	DAVID LAVIN	TRAINING	\$15.00	\$30.00
			TRAINING	\$15.00	
181063	101-3001-511.33-25	LYNN PEAVEY CO	POLICE EQUIPMENT & SUPPLY	\$213.26	\$251.70
			SHIPPING/DELIVERY SERVICE	\$38.44	
181066	101-3001-511.22-03	MACK STEPHANIE	TRAINING	\$104.75	\$104.75
181073	101-3001-511.21-65	MC DONALDS CORPORATION	SERVICE MISCELLANEOUS	\$87.04	\$87.04
181077	101-3001-511.20-05	MEDIA SOLV SOLUTIONS COPR	EQUIPMENT MAINTENANCE	\$2,400.00	\$2,400.00
181082	101-3001-511.21-65	METRO-WESTERN COOK CREDIT	SERVICE MISCELLANEOUS	\$238.00	\$238.00
181096	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$101.00	\$301.00
			REGISTRATION	\$100.00	
			TRAINING	\$100.00	
181097	101-3001-511.22-03	NELSON ALEXANDRA	TRAINING	\$455.54	\$525.54
			TRAINING	\$70.00	
181102	101-3001-511.22-03	NIEDRICH RICHARD	TRAINING	\$28.00	\$28.00
181105	101-3001-511.22-03	NORTH SUBURBAN ASSOC CHF POLICE	REGISTRATION	\$40.00	\$40.00
181106	101-3001-511.22-03	NORTHEASTERN IL PUBLIC SAFETY	REGISTRATION	\$600.00	\$600.00
181107	101-3001-511.30-35	NORTHERN IL POLICE ALARM SYSTEM	UNIFORM	\$20.00	\$20.00
181113	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$52.13	\$52.13
	101-3001-511.33-25		SUPPLIES	\$244.25	\$244.25
181118	101-3001-511.21-65	PADDOCK PUBLICATIONS	ADVERTISEMENT	\$739.00	\$739.00
181127	101-3001-511.22-03	PETTY CASH/POLICE	TRAINING	\$41.61	\$163.74
			TRAINING	\$13.99	
			TRAINING	\$60.00	
			TRAINING	\$34.15	
			TRAINING	\$13.99	
	101-3001-511.30-05		OFFICE SUPPLIES	\$10.79	\$10.79
	101-3001-511.30-50		FUEL	\$21.01	\$51.01

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181127	101-3001-511.30-50	PETTY CASH/POLICE	FUEL	\$30.00	\$51.01
	101-3001-511.33-30		SUPPLIES	\$21.63	\$21.63
181130	101-3001-511.22-03	PIOTR POREBSKI	TRAINING	\$15.00	\$136.02
			TRAINING	\$15.00	
			TRAINING	\$91.02	
			TRAINING	\$15.00	
181138	101-3001-511.21-65	PUBLIC SAFETY MEDIA GROUP LLC	ADVERTISEMENT	\$300.00	\$300.00
181142	101-3001-511.33-25	RAY O'HERRON	SUPPLIES	(\$200.05)	\$-200.05
181153	101-3001-511.22-03	BRANDI ROMAG	TRAINING	\$75.00	\$210.00
			TRAINING	\$45.00	
			TRAINING	\$15.00	
			TRAINING	\$75.00	
181160	101-3001-511.33-25	SAFARILAND LLC	POLICE EQUIPMENT & SUPPLY	\$1,059.03	\$1,761.40
			SHIPPING/DELIVERY SERVICE	\$69.31	
			POLICE EQUIPMENT & SUPPLY	\$633.06	
181164	101-3001-511.22-03	SCHROEDER ROBERT	TRAINING	\$15.00	\$15.00
181168	101-3001-511.22-03	CHRISTOPHER SEFTON	TRAINING	\$150.00	\$150.00
181175	101-3001-511.33-30	SIEG MARKETING LLC	SUPPLIES	\$509.13	\$509.13
181177	101-3001-511.22-03	ERIK SLOAN	TRAINING	\$15.00	\$15.00
181181	101-3001-511.22-03	SPOERRY PATRICK	TRAINING	\$15.00	\$15.00
181202	101-3001-511.21-65	THOMSON REUTERS	SERVICE PROFESSIONAL	\$288.70	\$288.70
181215	101-3001-511.22-03	MICHAEL TURANO	TRAINING	\$75.00	\$90.00
			TRAINING	\$15.00	
181220	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	POLICE EQUIPMENT & SUPPLY	\$3,121.55	\$3,121.55
181234	101-3001-511.21-65	WALGREEN COMPANY	SERVICE MISCELLANEOUS	\$11.99	\$11.99
Total Division:				\$29,258.56	
Division: 3					
180901	231-3003-511.40-11	ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	\$60.99	\$60.99
180904	231-3003-511.40-11	ARLINGTON HEIGHTS ANIMAL HOSPITAL	VETERINARY SERVICES	\$114.00	\$114.00
180920	231-3003-511.40-11	B AND H PHOTO/VIDEO	VISUAL EQUIPMENT/SUPPLIES	\$3,636.50	\$3,636.50
180969	231-3003-511.40-11	COMMUNICATION REVOLVING FUND	SERVICE MISCELLANEOUS	\$186.00	\$186.00
181020	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	RINGCENTRAL, INC	\$12.26	\$13.64
			RINGCENTRAL, INC	\$1.38	

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181023	231-3003-511.40-11	HAYES NATHAN	TRAINING	\$2,197.75	\$2,197.75
181111	231-3003-511.40-11	NORTHWESTERN UNIVERSITY	TRAINING	\$8,080.00	\$8,080.00
181142	231-3003-511.40-11	RAY O'HERRON	POLICE EQUIPMENT & SUPPLY	\$2,477.44	\$2,477.44
181191	231-3003-511.40-11	KEVIN SULLIVAN	TRAINING	\$688.64	\$688.64
181232	231-3003-511.40-11	VERIZON WIRELESS	INV 9712112329	\$241.51	\$241.51
Total Division:				\$17,696.47	
Total Department:				\$46,955.03	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 35 Fire					
Division: 1					
180883	101-3501-512.31-65	ADDISON BUILDING MATERIAL CO	HARDWARE SUPPLIES	\$35.24	\$35.24
180885	101-3501-512.22-03	AHLMAN PETER	IFC CONFERENCE	\$150.00	\$150.00
180887	101-3501-512.30-35	AIR ONE EQUIPMENT	BADGES & OTHER ID EQUIP.	\$367.00	\$1,282.00
			CLOTHING & APPAREL	\$915.00	
	101-3501-512.31-65		FIRE PROTECTION EQUIP/SUP	\$598.00	\$598.00
	401-3501-572.50-15		FIRE PROTECTION EQUIP/SUP	\$1,475.00	\$1,475.00
180922	101-3501-512.33-05	BADGE A MINIT	PUBLIC EDUCATION MATERIAL	\$153.95	\$153.95
180942	101-3501-512.31-85	CDS OFFICE TECHNOLOGIES	TOOLS	\$1,778.00	\$1,995.00
			RADIO ANTENNAS	\$217.00	
180947	101-3501-512.33-50	CHANNING BETE COMPANY INC	CPR SUPPLIES	\$1,470.95	\$1,470.95
180983	101-3501-512.22-03	DJS SCUBA LOCKER INC	SCUBA TUNE-UP TRAINING	\$280.00	\$280.00
	101-3501-512.31-85		TOOLS	\$151.75	\$151.75
181000	101-3501-512.22-10	FEDEX OFFICE	MAPS LAMINATED	\$13.50	\$13.50
181002	101-3501-512.30-01	FIRE ENGINEERING	SUBSCRIPTION RENEWAL	\$21.00	\$21.00
181013	101-3501-512.31-45	GRAINGER W W INC	JANITORIAL SUPPLIES	\$223.52	\$223.52
	101-3501-512.31-85		TOOLS	\$403.66	\$509.37
			ELECTRONIC COMPONENTS	\$105.71	
181020	101-3501-512.30-05	HARRIS TRUST & SAVINGS BANK	OFFICE DEPOT #2418	\$111.14	\$125.30
			OFFICE DEPOT #2418	\$14.16	
	101-3501-512.31-65		SPRINT STORE #1703	\$251.86	\$251.86
	101-3501-512.31-85		PAYPAL *BLOOMFIELDM	\$20.20	\$20.20
	101-3501-512.33-05		BEST BUY	\$269.98	\$569.98
			TASTY CATERING	\$300.00	
181025	401-3501-572.50-15	HEIMAN FIRE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$2,155.45	\$2,155.45
181029	101-3501-512.31-45	HOME DEPOT CREDIT SERVICES	JANITORIAL SUPPLIES	\$105.96	\$105.96
181038	101-3501-512.31-65	INNERWORKINGS LLC	BADGES & OTHER ID EQUIP.	\$123.83	\$123.83
181043	101-3501-512.31-45	JON-DON INC	JANITORIAL SUPPLIES	\$60.79	\$60.79
181046	101-3501-512.22-03	KIMMEL BEN	TUITION REIMBURSEMENT	\$1,200.00	\$1,200.00
181049	101-3501-512.22-03	CHARLES KRAMER	CONFERENCE	\$326.25	\$326.25
181064	101-3501-512.22-03	LYONS, BERNIE	IFC CONFERENCE	\$150.00	\$150.00
181076	101-3501-512.33-05	MC MASTER CARR SUPPLY CO	CANVAS BAGS	\$31.23	\$31.23

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181093	101-3501-512.33-05	NATL BUSINESS FURNITURE	CHAIR MATS	\$294.40	\$294.40
181095	101-3501-512.22-02	NATL FIRE PROTECTION ASSOC	ANNUAL DUES-DC KOEPPEN	\$165.00	\$165.00
181104	101-3501-512.22-03	NIPSTA	FF BASIC ACADEMY	\$3,495.00	\$3,495.00
181113	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$82.80	\$913.34
			OFFICE SUPPLIES	\$398.81	
			OFFICE SUPPLIES	\$132.20	
			OFFICE SUPPLIES	\$286.19	
			OFFICE SUPPLIES	\$13.34	
181125	101-3501-512.22-03	MYRNA PETERSON	TUITION REIMBURSEMENT	\$37.50	\$37.50
181143	101-3501-512.33-05	RDJ SPECIALTIES	PUBLIC EDUCATION MATERIAL	\$842.70	\$842.70
181173	101-3501-512.21-07	SHERWIN HARDWARE	VEH MAINTENANCE SUPPLY	\$42.43	\$42.43
	101-3501-512.31-55		BUILDER'S SUPPLIES	\$22.99	\$22.99
181189	101-3501-512.21-02	SUBURBAN SERVICE INC	REPAIR SERVICE HOUSEHOLD	\$279.60	\$800.65
			REPAIR SERVICE HOUSEHOLD	\$361.21	
			REPAIR SERVICE HOUSEHOLD	\$159.84	
181208	101-3501-512.31-60	TOTAL FIRE & SFETY INC	REPAIR SERVICE EQUIPMENT	\$424.05	\$424.05
181214	101-3501-512.21-07	TRUE VALUE	ANTI-FREEZE	\$5.49	\$5.49
	101-3501-512.31-55		CABLE TIES	\$11.99	\$11.99
181216	101-3501-512.30-35	TURNOUT RENTAL	TURNOUT GEAR RENTAL	\$120.00	\$120.00
181244	101-3501-512.31-85	WS DARLEY & CO	PIKE POLES	\$608.24	\$1,119.56
			FLASHLIGHTS	\$289.42	
			FIRE TOOLS	\$221.90	
181248	101-3501-512.31-45	ZEP MANUFACTURING CO	JANITORIAL SUPPLIES	\$931.22	\$931.22
Total Division:				\$22,706.45	
Total Department:				\$22,706.45	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 37 Foreign Fire Insurance					
Division: 1					
180881	227-3701-512.50-15	ABT ELECTRONICS	FITNESS MACHINE MAINT	\$155.67	\$1,084.96
			FITNESS MACHINE MAINT	\$790.04	
			FITNESS MACHINES MAINT	\$59.25	
			FITNESS MACHINES MAINT	\$80.00	
181155	227-3701-512.30-35	RUNNERS HIGH N TRI	ATHLETIC SHOES	\$5,000.00	\$5,000.00
181198	227-3701-512.22-03	VICTOR TAMOSAITS	TUITION REIMBURSEMENT	\$744.10	\$744.10
Total Division:				\$6,829.06	
Total Department:				\$6,829.06	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 40 Planning					
Division: 1					
180973	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	RESEARCH SERVICES	\$500.68	\$1,502.04
			RESEARCH SERVICES	\$500.68	
			RESEARCH SERVICES	\$500.68	
181000	101-4001-521.30-05	FEDEX OFFICE	OFFICE SUPPLIES	\$33.50	\$33.50
181028	251-4001-571.20-05	HOLLAND & KNIGHT LLP	PROFESSIONAL SERVICES	\$1,100.00	\$1,100.00
181038	101-4001-521.22-10	INNERWORKINGS LLC	SERVICE PRINTING	\$101.41	\$101.41
181044	101-4001-521.20-05	KANE, MC KENNA & ASSOCIATES	SERVICE PROFESSIONAL	\$3,300.00	\$3,300.00
181055	101-4001-521.21-65	LEGRAND SERVICES	TRANSCRIPT SERVICES	\$137.75	\$365.50
			TRANSCRIPT SERVICES	\$227.75	
181113	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$164.80	\$164.80
181119	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$199.80	\$297.00
			ADVERTISING	\$97.20	
	101-4001-521.40-40		ADVERTISING	\$700.00	\$2,270.38
			ADVERTISING	\$523.46	
			ADVERTISING	\$523.46	
			ADVERTISING	\$523.46	
181146	101-4001-521.20-05	REIGN PRINT SOLUTIONS	SERVICE PRINTING	\$645.00	\$645.00
	101-4001-521.22-10		SERVICE PRINTING	\$645.00	\$645.00
Total Division:				\$10,424.63	
Total Department:				\$10,424.63	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 41 Community Devl Block Grnt					
Division: 1					
180944	215-4101-522.41-15	CEDA NW SELF HELP CENTER INC	CDBG PROGRAM	\$670.00	\$1,270.00
			CDBG PROGRAM	\$600.00	
181209	215-4101-522.41-54	TOWNSHIP HIGH SCHOOL DIST #214	CDBG PROGRAM	\$181.00	\$181.00
181241	215-4101-522.41-52	WINGS PROGRAM INC	CDBG PROGRAM	\$625.00	\$625.00
Total Division:				\$2,076.00	
Total Department:				\$2,076.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 45 Building & Health Service					
Division: 1					
180999	101-4501-523.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$29.30	\$29.30
181014	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	PLAN REVIEWS	\$220.00	\$660.00
			PLAN REVIEWS	\$440.00	
181020	101-4501-523.22-02	HARRIS TRUST & SAVINGS BANK	NFPA NATL FIRE PROTECT	\$165.00	\$165.00
181035	101-4501-523.22-03	IL FIRE INSPECTORS ASSOC	TRAINING	\$190.00	\$265.00
			TRAINING	\$75.00	
181095	101-4501-523.30-01	NATL FIRE PROTECTION ASSOC	CODE BOOKS	\$174.71	\$174.71
181100	101-4501-523.21-65	NEXTEL COMMUNICATIONS	ACCT 874139132	\$936.30	\$936.30
181113	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$134.59	\$134.59
181126	101-4501-523.22-03	PETTY CASH	TRAINING	\$15.00	\$25.00
			TRAINING	\$10.00	
	101-4501-523.30-05		OFFICE SUPPLIES	\$4.98	\$28.15
			OFFICE SUPPLIES	\$9.79	
			OFFICE SUPPLIES	\$13.38	
181145	101-4501-523.33-05	RED WING SHOE STORE	SAFETY SHOES	\$152.99	\$152.99
181190	101-4501-523.21-65	SUBURBAN TRIM & GLASS	BOARD UP	\$198.50	\$198.50
181201	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$38.00	\$132.00
			SERVICE BLDG MAINT	\$56.00	
			SERVICE BLDG MAINT	\$38.00	
181245	101-4501-523.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$17.60	\$17.60
Total Division:				\$2,919.14	
Division: 2					
180888	101-4502-523.20-25	ALEXIAN BROS CENTER MENTAL HEALTH	COUNSELING	\$110.00	\$122.50
			COUNSELING	\$12.50	
180889	101-4502-523.20-25	ALEXIAN BROTHERS HOSPITAL NETWORK	COUNSELING	\$402.50	\$402.50
180903	101-4502-523.20-25	ARLINGTON CENTER FOR RECOVERY	COUNSELING	\$1,320.00	\$1,320.00
180970	101-4502-523.21-10	CORELOGIC SOLUTIONS LLC	ADDRESS SEARCH	\$220.00	\$220.00
180985	101-4502-523.20-25	DR ROBERT FABSIK	COUNSELING	\$125.00	\$125.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181001	101-4502-523.33-10	FFF ENTERPRISES	FLU VACCINE	\$1,886.40	\$3,012.40
			FLU VACCINE	\$1,126.00	
181009	101-4502-523.33-10	GLAXOSMITHKLINE PHARMACEUTICALS	IMMUNIZATION SUPPLIES	\$621.20	\$621.20
181017	101-4502-523.21-65	HAND TO EYE COMMUNICATIONS INC	INTERPRETING SERVICES	\$80.00	\$180.00
			INTERPRETING SERVICES	\$100.00	
181020	101-4502-523.21-65	HARRIS TRUST & SAVINGS BANK	J2 *MYFAX SERVICES	\$10.00	\$10.00
	101-4502-523.22-03		AMAZON SERVICES KINDLE	\$19.25	\$19.25
	101-4502-523.40-53		NTB 501	\$65.81	\$65.81
181056	101-4502-523.20-25	SHERRY LEMKE	COUNSELING	\$162.50	\$162.50
181075	101-4502-523.33-10	MC KESSON GENERAL MEDICAL	CLINIC SUPPLIES	\$1,054.83	\$1,221.83
			CLINIC SUPPLIES	\$167.00	
181113	101-4502-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$81.06	\$745.85
			OFFICE SUPPLIES	\$496.16	
			OFFICE SUPPLIES	(\$30.19)	
			OFFICE SUPPLIES	\$61.43	
			OFFICE SUPPLIES	\$137.39	
181116	101-4502-523.20-25	OMNI YOUTH SERVICES INC	COUNSELING	\$50.00	\$50.00
181123	101-4502-523.30-01	PEST MANAGEMENT PROFESSIONAL	PUBLICATION	\$76.00	\$76.00
181126	101-4502-523.22-03	PETTY CASH	TRAINING	\$48.59	\$82.90
			TRAINING	\$11.71	
			TRAINING	\$12.43	
			TRAINING	\$10.17	
	101-4502-523.33-10		SUPPLIES	\$40.49	\$40.49
181140	101-4502-523.40-61	QUICKSERIES PUBLISHING INC	MRC ACTIVATION	\$183.53	\$183.53
181178	101-4502-523.20-25	SMEBAKKEN LTD	COUNSELING	\$285.00	\$285.00
181213	101-4502-523.21-10	TROY GRANDT	PROPERTY MAINTENANCE	\$60.00	\$2,855.00
			PROPERTY MAINTENANCE	\$150.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$45.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$55.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$645.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181213	101-4502-523.21-10	TROY GRANDT	PROPERTY MAINTENANCE	\$240.00	\$2,855.00
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$45.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$55.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$200.00	
			PROPERTY MAINTENANCE	\$645.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$45.00	
			PROPERTY MAINTENANCE	\$60.00	
			PROPERTY MAINTENANCE	\$70.00	
181245	101-4502-523.22-15	XEROX CORPORATION	MAINTENANCE AGREEMENT	\$85.00	\$85.00
Total Division:				\$11,886.76	
Division: 3					
180977	101-4503-523.21-65	BRUCE CRUZ	CAREER ADVOCATE PROGRAM	\$200.00	\$200.00
181018	101-4503-523.31-65	HANSEN KAREN	SUPPLIES	\$62.00	\$62.00
181020	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	SAMSClub #8198	\$43.76	\$55.94
			AMAZON.COM	\$12.18	
181114	101-4503-523.30-05	OFFICE MAX CONTRACT INC	OFFICE SUPPLIES-REBATE	(\$94.48)	\$33.18
			OFFICE SUPPLIES	\$51.80	
			OFFICE SUPPLIES	\$75.86	
181204	101-4503-523.22-40	THREE O THREE CAB ASSOC INC	SUBSIDIZED TAXI RIDES	\$126.00	\$126.00
Total Division:				\$477.12	
Total Department:				\$15,283.02	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 50 Engineering					
Division: 1					
180892	101-5001-524.22-02	AMERICAN PUBLIC WORKS ASSOC	GROUP MEMBERSHIP DUES	\$785.00	\$785.00
180893	101-5001-524.22-02	AMERICAN SOCIETY OF CIVIL ENGINEERS	DUES RENEWAL	\$765.00	\$765.00
180910	401-5001-571.50-30	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	\$603,251.39	\$603,251.39
180951	426-5001-571.50-25	CHRISTOPHER B BURKE LTD	SERVICE CONSULTING	\$421.97	\$421.97
180954	401-5001-571.50-30	CIVILTECH ENGINEERING INC	SERVICE CONSULTING	\$46,360.31	\$46,360.31
180958	101-5001-524.30-20	CLIFFORD WALD	PHOTOGRAPHIC SUPPLIES	\$138.60	\$138.60
180998	401-5001-571.50-30	DALE FALK	APRON REIMBURSEMENT	\$1,128.40	\$1,128.40
181020	101-5001-524.22-02	HARRIS TRUST & SAVINGS BANK	AMER SOC CIVIL ENGINEER	\$255.00	\$255.00
	101-5001-524.22-03		U OF IL ONLINE PAYMENT	\$135.00	\$135.00
181039	426-5001-571.50-25	J CONGDON SEWER SERVICE INC	SERVICE CONSTRUCTION	\$154,743.60	\$154,743.60
181059	426-5001-571.50-25	LO VERDE CONSTRUCTION CO INC	SERVICE CONSTRUCTION	\$2,450.00	\$2,450.00
181069	101-5001-524.22-03	MASSARELLI JAMES	APWA CONFERENCE	\$262.00	\$262.00
181114	101-5001-524.30-05	OFFICE MAX CONTRACT INC	OFFICE SUPPLIES	\$208.47	\$213.37
			OFFICE SUPPLIES	\$4.90	
181129	101-5001-524.22-03	PONSOT THOMAS	TES CONFERENCE	\$192.09	\$192.09
181162	101-5001-524.22-03	TIFFANY SCHMOKER	APWA CONFERENCE	\$171.00	\$171.00
181165	101-5001-524.22-03	BRIGET SCHWAB	APWA CONFERENCE	\$187.74	\$187.74
181166	426-5001-571.50-25	MARY ALICE DAVIS SCHWARZ	SEWER REBATE PROGRAM	\$5,160.50	\$5,160.50
181172	401-5001-571.50-30	DOUG SHAFER	APRON REIMBURSEMENT	\$1,155.38	\$1,155.38
181211	401-5001-571.50-30	TRAFFIC CONTROL & PROTECTION	TRAFFIC CONTROL-RESURF	\$1,224.30	\$1,224.30
181221	401-5001-571.50-30	UNION PACIFIC RAILROAD COMPANY	SERVICE CONSTRUCTION	\$157,407.46	\$213,634.33
			SERVICE CONSTRUCTION	\$56,226.87	
181233	101-5001-524.21-65	VERIZON WIRELESS	INV 9711773960	\$302.95	\$302.95
Total Division:				\$1,032,937.93	
Total Department:				\$1,032,937.93	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 71 Public Works					
Division: 1					
180880	101-7101-531.21-11	A & D PROCLEAN	CLEAN DRYER VENTS	\$625.00	\$925.00
			FIX PIPE	\$300.00	
180882	101-7101-531.31-55	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL EQUIP & SUPPLY	\$486.80	\$486.80
180883	101-7101-531.31-65	ADDISON BUILDING MATERIAL CO	BUILDER'S SUPPLIES	\$13.96	\$13.96
	101-7101-531.31-75		BUILDER'S SUPPLIES	\$52.31	\$234.06
			STREET LIGHT SUPPLIES	\$181.75	
180892	101-7101-531.22-02	AMERICAN PUBLIC WORKS ASSOC	GROUP MEMBERSHIP DUES	\$628.00	\$812.00
			MEMBERSHIP DUES 629783	\$184.00	
180897	431-7101-571.50-20	AMERICOM INC	SERVICE EQUIPMENT	\$2,890.00	\$2,890.00
180898	101-7101-531.21-36	AMERIGAS-PALATINE	PROPANE	\$138.40	\$138.40
180899	101-7101-531.21-11	ANDERSON LOCK	REKEY TRAIN STATION	\$366.25	\$366.25
180907	101-7101-531.21-36	ARLINGTON RENTAL INC	RENTAL/LEASE EQUIPMENT	\$429.60	\$429.60
180910	101-7101-531.31-90	ARROW ROAD CONSTRUCTION CO	STREET/SIDEWALK SUPPLIES	\$93.00	\$293.50
			STREET/SIDEWALK SUPPLIES	\$200.50	
180913	101-7101-531.22-70	AT & T	LONG DISTANCE SERVICE	\$5,410.05	\$5,410.05
180914	101-7101-531.22-70	AT & T LONG DISTANCE	LONG DISTANCE SERVICE	\$408.36	\$408.36
180918	101-7101-531.21-11	AUTOMATIC DOORS INC	DOOR REPAIR	\$1,300.00	\$1,300.00
180921	101-7101-531.31-45	BADE PAPER PRODUCTS	JANITORIAL SUPPLIES	\$9,320.00	\$9,320.00
180923	435-7101-531.40-86	SHARON/DAVE BAGBY	EAB REIMBURSEMENT	\$50.00	\$50.00
180927	101-7101-531.31-65	BATTERIES PLUS #296	BATTERIES	\$42.33	\$42.33
180928	435-7101-531.40-86	DONNA BENEDICT	EAB REIMBURSEMENT	\$50.00	\$50.00
180931	401-7101-571.50-20	BILLS COMMERCIAL PAINTING INC	SERVICE BLDG MAINT	\$21,800.00	\$22,997.00
			SERVICE BLDG MAINT	\$1,197.00	
180932	435-7101-531.40-86	BRIAN BLEEKER	EAB REIMBURSEMENT	\$50.00	\$50.00
180935	101-7101-531.31-85	BLUE TARP FINANCIAL	SMALL TOOLS	\$248.35	\$362.10
			WOVEL SNOW SHOVEL	\$113.75	
180937	435-7101-531.40-86	STEPHANIE BURTZOS	EAB REIMBURSEMENT	\$50.00	\$50.00
180940	401-7101-571.50-20	CARDNO ATC	SERVICE CONSULTING	\$1,960.00	\$1,960.00
180941	101-7101-531.21-36	CASEY EQUIPMENT CO	RENTAL/LEASE EQUIPMENT	\$4,800.00	\$4,800.00
180948	435-7101-531.40-86	ELYSE CHARLES	EAB REIMBURSEMENT	\$50.00	\$50.00
180952	101-7101-531.30-35	CINTAS CORP	UNIFORM	\$39.92	\$79.84

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
180952	101-7101-531.30-35	CINTAS CORP	UNIFORM	\$39.92	\$79.84
180953	435-7101-531.40-86	MICHAEL CIPOLLA	EAB REIMBURSEMENT	\$50.00	\$50.00
180957	101-7101-531.31-40	CLESEN ARTHUR INC	AGRICULTURAL SUPPLIES	\$2,096.40	\$2,096.40
	435-7101-531.31-85		SPRING LEAF RAKES	\$220.50	\$220.50
180959	101-7101-531.22-70	COMCAST CABLE	INTERNET SCADA	\$164.90	\$164.90
180966	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4103039009	\$371.77	\$371.77
180968	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	1851137062	\$65.55	\$65.55
180980	435-7101-531.40-86	JOE DEROCHOWSKI	EAB REIMBURSEMENT	\$100.00	\$100.00
180986	435-7101-531.40-86	GLORIA DRAKE	EAB REIMBURSEMENT	\$50.00	\$50.00
180988	101-7101-531.21-02	DYNAMIC HEATING & PIPING CO	REPIPE GAS LINES	\$375.00	\$1,067.50
			HVAC TEEN CENTER	\$692.50	
181003	101-7101-531.21-15	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$1,155.00	\$5,905.00
			MULCH BEDS SENIOR CENTER	\$1,500.00	
			CLEAN UP SENIOR CENTER	\$1,900.00	
			SOD INSTALLATION	\$150.00	
			LANDSCAPE MAINTENANCE	\$1,075.00	
			GRASS CUTTING	\$125.00	
181012	435-7101-531.40-86	ANN GOULD	EAB REIMBURSEMENT	\$250.00	\$250.00
181013	101-7101-531.30-35	GRAINGER W W INC	SAFETY & FIRST AID EQUIP.	\$297.00	\$297.00
	101-7101-531.31-55		HVAC EQUIPMENT SUPPLIES	\$69.44	\$736.79
			BUILDING SUPPLIES	\$667.35	
	101-7101-531.31-65		HARDWARE SUPPLIES	\$50.80	\$50.80
181015	101-7101-531.21-65	GROOT RECYCLING AND WASTE SERVICES	OTHER SERVICES	\$278.95	\$278.95
181020	101-7101-531.22-03	HARRIS TRUST & SAVINGS BANK	LAKE CTY HEALTH DEPT	\$210.00	\$590.00
			THE MORTON ARBORETUM	\$330.00	
			MORTON ARBORETUM	\$50.00	
	101-7101-531.31-65		AMAZON.COM	\$114.48	\$114.48
181021	401-7101-571.50-20	HASTINGS AIR ENERGY CONTROL	REPLACE GRABBER ASSEMBLY	\$993.00	\$2,615.95
			VALVE RETROFIT	\$1,622.95	
181022	101-7101-531.21-02	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	\$206.50	\$2,775.50
			EQUIPMENT MAINTENANCE	\$1,029.90	
			EQUIPMENT MAINTENANCE	\$263.10	
			EQUIPMENT MAINTENANCE	\$257.00	
			EQUIPMENT MAINTENANCE	\$716.00	
			EQUIPMENT MAINTENANCE	\$303.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181026	101-7101-531.31-55	HELLER LUMBER CO	BUILDER'S SUPPLIES	\$49.01	\$49.01
181027	435-7101-531.40-86	HELENE HILDEBRAND	EAB REIMBURSEMENT	\$50.00	\$50.00
181031	101-7101-531.31-45	HP PRODUCTS CORP	JANITORIAL SUPPLIES	\$147.24	\$147.24
181033	101-7101-531.30-35	IDVILLE INC	CLOTHING	\$16.75	\$16.75
181037	101-7101-531.22-02	IMSA	CERTIFICATION RENEWAL	\$40.00	\$40.00
181041	101-7101-531.31-40	JCK CONTRACTORS	TOPSOIL	\$600.00	\$600.00
	435-7101-571.50-55		TOPSOIL	\$900.00	\$900.00
181042	401-7101-571.50-20	JL ADLER ROOFING	SERVICE BLDG MAINT	\$25,682.00	\$25,682.00
181045	435-7101-531.40-86	FRANK KERZ	EAB REIMBURSEMENT	\$50.00	\$50.00
181052	101-7101-531.21-02	LANDSCAPE CONCEPTS MANAGEMENT	EQUIPMENT MAINTENANCE	\$392.00	\$392.00
181057	435-7101-531.40-86	CHRISTOPHER LETTIERI	EAB REIMBURSEMENT	\$50.00	\$50.00
181058	435-7101-531.40-86	JILL LISIUS	EAB REIMBURSEMENT	\$50.00	\$50.00
181061	101-7101-531.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$28.49	\$244.63
			BUILDER'S SUPPLIES	\$101.58	
			HARDWARE SUPPLIES	\$4.61	
			HARDWARE SUPPLIES	\$14.70	
			HARDWARE SUPPLIES	\$84.65	
			HARDWARE SUPPLIES	\$10.60	
	101-7101-531.31-75		BUILDER'S SUPPLIES	\$82.46	\$82.46
	101-7101-531.31-85		TOOLS	\$26.56	\$26.56
	101-7101-531.33-05		OFFICE SUPPLIES, GENERAL	\$33.20	\$33.20
181062	435-7101-531.40-86	THOMAS LOZOWSKI	EAB REIMBURSEMENT	\$50.00	\$50.00
181065	101-7101-531.31-65	MAC TOOLS	BULBS	\$2.99	\$13.68
			SUPPLIES	\$10.69	
	101-7101-531.31-85		IMPACT ADAPTER	\$37.99	\$37.99
181067	101-7101-531.30-39	MANSFIELD OIL COMPANY	FUEL,OIL,GREASE, & LUBES	\$24,362.28	\$24,362.28
181068	435-7101-531.40-86	JON MARQUARDT	EAB REIMBURSEMENT	\$50.00	\$50.00
181072	435-7101-531.40-86	ROBERT MC CALL	EAB REIMBURSEMENT	\$50.00	\$50.00
181084	101-7101-531.31-45	MEYER LABORATORY INC	JANITORIAL SUPPLIES	\$279.02	\$279.02
181087	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINT	\$479.68	\$779.68
			EQUIPMENT MAINTENANCE	\$300.00	
181088	101-7101-531.31-90	MIDWEST MINING & MATERIALS	STREET/SIDEWALK SUPPLIES	\$9,450.00	\$9,450.00
181089	435-7101-531.40-86	SHIRLEY MIKA	EAB REIMBURSEMENT	\$50.00	\$50.00
181098	435-7101-531.40-86	JOHN NELSON	EAB REIMBURSEMENT	\$50.00	\$50.00
181101	435-7101-531.40-86	MARYBETH NICHOLS	EAB REIMBURSEMENT	\$100.00	\$100.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181110	101-7101-531.31-70	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL EQUIP & SUPPLY	\$66.99	\$84.14
			ELECTRICAL EQUIP & SUPPLY	\$17.15	
181113	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$63.33	\$63.33
181117	101-7101-531.31-90	ORANGE CRUSH LLC	STREET/SIDEWALK SUPPLIES	\$500.49	\$3,585.25
			STREET/SIDEWALK SUPPLIES	\$412.05	
			STREET/SIDEWALK SUPPLIES	\$892.27	
			STREET/SIDEWALK SUPPLIES	\$871.91	
			STREET/SIDEWALK SUPPLIES	\$455.27	
			STREET/SIDEWALK SUPPLIES	\$453.26	
181120	435-7101-531.40-86	JOHN PANAGOS	EAB REIMBURSEMENT	\$36.00	\$36.00
181122	101-7101-531.21-11	PATTERSON PAINTING AND REMODELING	BLDG MAINTENANCE	\$345.00	\$345.00
	401-7101-571.50-20		NEW DOOR INSTALLATION	\$350.00	\$350.00
181124	101-7101-531.21-11	PETE THE PAINTER INC	METRA STATION	\$1,990.00	\$1,990.00
181126	101-7101-531.22-05	PETTY CASH	POSTAGE	\$5.60	\$5.60
181133	101-7101-531.21-15	POTHOLE PROS INC	SERVICE CONSTRUCTION	\$9,000.00	\$9,000.00
181134	101-7101-531.21-55	POWELL TREE CARE INC	SERVICE TREES	\$9,216.20	\$44,631.00
			SERVICE TREES	\$17,750.00	
			SERVICE TREES	\$13,715.00	
			SERVICE TREES	\$3,949.80	
181139	101-7101-531.30-35	QUANTUM LABS INC	GLOVES	\$134.49	\$134.49
181141	101-7101-531.31-80	RAE PRODUCTS & CHEMICALS	SIGNS, SIGN MATERIAL	\$4,260.00	\$4,260.00
181147	101-7101-531.30-39	RELADYNE	ALL FLEET 15W40	\$855.00	\$855.00
181148	435-7101-531.40-86	JASON RIDDEHOUGH	EAB REIMBURSEMENT	\$50.00	\$50.00
181150	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	\$25,430.40	\$25,430.40
181151	435-7101-531.40-86	ARLENE ROBERT	EAB REIMBURSEMENT	\$50.00	\$50.00
181152	435-7101-531.40-86	GEORGE ROJAS	EAB REIMBURSEMENT	\$50.00	\$50.00
181156	101-7101-531.30-35	RUSO'S POWER EQUIPMENT INC	ARBORIST GLOVES	\$121.25	\$121.25
	101-7101-531.31-85		SPREADER	\$859.30	\$859.30
181158	435-7101-531.40-86	TATIANA SABEVA	EAB REIMBURSEMENT	\$200.00	\$200.00
181159	435-7101-531.40-86	FRED SACHS	EAB REIMBURSEMENT	\$50.00	\$50.00
181161	435-7101-531.40-86	ANNE SCHMITT	EAB REIMBURSEMENT	\$50.00	\$50.00
181163	435-7101-531.40-86	GERALD SCHOLL	EAB REIMBURSEMENT	\$50.00	\$50.00
181169	435-7101-531.40-86	KENNETH SEIFER	EAB REIMBURSEMENT	\$50.00	\$50.00
181171	435-7101-531.40-86	CAROL SERPE	EAB REIMBURSEMENT	\$50.00	\$50.00
181173	101-7101-531.31-55	SHERWIN HARDWARE	HARDWARE SUPPLIES	\$12.98	\$32.97

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181173	101-7101-531.31-55	SHERWIN HARDWARE	HARDWARE SUPPLIES	\$19.99	\$32.97
	101-7101-531.31-65		HARDWARE SUPPLIES	\$17.97	\$70.91
			HARDWARE SUPPLIES	\$32.96	
			HARDWARE SUPPLIES	\$19.98	
	101-7101-531.31-75		HARDWARE SUPPLIES	\$14.97	\$14.97
	101-7101-531.31-85		TOOLS	\$14.98	\$132.41
			TOOLS	\$22.46	
			TOOLS	\$94.97	
181176	101-7101-531.21-65	SIMPLEX GRINNELL	OTHER SERVICES	\$1,020.00	\$3,440.00
			OTHER SERVICES	\$1,020.00	
			OTHER SERVICES	\$1,400.00	
181183	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	PLUMBING EQUIP FIXT,SUPP	\$299.25	\$299.25
	101-7101-531.31-85		PLUMBING EQUIP FIXT,SUPP	\$82.45	\$82.45
181186	435-7101-531.40-86	MATT STROTHOFF	EAB REIMBURSEMENT	\$200.00	\$200.00
181188	101-7101-531.21-55	SUBURBAN PRESS	TREE PLANTING HANGERS	\$220.00	\$220.00
181194	435-7101-531.40-86	ANN SURUFKA	EAB REIMBURSEMENT	\$50.00	\$50.00
181197	435-7101-571.50-55	SXI	DISPOSAL	\$300.00	\$1,200.00
			TREE REMOVAL	\$900.00	
181205	435-7101-531.40-86	JEROME TIETZ	EAB REIMBURSEMENT	\$90.00	\$90.00
181207	101-7101-531.21-15	TLC GROUP LTD	SERVICE MISCELLANEOUS	\$4,510.00	\$4,510.00
181212	101-7101-531.31-70	TRAFFIC CONTROL CORP	WHITE CROSS YELLOW MRKR	\$1,375.00	\$3,256.10
			TRAFFIC SIGNAL SUPPLIES	\$1,881.10	
181217	101-7101-531.21-65	TYCO INTEGRATED SECURITY	RECURRING SERVICE	\$90.00	\$990.00
			RECURRING SERVICE	\$90.00	
			RECURRING SERVICE	\$90.00	
			RECURRING SERVICE	\$90.00	
			RECURRING SERVICE	\$90.00	
			RECURRING SERVICE	\$90.00	
			RECURRING SERVICE	\$90.00	
			RECURRING SERVICE	\$90.00	
			RECURRING SERVICE	\$90.00	
			RECURRING SERVICE	\$90.00	
181218	101-7101-531.31-80	ULINE INC	FOAM BOARD SIGNS	\$26.06	\$26.06
181222	101-7101-531.31-40	US ARBOR PRODUCTS INC	MULCH	\$1,763.75	\$1,763.75

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181225	435-7101-531.40-86	RICHARD VACHUTA	EAB REIMBURSEMENT	\$50.00	\$50.00
181236	435-7101-531.40-86	RICHARD WATSON	EAB REIMBURSEMENT	\$50.00	\$50.00
181237	101-7101-531.21-55	WEST CENTRAL MUNICIPAL CONF	WILSON NURSERIES	\$180.00	\$180.00
	101-7101-531.22-02		MEMBER DUES	\$575.00	\$575.00
181238	101-7101-531.21-36	WEST SIDE TRACTOR SALES CO	EQUIPMENT RENTAL	\$173.61	\$173.61
181240	435-7101-531.40-86	CHARLES WILKIN	EAB REIMBURSEMENT	\$50.00	\$50.00
181243	435-7101-531.40-86	AMY WOODS	EAB REIMBURSEMENT	\$50.00	\$50.00
181246	435-7101-531.40-86	HENRICK ZABAWSKI	EAB REIMBURSEMENT	\$89.00	\$89.00
801288	101-7101-531.22-70	AT & T	947253312008	\$4,553.17	\$12,690.16
			847398933608	\$206.97	
			847253553208	\$29.91	
			847253049308	\$8.62	
			847253612407	\$49.07	
			847394206208	\$46.94	
			847Z97278408	\$2,411.58	
			847R16051908	\$1,964.96	
			847439786808	\$93.55	
			847797132108	\$46.72	
			847253343808	\$111.80	
			847590600008	\$973.41	
			847797530008	\$207.53	
			847392086608	\$63.33	
			847342153609	\$46.72	
			847255350509	\$1,498.29	
			847259612408	\$46.72	
			847577545308	\$67.06	
			847577579508	\$263.81	
801289	101-7101-531.21-50	NICOR	73488600005	\$1,431.48	\$6,768.87
			75407400001	\$773.20	
			38096400007	\$80.06	
			15839647334	\$23.75	
			06802945268	\$23.12	
			96945600003	\$2,044.44	
			55616726109	\$1,392.23	
			43278600002	\$113.41	

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801289	101-7101-531.21-50	NICOR	19426400008	\$86.57	\$6,768.87
			53278600001	\$109.53	
			28178600004	\$338.57	
			58401600000	\$131.52	
			72489260108	\$162.42	
			38178600003	\$30.75	
			40178600009	\$27.82	
801290	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	1627055057	\$1,176.41	\$11,336.29
			4643388009	\$522.94	
			4321662000	\$433.17	
			4286290000	\$655.41	
			0002031003	\$31.55	
			8572043011	\$212.00	
			0533073031	\$8,253.05	
			5492508009	\$51.76	
Total Division:				\$275,749.40	
Total Department:				\$275,749.40	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 72 Water and Sewer					
Division: 1					
180892	505-7201-561.22-02	AMERICAN PUBLIC WORKS ASSOC	GROUP MEMBERSHIP DUES	\$314.00	\$314.00
180894	505-7201-561.22-02	AMERICAN WATER WORKS ASSOC	MEMBERSHIP DUES, KUHL	\$77.00	\$77.00
180927	505-7201-561.31-65	BATTERIES PLUS #296	BATTERIES	\$42.33	\$42.33
180929	505-7201-561.22-10	BHFX LLC	SERVICE PRINTING	\$100.00	\$100.00
180961	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0684023014	\$100.58	\$100.58
180962	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0111076085	\$133.27	\$133.27
180963	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0831076049	\$69.60	\$69.60
180964	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1092085063	\$83.70	\$83.70
180965	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1257044037	\$689.43	\$689.43
180967	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0117046072	\$132.91	\$132.91
180989	505-7201-561.31-01	EAST JORDAN USA INC	WATER SEWER SYSTEM SUPPLY	\$400.00	\$3,602.24
			WATER SEWER SYSTEM SUPPLY	\$3,202.24	
	505-7201-561.31-85		HAND TOOLS-POWER/NON POW	\$110.18	\$110.18
181003	505-7201-561.21-65	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$495.00	\$495.00
181013	505-7201-561.30-35	GRAINGER W W INC	WATER SEWER SYSTEM SUPPLY	\$43.20	\$43.20
	505-7201-561.31-05		WATER SEWER SYSTEM SUPPLY	\$49.24	\$49.24
	505-7201-561.31-85		TOOLS	\$130.95	\$178.79
			TOOLS	\$47.84	
181020	505-7201-561.21-65	HARRIS TRUST & SAVINGS BANK	IPASS AUTOREPLENISH #5	\$40.00	\$40.00
181024	505-7201-561.21-35	HBK WATER METER SERVICE INC	WATER SEWER SYSTEM SUPPLY	\$1,146.95	\$4,120.99
			WATER SEWER SYSTEM SUPPLY	\$2,974.04	
	505-7201-561.31-02		WATER SEWER SYSTEM SUPPLY	\$4,029.60	\$4,374.60
			BURIAL SPLICE TUBE	\$345.00	
181026	505-7201-561.31-90	HELLER LUMBER CO	BUILDER'S SUPPLIES	\$34.50	\$469.55
			BUILDER'S SUPPLIES	\$60.53	
			BUILDER'S SUPPLIES	\$218.02	
			BUILDER'S SUPPLIES	\$59.40	
			BUILDER'S SUPPLIES	\$21.25	
			BUILDER'S SUPPLIES	\$21.25	
			BUILDER'S SUPPLIES	\$49.68	
			BUILDER'S SUPPLIES	\$4.92	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181051	505-7201-561.31-65	LAI LTD	WATER SEWER SYSTEM SUPPLY	\$3,020.70	\$3,020.70
181061	505-7201-561.31-02	LOWES COMMERCIAL SERVICES	WATER SEWER SYSTEM SUPPLY	\$139.89	\$282.25
			WATER SEWER SYSTEM SUPPLY	\$75.16	
			WATER SEWER SYSTEM SUPPLY	\$67.20	
	505-7201-561.31-65		HARDWARE SUPPLIES	\$62.52	\$85.26
			BUILDER'S SUPPLIES	\$22.74	
	505-7201-561.31-85		HAND TOOLS-POWER/NON POW	\$9.48	\$9.48
	505-7201-561.31-90		STREET/SIDEWALK SUPPLIES	\$227.56	\$227.56
181074	505-7201-561.20-05	MC HENRY ANALYTICAL WATER LAB	SERVICE CONSULTING	\$860.00	\$1,760.00
			SERVICE CONSULTING	\$900.00	
181080	505-7201-561.31-07	MENONI & MECOGNI	SUPPLIES	\$1,084.00	\$1,084.00
181083	505-7201-561.31-07	METROPOLITAN INDUSTRIES	SEWER COLLECTION SUPPLIES	\$7,251.00	\$7,251.00
181086	505-7201-561.31-01	MID AMERICA WATER	EXTENSION 6500 BOX	\$449.70	\$449.70
181113	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$175.67	\$239.00
			OFFICE SUPPLIES	\$63.33	
181115	505-7201-561.31-65	OLSEN SAFETY EQUIPMENT CORP	DRAEGER CALIBRATION GAS	\$581.00	\$581.00
	505-7201-561.50-10		45 GAL STORAGE CABINET	\$755.18	\$755.18
181126	505-7201-561.22-03	PETTY CASH	TRAINING	\$13.54	\$13.54
	505-7201-561.33-05		SUPPLIES	\$6.54	\$56.38
			SUPPLIES	\$49.84	
181135	505-7201-561.31-90	PRAIRIE MATERIAL SALES INC	STREET/SIDEWALK SUPPLIES	\$633.00	\$4,005.28
			STREET/SIDEWALK SUPPLIES	\$690.25	
			STREET/SIDEWALK SUPPLIES	\$1,290.92	
			STREET/SIDEWALK SUPPLIES	\$984.50	
			STREET/SIDEWALK SUPPLIES	\$406.61	
181137	505-7201-561.30-35	PRO SAFETY INC	CLOTHING & APPAREL	\$169.20	\$169.20
	505-7201-561.33-05		PAINT & EQUIPMENT	\$117.60	\$117.60
181149	505-7201-561.21-11	RIDDIFORD ROOFING	SERVICE BLDG MAINT	\$2,212.25	\$2,212.25
181173	505-7201-561.30-35	SHERWIN HARDWARE	WORK GLOVES	\$5.99	\$5.99
	505-7201-561.31-02		HARDWARE SUPPLIES	\$7.99	\$7.99
	505-7201-561.31-65		HARDWARE SUPPLIES	\$26.04	\$32.53
			HARDWARE SUPPLIES	\$6.49	
	505-7201-561.31-85		TOOLS	\$31.96	\$31.96
181174	505-7201-561.22-02	SCOTT SHIRLEY	LICENSE REIMBURSEMENT	\$61.50	\$61.50
181183	505-7201-561.31-02	STANDARD PIPE & SUPPLY INC	PLUMBING EQUIP FIXT,SUPP	\$83.49	\$83.49

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181196	505-7201-561.22-02	ADAM SWANSON	CDL REIMBURSEMENT	\$50.00	\$50.00
181219	505-7201-561.33-05	ULTRA PURE BOTTLING	SUPPLIES	\$839.60	\$839.60
181227	505-7201-561.22-70	VERIZON WIRELESS	INV 9711518256	\$12.27	\$12.27
181235	505-7201-561.31-07	WATER PRODUCTS CO	WATER SEWER SYSTEM SUPPLY	\$1,039.06	\$1,039.06
801288	505-7201-561.22-70	AT & T	847253017408	\$49.40	\$4,317.72
			847437468408	\$46.72	
			847590808508	\$159.93	
			847590210508	\$3,944.96	
			847437468508	\$116.71	
801289	505-7201-561.21-50	NICOR	19278600002	\$153.33	\$822.48
			76830700001	\$133.70	
			58544400003	\$51.84	
			90920700003	\$74.97	
			42567835683	\$23.84	
			05850400002	\$29.46	
			04055600003	\$273.69	
			16797600000	\$81.65	
801290	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0297160055	\$252.79	\$784.44
			1104021044	\$93.28	
			1284169036	\$207.25	
			0645171017	\$63.10	
			0087155164	\$56.91	
			3973144001	\$85.14	
			0368380009	\$25.97	
801291	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	0522082015	\$1,302.31	\$9,508.69
			0528113037	\$4,312.95	
			0441087047	\$1,970.55	
			0441087047	\$1,922.88	
801292	505-7201-561.22-70	AMERICAN MESSAGING	ACCT UL1-109311	\$126.32	\$126.32
Total Division:				\$55,270.03	
Total Department:				\$55,270.03	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 73 Parking					
Division: 1					
181061	235-7301-532.31-65	LOWES COMMERCIAL SERVICES	BUILDER'S SUPPLIES	\$66.98	\$15.70
			BUILDER'S SUPPLIES	(\$51.28)	
181110	235-7301-532.31-65	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL EQUIP & SUPPLY	\$359.28	\$359.28
801290	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	5231622008	\$42.64	\$58.18
			4643715006	\$15.54	
Total Division:				\$433.16	
Division: 2					
180936	235-7302-532.22-10	BORDEN DECAL CO	STICKERS/DECALS	\$3,575.37	\$3,575.37
181087	235-7302-532.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINT	\$251.32	\$954.32
			EQUIPMENT MAINTENANCE	\$518.00	
			EQUIPMENT MAINTENANCE	\$185.00	
181173	235-7302-532.31-65	SHERWIN HARDWARE	HARDWARE SUPPLIES	\$43.96	\$43.96
Total Division:				\$4,573.65	
Division: 3					
180936	235-7303-532.22-10	BORDEN DECAL CO	STICKERS/DECALS	\$3,575.36	\$3,575.36
181061	235-7303-532.33-05	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$81.58	\$81.58
181087	235-7303-532.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINT	\$479.68	\$479.68
801288	235-7303-532.21-50	AT & T	847632002808	\$1,358.20	\$1,476.86
			847253097808	\$118.66	
801289	235-7303-532.21-50	NICOR	12690400002	\$26.95	\$26.95
Total Division:				\$5,640.43	
Division: 4					
180936	235-7304-532.22-10	BORDEN DECAL CO	STICKERS/DECALS	\$1,569.67	\$1,569.67
181081	235-7304-532.21-11	METRO DOOR AND DOCK INC	BUILDING MAINTENANCE	\$486.55	\$486.55

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181087	235-7304-532.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINT	\$251.32	\$251.32
181176	235-7304-532.21-02	SIMPLEX GRINNELL	EQUIPMENT MAINTENANCE	\$1,075.00	\$1,075.00
181224	235-7304-532.21-02	US FIRE PROTECTION INC	EQUIPMENT MAINTENANCE	\$846.24	\$846.24
801291	235-7304-532.21-50	CONSTELLATION NEW ENERGY INC	0963023007	\$1,181.82	\$1,181.82
Total Division:				\$5,410.60	
Total Department:				\$16,057.84	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 74 Solid Waste Dispsl SWANCC					
Division: 1					
900968	511-7401-562.21-54	SOLID WASTE AGENCY	TIPPING FEES 10-2013	\$116,258.43	\$116,258.43
Total Division:				\$116,258.43	
Total Department:				\$116,258.43	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 75 Municipal Fleet Services					
Division: 1					
180895	621-7501-551.21-36	AMERICAN WELDING AND GAS	RENTAL/LEASE EQUIPMENT	\$155.62	\$222.37
			WELDING EQUIPMENT/SUPPLY	\$66.75	
180905	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$119.72	\$434.57
			VEH MAINTENANCE SUPPLY	\$314.85	
180906	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	VEH MAINTENANCE SUPPLY	\$100.28	\$100.28
180909	621-7501-551.21-07	ARLINGTON SIGNS & BANNERS	VEH EQUIPMENT MAINTENANCE	\$536.00	\$536.00
180915	621-7501-551.31-51	ATLAS BOBCAT INCORPORATED	VEH MAINTENANCE SUPPLY	\$685.00	\$685.00
180916	621-7501-551.31-51	AUTO TECH CENTERS INC	VEH MAINTENANCE SUPPLY	\$576.35	\$996.49
			VEH MAINTENANCE SUPPLY	\$420.14	
180917	621-7501-551.31-51	AUTO ZONE	VEH MAINTENANCE SUPPLY	\$10.88	\$151.80
			VEH MAINTENANCE SUPPLY	\$243.09	
			VEH MAINTENANCE SUPPLY	(\$243.09)	
			VEH MAINTENANCE SUPPLY	\$140.92	
180925	621-7501-551.31-51	BARNES DISTRIBUTION	CARRIAGE BOLT	\$38.98	\$38.98
	621-7501-551.31-65		WIRE CLIPS	\$58.88	\$58.88
180927	621-7501-551.31-51	BATTERIES PLUS #296	BATTERIES	(\$302.64)	\$424.09
			BATTERIES	\$344.54	
			VEH MAINTENANCE SUPPLY	\$382.19	
180939	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$59.18	\$539.10
			VEH MAINTENANCE SUPPLY	\$15.90	
			VEH MAINTENANCE SUPPLY	\$35.44	
			VEH MAINTENANCE SUPPLY	\$11.59	
			VEH MAINTENANCE SUPPLY	\$7.55	
			VEH MAINTENANCE SUPPLY	\$11.03	
			VEH MAINTENANCE SUPPLY	\$5.91	
			VEH MAINTENANCE SUPPLY	\$36.61	
			VEH MAINTENANCE SUPPLY	\$44.71	
			VEH MAINTENANCE SUPPLY	\$10.20	
			VEH MAINTENANCE SUPPLY	\$32.11	
			VEH MAINTENANCE SUPPLY	\$26.77	
			VEH MAINTENANCE SUPPLY	\$66.31	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
180939	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$175.79	\$539.10
180945	621-7501-551.21-07	CERTIFIED FLEET SERVICES INC	EQUIPMENT INSPECTION	\$575.00	\$5,430.00
			EQUIPMENT INSPECTION	\$690.00	
			OSHA CRANE INSPECTION	\$325.00	
			OSHA KNUCKLE BOOM INSP	\$375.00	
			OSHA AERIAL LIFT INSPECT	\$660.00	
			OSHA AERIAL LIFT INSP	\$660.00	
			OSHA AERIAL LIFT INSP	\$660.00	
			OSHA MANLIFT INSP	\$350.00	
			OSHA AERIAL LIFT INSP	\$660.00	
			OSHA AERIAL LIFT INSP	\$475.00	
180946	621-7501-551.31-85	CHABOWSKI, KARL	TOOL REIMBURSEMENT	\$68.66	\$68.66
180949	621-7501-551.31-51	CHICAGO INTL TRUCKS	VEH MAINTENANCE SUPPLY	\$13.50	\$232.21
			VEH MAINTENANCE SUPPLY	\$97.17	
			VEH MAINTENANCE SUPPLY	\$94.70	
			VEH MAINTENANCE SUPPLY	\$26.84	
180950	621-7501-551.31-51	CHICAGO PARTS AND SOUND	PUMP ASSY	\$72.28	\$94.16
			SENSOR ASSY	\$21.88	
180952	621-7501-551.30-35	CINTAS CORP	UNIFORM	\$39.92	\$79.84
			UNIFORM	\$39.92	
180984	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	VEH MAINTENANCE SUPPLY	\$132.92	\$132.92
180987	621-7501-551.31-51	DUECO INC	COVER XT	\$472.48	\$472.48
180994	621-7501-551.31-51	ENGINE MASTERS INC	TIMING BELT	\$98.10	\$98.10
181005	621-7501-551.31-51	FOSTER COACH SALES INC	VEH MAINTENANCE SUPPLY	\$106.75	\$473.77
			VEH MAINTENANCE SUPPLY	\$313.77	
			VEH MAINTENANCE SUPPLY	\$53.25	
181010	621-7501-551.31-51	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$213.07	\$1,052.38
			VEH MAINTENANCE SUPPLY	\$525.56	
			VEH MAINTENANCE SUPPLY	\$66.36	
			VEH MAINTENANCE SUPPLY	\$247.39	
181013	621-7501-551.31-51	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	\$18.96	\$84.53
			VEH MAINTENANCE SUPPLY	\$18.96	
			VEH MAINTENANCE SUPPLY	\$21.72	
			VEH MAINTENANCE SUPPLY	\$24.89	
181048	621-7501-551.22-02	KOEPL GUY	CDL REIMBURSEMENT	\$50.00	\$50.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
181054	621-7501-551.31-51	LEE AUTO PARTS	VEH MAINTENANCE SUPPLY	\$107.90	\$126.67
			VEH MAINTENANCE SUPPLY	\$18.77	
181065	621-7501-551.31-85	MAC TOOLS	TOOLS	\$100.00	\$100.00
181070	621-7501-551.31-51	MASTER HITCH INC	BREAKAWAY SWITCH	\$25.00	\$25.00
181071	621-7501-551.31-85	MATCO TOOLS	TOOLS	\$46.15	\$46.15
181094	621-7501-551.31-51	NATL CAP & SET SCREW CO	VEH MAINTENANCE SUPPLY	\$21.66	\$21.66
181108	621-7501-551.21-07	NORTHWEST AUTO WASH	SERVICE VEHICLE PARTS	\$672.10	\$672.10
181110	621-7501-551.31-51	NORTHWEST ELECTRICAL SUPPLY CO	VEH MAINTENANCE SUPPLY	\$94.38	\$94.38
181121	621-7501-551.31-51	PATTEN INDUSTRIES INC	VEH MAINTENANCE SUPPLY	\$75.74	\$186.13
			VEH MAINTENANCE SUPPLY	\$110.39	
	621-7501-551.40-96		SERVICE VEHICLE PARTS	\$15,639.85	\$15,639.85
181126	621-7501-551.31-65	PETTY CASH	SUPPLIES	\$2.64	\$2.64
181136	621-7501-551.31-51	PRECISION SERVICE PARTS	VEH MAINTENANCE SUPPLY	\$69.53	\$138.53
			VEH MAINTENANCE SUPPLY	\$69.00	
181167	621-7501-551.21-07	SECRETARY OF STATE	TITLE AND PLATES	\$105.00	\$525.00
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
			TITLE AND PLATES	\$105.00	
181173	621-7501-551.31-65	SHERWIN HARDWARE	HARDWARE SUPPLIES	\$19.99	\$19.99
181182	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$45.62	\$45.62
181184	621-7501-551.31-51	STEDT HYDRAULIC CRANE CORP	CABLE ASSY	\$693.12	\$693.12
181187	621-7501-551.21-07	SUBURBAN ACCENTS INC	POLICE VEHICLE SET-UP	\$450.00	\$450.00
	621-7501-551.21-08		GRAPHICS & LETTERING	\$350.00	\$350.00
181199	621-7501-551.31-51	TERMINAL SUPPLY CO	3M CUT OFF WHEELS	\$61.84	\$61.84
181200	621-7501-551.31-51	TERRACE SUPPLY CO	VEH MAINTENANCE SUPPLY	\$74.20	\$74.20
181223	621-7501-551.31-51	US AUTO FORCE	VEH MAINTENANCE SUPPLY	\$144.35	\$144.35
181239	621-7501-551.31-51	WHOLESALE DIRECT INC	ON/OFF SWITCH	\$84.61	\$84.61
181247	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	VEHICLE ACCESSORIES	\$322.00	\$322.00
Total Division:				\$32,280.45	
Total Department:				\$32,280.45	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 90 Capital					
Division: 1					
181059	505-9001-571.50-25	LO VERDE CONSTRUCTION CO INC	SEWER REPAIRS	\$1,850.00	\$1,850.00
181085	505-9001-571.50-25	MICHELS CORP	SERVICE CONSTRUCTION	\$20,943.68	\$20,943.68
181091	505-9001-571.50-25	MUNICIPAL WELL & PUMP	SERVICE CONSTRUCTION	\$39,357.00	\$39,357.00
Total Division:				\$62,150.68	
Division: 3					
180978	621-9003-572.50-05	CURRIE MOTORS	VEHICLE MAJOR TRANSPORT	\$104,092.00	\$151,462.00
			VEHICLE MAJOR TRANSPORT	\$26,023.00	
			VEHICLE MAJOR TRANSPORT	\$21,347.00	
180992	621-9003-572.50-05	EJ EQUIPMENT INCORPORATED	VEHICLE MAJOR TRANSPORT	\$104,000.00	\$110,000.00
			VEHICLE ACCESSORIES	\$6,000.00	
Total Division:				\$261,462.00	
Total Department:				\$323,612.68	

Check Date: 2013 - 9 - 30

WARRANT REGISTER - GM0002

Date: Wednesday, October 02, 2013
Page 42

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 95 Debt Service					
Division: 47					
180924	301-9547-582.60-20	BANK OF NEW YORK MELLON	FEES - GO BOND 2006A	\$374.50	\$374.50
Total Division:				\$374.50	
Total Department:				\$374.50	
TOTAL ALL FUNDS:				\$2,077,782.81	



Item: Disability Awareness Award

Department:

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

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 Mtg. of Oct. 7 - Consideration of a Liquor License

Department:

Report of the Committee-of-the-Whole Meeting of October 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)

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 Mtg of Oct. 7 - Intvw of KLandeghem

Department:

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

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 Mtg. of Oct. 7 - Intvw of JHarlow

Department:

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

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Fire Department Burn Tower Renovation - Contract Award

Department: Public Works

BACKGROUND

Bids from five construction firms were opened on September 12th, for construction work necessary to renovate the Fire Department's Burn Tower. This work consists of placement of new concrete, installation of a specialized thermal lining, fire brick and refractory lintels.

Twelve firms took out plans and specifications for this project. Five construction contractors submitted bids for this work as shown below:

<u>Bidder</u>	<u>Total Bid</u>
Construction Consulting Northbrook, IL	\$126,622
Stronghold Construction Monee, IL	\$137,092
Sigalos and Associates Itasca, IL	\$141,662
Abate Restoration Barrington, IL	\$152,946
Boller Construction Waukegan, IL	\$199,500

The project Architect contacted four references, including the City of Evanston, Lake County Forest Preserve District and the Village of Lomira, Wisconsin. The scope of the work for the projects performed for these governmental agencies included masonry and concrete work and all feedback was very favorable.

Staff believes that Construction Consulting is capable of the successful completion of this project.

RECOMMENDATION

It is therefore recommended that the Village Board award a contract to Construction Consulting, Northbrook, IL in the amount of \$126,622 for the Fire Department Burn Tower Renovation Project. The bidder has been determined to be responsible and the bid meets specifications.

Bid Section

Item: Fire Department Burn Tower Renovation - Contract Award
Bid Opening Date: September 12, 2013
Account Numbers: 401-7101-571.50-20
Total Budget for Specific Item: \$150,000
Amount of Bidder Recommended: \$126,622



Item: EAB Parkway Ash Tree Removal 2013

Department: Public Works

BACKGROUND

On June 17, 2013 the Village Board awarded Powell Tree Care, Inc., of Elk Grove Village, Illinois a three-year contract for non-EAB tree removals. Powell Tree Care, Inc. was the lowest of three bidders. Staff has determined Powell Tree Care, Inc. to be a responsible contractor based on their successfully having carried out the terms of their contract for the past three months.

The removal of non-EAB trees by Powell Tree Care, Inc. has allowed staff to focus on EAB ash tree removals. Despite this additional assistance, the unexpected increase of ash tree mortality late this summer has made it difficult for staff to keep up with the need for removals. Therefore, we would like to amend the existing contract with Powell Tree Care, Inc. to include EAB ash tree removals. Powell Tree Care, Inc. has informed us that they can accommodate the additional tree removals at the current bid unit pricing and are able to begin as soon as they receive authorization. We expect Powell Tree Care, Inc. to assist with roughly 500 removals over the next nine months. These removals include stump grinding and restoration. The approximate value of this additional work is \$265,000.

RECOMMENDATION

It is recommended that the Village Board amend the contract with Powell Tree Care, Inc., of Elk Grove Village, Illinois, to include EAB ash tree removals for the bid unit prices agreed upon in their original bid submission.

Bid Section

Item:	EAB Parkway Ash Tree Removal 2013
Bid Opening Date:	June 11, 2013
Account Numbers:	435-7101-571.50-55 (ST1320)
Total Budget for Specific Item:	\$1,015,000
Amount of Bidder Recommended:	



Item: Paver Brick Removal and Replacement 2013

Department: Public Works

BACKGROUND

Bids were duly advertised and opened on the date indicated.

<u>Bidder</u>	<u>Base Bid</u>	<u>Optional Area</u>	<u>Total Bid Price</u>
Midwest Brick Paving	\$31,000	\$ 3,500	\$ 34,500
Copenhaver Construction	\$49,000	\$18,800	\$ 67,800
KGI Landscaping Co.	\$78,708	\$29,785	\$108,493
American Underground	\$86,130	\$40,410	\$126,540

The FY14 Capital Budget includes \$25,000 for Brick Paver Removal, Replacement and Sealing. Specifications and plans were prepared and distributed to construction and landscape firms for Paver Brick Removal and Replacement in the downtown area. This contract is intended to replace paver brick that are worn and faded due to their age. Four bids were received at the September 24th bid opening as shown on the above tabulation.

The lowest cost proposal was submitted by Midwest Brickpaving Inc. of Antioch, Illinois. Midwest successfully completed our annual paver brick projects in 2008, 2010 and 2012.

Although the lowest bid is over budget, this work was bid with a base bid for two sections and an optional third location. All these areas including the optional location are being coordinated around Engineering's repaving of Davis from Dunton to Vail, and Campbell from Vail to Chestnut. The third location is the south side of Campbell from Highland to Chestnut which is to the north end of the Norwood lot. The area is currently asphalt and we would like to finally install the pavers to tie it into the areas around it.

As such, Staff would like to use \$9,500 of contingency funds to complete all three areas.

RECOMMENDATION

It is recommended that the Village Board award the contract for Paver Brick Removal, Replacement and Sealing to the lowest bidder, Midwest Brickpaving Inc., Antioch, IL for their bid price of \$34,500.

It is further recommended that the Village Board authorize the use of \$9,500 from contingency(Account No. 401-9901-571.40-96) to supplement the \$25,000 budgeted in

Account No. 401-7101-571.50-30.

Bid Section

Item: Paver Brick Removal, Replacement and Sealing 2013
Bid Opening Date: September 24, 2013
Account Numbers: 401-7101-571.50-30 (ST 0501) 401-9901-571.40-96
Total Budget for Specific Item: \$25,000
Amount of Bidder Recommended: \$34,500



Item: McDonald Creek Emergency Water Main Replacement

Department: Public Works

BACKGROUND

On September 5, 2013, the 12" water main under McDonald Creek failed and was promptly isolated. Staff contacted a reputable directional boring contractor and negotiated a time and material rate structure to expeditiously install a new 12" water main under the creek. Joel Kennedy Constructing Corp. promptly arrived on-site September 16th and installed the 12" water main under the McDonald Creek. The work was completed by Joel Kennedy Constructing Corp. on the 18th of September. Village Staff will now connect the new water main to our existing water main, returning this significant water main to service.

Original estimates for this work ranged from \$30,000 to \$45,000. Utilizing shared resources, Staff was able to control costs for this emergency replacement to \$27,329.17. The Water Distribution Unit assisted in order to reduce and control costs for this emergency work.

RECOMMENDATION

It is recommended that the Village Board approve the emergency replacement of water main under McDonald Creek in the amount of \$27,329.17 to Joel Kennedy Constructing Corp. of Waukegan, Illinois. The work has been completed, tested and found to be in satisfactory working order.

Bid Section

Item: McDonald Creek Emergency Water Main Replacement
Bid Opening Date:
Account Numbers: 505-9001-571.50-25 (WA-9001)
Total Budget for Specific Item: \$ 400,000.00
Amount of Bidder Recommended: \$27,329.17



Item: Asphalt Restoration Services

Department: Public Works

BACKGROUND

This bid is for performing hot mix asphalt restoration of water main break, sewer and street repair locations. Bids for the following items were duly advertised and publicly opened on May 23, 2013.

An initial set of asphalt restorations was bid in May for work which had accrued since November of 2012. That initial bid award was made at the June 3rd regular Board meeting. The bids which were submitted included unit prices for additional work. We are now looking to award utilizing the May bid unit prices for this second set of work, which consists of restorations that have accrued since approximately July 15th.

	<u>Water & Sewer</u>	<u>Streets</u>	<u>Total</u>
Schroeder Asphalt	\$ 56,476.50	\$ 74,830.50	\$131,307.00
Allstar Asphalt	\$ 57,295.00	\$ 75,915.00	\$133,210.00
Johnson Paving	\$ 60,241.60	\$ 79,819.20	\$140,060.80
Chicagoland Paving	\$ 70,391.00	\$ 93,267.00	\$163,658.00
Accu Paving	\$ 98,220.00	\$130,140.00	\$228,360.00
A-Lamp Concrete	\$117,454.75	\$155,625.75	\$273,080.50

The above totaled bid prices are based on asphalt work at forty-eight locations. Based on this new scope of work, Schroeder Asphalt's total bid price is lower than the other bidders.

Based on Schroeder's successful completion of the first set of restorations in town, we believe that they are capable of successfully completing the work required by this second contract.

RECOMMENDATION

It is therefore recommended that the Village Board award a contract for Asphalt Restoration

Services to the lowest responsible bidder, Schroeder Asphalt, Huntley IL for their calculated bid price of \$131,307 and further authorize execution of a contract regarding this engagement. The bidder has been determined to be responsible and the bid meets specifications.

Bid Section

Item:	Asphalt Restoration Services
Bid Opening Date:	May 23, 2013
Account Numbers:	505-7201-561.21-30 101-7101-531.21-15
Total Budget for Specific Item:	\$ 315,000.00 (505-7201-561.21-30) Water & Sewer \$ 554,700.00 (101-7101-531.21-15) Streets
Amount of Bidder Recommended:	\$ 56,476.50 (505-7201-561.21-30) Water & Sewer \$ 74,830.50 (101-7101-531.21-15) Streets



Item: Commuter Drive

Department: Engineering

This project consists of the reconstruction of Commuter Drive and the installation of a bike path. A memo outlining the history of this project was distributed on July 25, 2013. The City of Rolling Meadows is the lead organization and is in concurrence with the proposed award of the contract to the low bidder, Pir Tano Construction Company, Inc. Bids for the subject project were duly advertised and publicly opened by the Illinois Department of Transportation on the date indicated:

TABULATION OF BIDS:

Pir Tano Construction Company, Inc.	\$1,574,129.75
Glenbrook Excavating and Concrete, Inc.	\$1,603,144.25
Alliance Contractors, Inc.	\$1,639,948.95
Berger Excavating Contractors, Inc.	\$1,719,059.50
Martam Construction, Incorporated	\$1,783,817.00
Copenhaver Construction, Inc.	\$1,806,847.80
Plote Construction, Inc.	\$1,812,994.00
R. W. Duntelman Company	\$1,827,760.84

The Engineer's Estimate was: \$1,552,999.50

CMAQ funding will cover 80% of the construction costs. The City of Rolling Meadows and the Village of Arlington Heights would cover the 20% balance (10% from each community). The Village's Local Agency share of funding is available in the CIP budget (\$157,412.97).

RECOMMENDATION:

The bids received were reviewed by IDOT. It is therefore recommended that the Board of Trustees concur with IDOT's acceptance of the low bid by Pir Tano Construction Company in the amount of \$1,574,129.75.

Bid Section

Item:	Commuter Drive Reconstruction & Bike Path Installation
Bid Opening Date:	September 20, 2013
Account Numbers:	401-5001-571.50-30 ST1105
Total Budget for Specific Item:	\$162,000
Amount of Bidder Recommended:	\$157,412.97



Item: Ordinance - Amending PUD - Special Use Permit - Camelot Park

Department: Planning/Legal

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Camelot Park](#)

Type

Ordinance

**AN ORDINANCE AMENDING PLANNED UNIT DEVELOPMENT
ORDINANCE NUMBERS 78-019 AND 01-041, GRANTING
A SPECIAL USE PERMIT 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 passed and approved Ordinance Numbers 78-019 and 01-041 amending a Planned Unit Development located at 1005 E. Suffield Drive, Arlington Heights, Illinois; and

WHEREAS, on August 28, 2013, the Plan Commission of the Village of Arlington Heights, in Petition Number 13-014, pursuant to notice, conducted a public hearing on a request to amend Planned Unit Development Ordinance Numbers 78-019 and 01-014, grant a special use permit to allow a community center/recreation building in a P-L Public Land District, and grant certain variations from Chapter 28 of the Arlington Heights Municipal Code; 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 condition 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 Numbers 78-019 and 01-041 for Camelot Park, which property is legally described as follows:

Lots A and B in Ivy Hill Subdivision Unit No. 8, being a subdivision of part of the South half of the North East Quarter of Section 17, Township 42 North, Range 11, East of the Third Principal Meridian, in Cook County, Illinois.

also

Lot B in Kriesman's Brookside Subdivision Unit No. 1 being a subdivision of part of the North West quarter of the North East quarter of Section 17, Township 42 North, Range 11 East of the Third Principal Meridian Cook County.

Lot B in Merrie Green Subdivision in the Northeast quarter of Section 17, Township 42 North, Range 11 East of the Third Principal Meridian, Cook County, Illinois.

Hackberry & Burr Oak

Lots 8, 65 and 118 in Northgate Unit #1, being a subdivision of a part of the North half of the Southeast Quarter of Section 8, Township 42 North, East of the Third Principal Meridian.

Bradford Drive – Hintz to Suffield

Parcel 1 – That part of the Northwest quarter of the North East quarter of Section 17, Township 42 North, Range 11, East of the Third Principal Meridian, in the Village of Arlington Heights described as follows: commencing at the North East corner of the said North West quarter of the North East quarter of Section 17 thence Westward along the North line of said Section 17 South 89 degrees 52 minutes 38 seconds West at a distance of 1018.57 feet to the point of beginning thence South 00 degrees 07 minutes 22 seconds East a distance of 142.97 feet to a point of curvature thence South East along a curved line convex to the South West of 415.87 feet in radius for an arc length of 348.19 feet to a point of tangency thence South 48 degrees 05 minutes 41 seconds East a distance of 66.0 feet to a point of curvature thence South East along a curved line convex to the North East of 410.97 feet in radius for an arc length of 329.62 feet to a point of tangency thence South 2 degrees 08 minutes 26 seconds East a distance of 343.75 feet thence South 89 degrees 50 minutes 48 seconds West a distance of 149.49 feet thence North 00 degrees 36 minutes 19 seconds West a distance of 300.99 feet thence North 30 degrees 09 minutes 33 seconds East a distance of 119.26 feet thence North 19 degrees 40 seconds 28 minutes West a distance of 85.70 feet thence North 33 degrees 32 minutes 37 seconds West a distance of 84.60 feet thence North 64 degrees 51 minutes 52 seconds West a distance of 124.34 feet thence South 65 degrees 10 minutes 00 seconds West a distance of 87.73 feet thence South 57 degrees 37 minutes 32 seconds West a distance of 123.51 feet thence North 00 degrees 36 minutes 19 seconds West a distance of 624.70 feet to a point on the North line of said Section 17 thence East along the said North line of Section 17 North 89 degrees 52 minutes 38 seconds East a distance of 134.88 feet to the point of beginning in Cook County, Illinois.

Crabtree & Windsor

Lots “C” and “D” in Ivy Hill Subdivision Unit No 8A, being a subdivision of part of the South half of the North East quarter of Section 17, Township 42 North, Range 11, East of the Third Principal Meridian.

P.I.N. 03-08-312-008, 03-08-313-027, 03-08-314-006, 03-17-200-016, 03-17-202-004 and - 005, 03-17-213-001

and commonly described as 1005 East Suffield Drive, Arlington Heights, Illinois, is hereby approved. Approval shall be in substantial conformance with the following plans prepared by FGM Architects:

Architectural Site Plan, dated September 6, 2013, consisting of sheet A0.01;

Site Utility Plan – North, dated August 19, 2013 with revisions through August 21, 2013, consisting of sheet C-3.0;

Site Utility Plan – South, dated July 1, 2013 with revisions through August 2, 2013, consisting of sheet C-3.1;

Proposed Drainage Exhibit, dated August 19, 2013, consisting of sheet C-7.0;

Photometry Site Lighting Plan, dated July 12, 2013 with revisions through August 2, 2013, consisting of sheet E1.01;

Exterior Building Elevations, dated August 19, 2013, consisting of sheets, A3.10 and A3.11;

Landscape Plan, dated August 19, 2013, consisting of sheet L0.02;

First Floor Plan, August 2, 2013, consisting of sheet A1.10;

Existing Tree Preservation Plan, dated September 6, 2013, consisting of sheet L0.02;

Camelot Park – West Elevation, dated June 25, 2013, consisting of one sheet;

Camelot Park – North Elevation, dated June 25, 2013, consisting of one sheet,

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

SECTION TWO: That a special use permit to allow a community center/recreation building in the PL Public Land District, is granted for the property legally described in SECTION ONE.

SECTION THREE: That the following variations from Chapter 28, Zoning Regulations, of the Arlington Heights Municipal Code, are hereby granted:

1. A variation from Section 6.12, Traffic Engineering, waiving the required traffic and parking study from a certified traffic engineer.

2. A variation from 11.4, Schedule of Required Parking, to allow a reduction in the minimum number of required parking stalls from 383 to 72 parking stalls.

SECTION FOUR: That the amendment to Planned Unit Development Ordinance Numbers 78-019 and 01-04, the Special Use Permit and the variations from Chapter 28 of the Arlington Heights Municipal Code granted by this Ordinance are subject to the condition that the Petitioner shall comply with all applicable Federal, State and Village codes, regulations and policies, which the Petitioner has agreed.

SECTION FIVE: That the remaining provisions in Ordinance Numbers 78-019 and 01-041 shall remain in full force and effect.

SECTION SIX: 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 SEVEN: 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 EIGHT: 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 7th day of October, 2013.

Village President

ATTEST:

Village Clerk



Item: Ordinance - Chapter 28 - Design Review Process

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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<u>28-14.2-5 Design Review Process</u>	Ordinance
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AN ORDINANCE AMENDING CHAPTER 28 OF THE
ARLINGTON HEIGHTS MUNICIPAL CODE

WHEREAS, the Plan Commission of the Village of Arlington Heights, in Petition Number 13-017, pursuant to notice, has on August 28, 2013, conducted a public hearing concerning an amendment to Section 14.2-5, Design Review Process, in Chapter 28 of the Municipal Code, and has recommended to the Board of Trustees adoption of said amendment; and

WHEREAS, the President and Board of Trustees have determined that amendment to Section 14.2-5 in Chapter 28 of the Arlington Heights Municipal Code 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 Chapter 28, Zoning Regulations, of the Arlington Heights Municipal Code, Section 14.2-5, pertaining to the Design Review Process, is hereby amended as follows: (the language being added is highlighted in yellow):

14.2-5 The Department of Planning & Community Development shall be the administrative contact to the Design Commission responsible for reviewing all petitions, making recommendations for changes or modification in design and providing assistance in interpreting the Design Guidelines. The Director or designee may determine that certain projects do not need formal design review, either by the Design Commission or staff. Such projects may include small (approximately 300 square feet or less) one-story additions in the rear of homes, small commercial building changes and similar small projects. Such determination will be made after review of a description of the project. The review will ensure the project is in compliance with the design guidelines, as applicable. In cases where the Village has determined that formal design review is not necessary, no design review fee will be charged.

SECTION TWO: The provisions of this Ordinance are severable, and the invalidity of any phrase, clause or part of this Ordinance shall not affect the validity or effectiveness of the remainder of this Ordinance.

SECTION THREE: All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION FOUR: 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.

AYES:

NAYS:

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

ATTEST:

Village President

Village Clerk

CODEAMENDMENTS: 28 – 14.2-5 Design Review Process



Item: Resolution - Court Reporter Agreement

Department: Legal

BACKGROUND

The Village is required to provide court reporter services for local prosecution traffic court calls that include DUI tickets. With the current agreement expiring at the end of September, 2013, an amendment to the current agreement is proposed. The amendment consists of extending the agreement for two years and a minimal rate increase.

Arlington Reporting Services, the service currently being used, has proven to be very reliable and the proposed court session rates remain reasonable. The rate increase has been requested to cover recently implemented court house parking fees and cost of living increases, bringing the rate from \$130 to \$140 per 2-1/2 hour court session. The half-hour rate beyond two and one-half hours has increased from \$32 to \$35 as well.

Many municipalities opt to have the State's Attorneys' Office handle their misdemeanor tickets, such as DUIs, but of the towns that do retain court reporters, the rates were higher than Arlington Reporting Services. They are as follows:

	Per Court Session Rate	Per 1/2 Hour Rate
Village of Barrington	\$145.00	\$37.50
City of Prospect Heights	\$150.00 (2 hrs.)	
Village of Northbrook	\$145.00	\$37.50

RECOMMENDATION

It is recommended that the President and Board of Trustees approve a Resolution Approving an Amendment to an Agreement with Arlington Reporting Services, for a term ending on September 30, 2015.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:
Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Amendment to Agreement - Arlington Reporting Services](#)

[Arlington Reporting Services](#)

Type

Resolution

Agreement

A RESOLUTION APPROVING AN
AGREEMENT FOR COURT REPORTER SERVICES

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

SECTION ONE: That an amendment to an agreement for court reporter services by and between the Village of Arlington Heights and Arlington Reporting Services, dated September 23, 2013, for the Arlington Heights local traffic court calls in the Circuit Court of Cook County, Third Municipal District and , a true and correct copy of which is attached hereto, be and the same is hereby approved.

SECTION TWO: 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

AN AMENDMENT TO AN AGREEMENT
FOR COURT REPORTER SERVICES

WHEREAS, on October 3, 2011, the Village of Arlington Heights entered into an agreement with Arlington Reporting Services for court reporter services for the Village's regularly scheduled traffic court calls.

WHEREAS, an amendment to the agreement is needed,

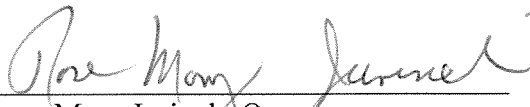
NOW, THEREFORE, it is agreed by and between the parties to amend the agreement as follows:

1. In paragraph "I. Statement of Services," the term of the agreement shall change to October 1, 2013 through September 30, 2015.

2. In paragraph "II. Compensation," the court reporter rate for two and one-half hours for the A.M. session and P.M. session shall be \$140.00 per session and the half hour charge thereafter shall be \$35.00.

IN WITNESS WHEREOF, the parties hereby execute this amendment to agreement this 23rd day of Sept., 2013.

ARLINGTON REPORTING SERVICES VILLAGE OF ARLINGTON HEIGHTS



Rose Mary Jurinek, Owner

Robin R. Ward, Assistant Village Attorney



Item: Ordinance - One-Way Stop Streets in Arlington Terrace Subdivision

Department: Engineering/Legal

BACKGROUND

A resident in the Arlington Terrace subdivision north of Hersey High School questioned the lack of stop signs in the first few intersections in the far northeast area of their neighborhood. He expressed concern for the number of Arlington Heights children attending School District 23 schools in Prospect Heights using walking routes in the neighborhood.

The walking routes used by many children attending MacArthur Junior High, Betsy Ross, and Anne Sullivan elementary schools move through the intersection of Dale Avenue and Lillian Lane as they fan out into the neighborhood. There were approximately 60-70 children per morning arrival and afternoon dismissal observed using the intersections..

While the law requires that the t-leg of a three-way intersection is required to give the right of way to the through street, the configuration of Dale Avenue and Lillian Lane is somewhat different in that an entrance to the park is one of the legs of the intersection. There is one faded crosswalk at that location. In order to provide better visibility for the school children, and heighten awareness for high school age drivers in the area of the presence of the younger school children walking, additional crosswalk striping is warranted. Additionally, in order to reaffirm the requirement that motorists have to stop for pedestrians in marked crosswalks, it would be helpful to sign t-intersections in this area with one way stop signs on the leg the school children will be crossing.

Due to the activity during the morning and afternoon arrival and dismissal times, the vehicular and pedestrian movements would be aided if the following intersections provided one way stop restrictions, additional paint striped crosswalks, and School Zone warning signage.

RECOMMENDATION

It is recommended that the Village Board adopt the attached Ordinance creating the following traffic controls:

One way stop sign for: Southbound Dale Avenue to stop for Lillian Lane

Southbound Rolling Lane to stop for Lillian Lane

Eastbound Sherwood Road to stop for Dale Avenue

Northbound Dale Avenue to stop for Lillian Lane

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description	Type
<u>One-Way Stop Streets - Arlington Terrace Subdivision</u>	Ordinance

AN ORDINANCE DESIGNATING
ONE-WAY STOP STREETS

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

SECTION ONE: The following described intersections are hereby designated as a stop intersection. It shall be unlawful for any person operating a motor vehicle within the designated street to enter into such intersection without coming to a full and complete stop as required by a stop sign appropriately located:

ONE-WAY STOP: Southbound Dale Avenue to stop for Lillian Lane
Southbound Rolling Lane to stop for Lillian Lane
Eastbound Sherwood Road to stop for Dale Avenue
Northbound Dale Avenue to stop for Lillian Lane

SECTION TWO: The Village Manager is hereby directed to install appropriate signs as indicated in this Ordinance to effectuate the purposes of this Ordinance.

SECTION THREE: That all ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

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, approval, publication in pamphlet form and the posting of said signs at the intersection in the manner provided by law.

AYES:

NAYS:

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

Village President

ATTEST:

Village Clerk



Item: Ordinance - No Parking Zone - Fernandez

Department: Engineering/Legal

An inquiry regarding the anticipated parking that will occur once the reconstructed Frontier Park is reopened was made by a resident living along Fernandez Avenue east of the Park District property.

Specifically, the resident was concerned about the revision to the parking orientation since parking was prohibited along the west side of Fernandez Avenue before construction. With the new activities in the northeast quadrant of the park, a dedicated parking lane has been provided along the west side of Fernandez Avenue for patrons of the park to use. The resident was inquiring if 'No Parking' could be established along the east side of Fernandez Avenue between Ladd and Norman Streets.

The new pavement cross section has been widened to accommodate parallel parking adjacent to the park property. Based upon the remaining width and unimproved nature of the street along the east side of the street, the Engineering Department supports this request.

Staff delivered letters to the six homeowners affected in this block and five of the six all support 'No Parking' along the east side of the street adjacent to their homes. The other home is vacant.

There is an ordinance in effect (93-047) which created the "No Parking" restriction along the west side of Fernandez Avenue between Ladd and Norman streets that will need to be repealed in its entirety to allow the new permitted parking lane constructed in conjunction with the park improvement project.

RECOMMENDATION

It is recommended that the Village Board approve the attached Ordinance repealing Ordinance 93-047 in its entirety and creating a No Parking restriction as follows:

The east side of Fernandez Avenue between Ladd and Norman Streets.

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[No Parking - Fernandez](#)

Type

Ordinance

AN ORDINANCE PROHIBITING PARKING

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

SECTION ONE: It shall be unlawful for any person, firm or corporation to park or permit to be parked, stop or stand a motor vehicle at any time on the following designated street within the corporate limits of the Village of Arlington Heights:

EAST SIDE OF FERNANDEZ AVENUE BETWEEN LADD AND NORMAN STREETS

SECTION TWO: That the Village Manager is hereby directed to install appropriate signs to effectuate the purposes of this Ordinance.

SECTION THREE: That 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 FOUR: That Ordinance Number 93-047 and any and all other ordinances in conflict with the provisions of this Ordinance are hereby repealed.

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

AYES:

NAYS:

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

Village President

ATTEST:

Village Clerk



Item: Boards & Commissions Reappointments

Department:

Board/Commission	Member Reappointment	Term Ending
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

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



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

Department: Planning & Community Development

BACKGROUND

1. A Preliminary and Final Plat of Resubdivision

RECOMMENDATION

Commissioner Green moved and Commissioner Warskow seconded:

A motion to recommend to the Village Board of Trustees approval of PC#13-019, a preliminary and final plat of resubdivision.

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following recommendations detailed in the Staff Development Report dated September 19, 2013:

1. The petitioner shall submit the mylar copy of the Plat of Resubdivision, with all required external signatures executed, prior to Village Board consideration.
2. The petitioner shall comply with all federal, state, and Village codes, regulations and policies.

Roll Call Vote: Commissioner Green, Warskow, Jensen, Lorenzini, and Chairman Wolfe voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Plan Commission Report](#)

[Aerial](#)

[PC Minutes](#)

[Plat of Resubdivision](#)

[PC Timeline](#)

Type

Report

Exhibits

Minutes

Exhibits

Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Katherine E. Lockerby, Development Planner
Meeting Date: September 25, 2013
Date Prepared: September 19, 2013
Project Title: Arlington Downs
Address: 3400 W. Euclid Avenue

BACKGROUND INFORMATION

Petitioner: Josh Wohlreich
Address: Stoneleigh Companies LLC
 760 W. Main Street, Suite 140
 Barrington, Illinois 60010

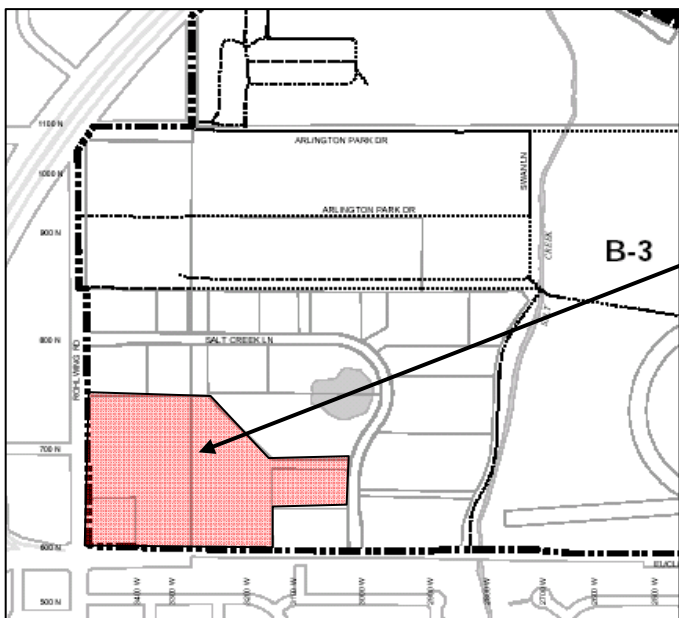
Existing Zoning: B-2, General Business District, Euclid/Rohlwing Overlay Zone

Requested Action:

1. A Plat of Resubdivision

Variations Identified:

- None have been identified to date



Subject Site



Surrounding Land Uses:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-3, General Service Wholesale & Motor Vehicle District	Various Office and Light Industrial Buildings & Open Space	Offices Only & Mixed Use
South	The City of Rolling Meadows; Single Family Homes		
East	B-3, General Service Wholesale & Motor Vehicle District	Various Office and Light Industrial Buildings	Offices Only & Mixed Use
West	The City of Rolling Meadows; Various Office and Light Industrial Buildings		

Background

The subject site is located at the northeast corner of Euclid Avenue and Rohlwing Road and consists of several land parcels that have a combined area of 24.95 acres (1,086,659 square feet). In early 2012, the Village Board of Trustees adopted Ordinance 12-004, which amended the Village's Comprehensive Plan designation to Mixed Use, and Ordinance 12-006, which rezoned the property to B-2, granted a preliminary Planned Unit Development (PUD) amendment, granted preliminary approval of a plat of re-subdivision, allowed a special use for a hotel within Zone B, allowed three special uses for three parking structures in Zones A, B, and C of said development, granted a Land Use Variation to allow residential as a principal use in Zone C, and granted several variations to Chapter 28 (Zoning Ordinance) of the Arlington Heights Municipal Code.

In June 2012, the Village Board approved the following:

- Ordinance 12-037, which amended Preliminary PUD Ordinance 12-006 to allow certain modifications to the approved Arlington Downs development plan; a Special Use to allow a second parking structure in Zone A; and various variations.
- Ordinance 12-039, which granted final PUD approval of the development.
- Resolution R12-017, which approved the final plat of subdivision.

Current Request

At this time, the Petitioner is proposing a plat of resubdivision to adjust the property lines between approved lots 1 and 2 and approved lots 1 and 4. The purpose of the modifications is to match the lot lines with the existing ownership of the underlying land. Argent Group is still the developer and primary owner, but since the project was approved, new LLCs have been created for lot ownership. The Stoneleigh Group (applicant) is one of the primary investors in the residential development.

The Petitioner has provided the following explanation:

The purpose of revising the existing Plat of Arlington Downs Subdivision is to adjust the lot lines of original Lots 1, 2 and 4 to be the same as the ownership of these Lots. Currently, Lot 1 has 2 owners and Lot 2 has 2 owners. A small portion of existing Lot 2 will become part of new Lot 1A. The only change to existing Lot 2 will be the deletion of the small portion of existing Lot 2 that will become part of Lot 1A. A portion of existing Lot 1 will become a part of new Lot 4A. There are no changes to existing Lots 3 & 5, which will retain their current designations.

As requested at the Plat and Subdivision Committee meeting on September 11, 2013, an exhibit has been provided which outlines the proposed lot lines over the approved site plan.

Zoning

The proposed lot line modifications do not result in any zoning deficiencies. The plat of resubdivision has no impact on the approved PUD and complies with the overlay zone and underlying B-2 zoning district.

Recommendation

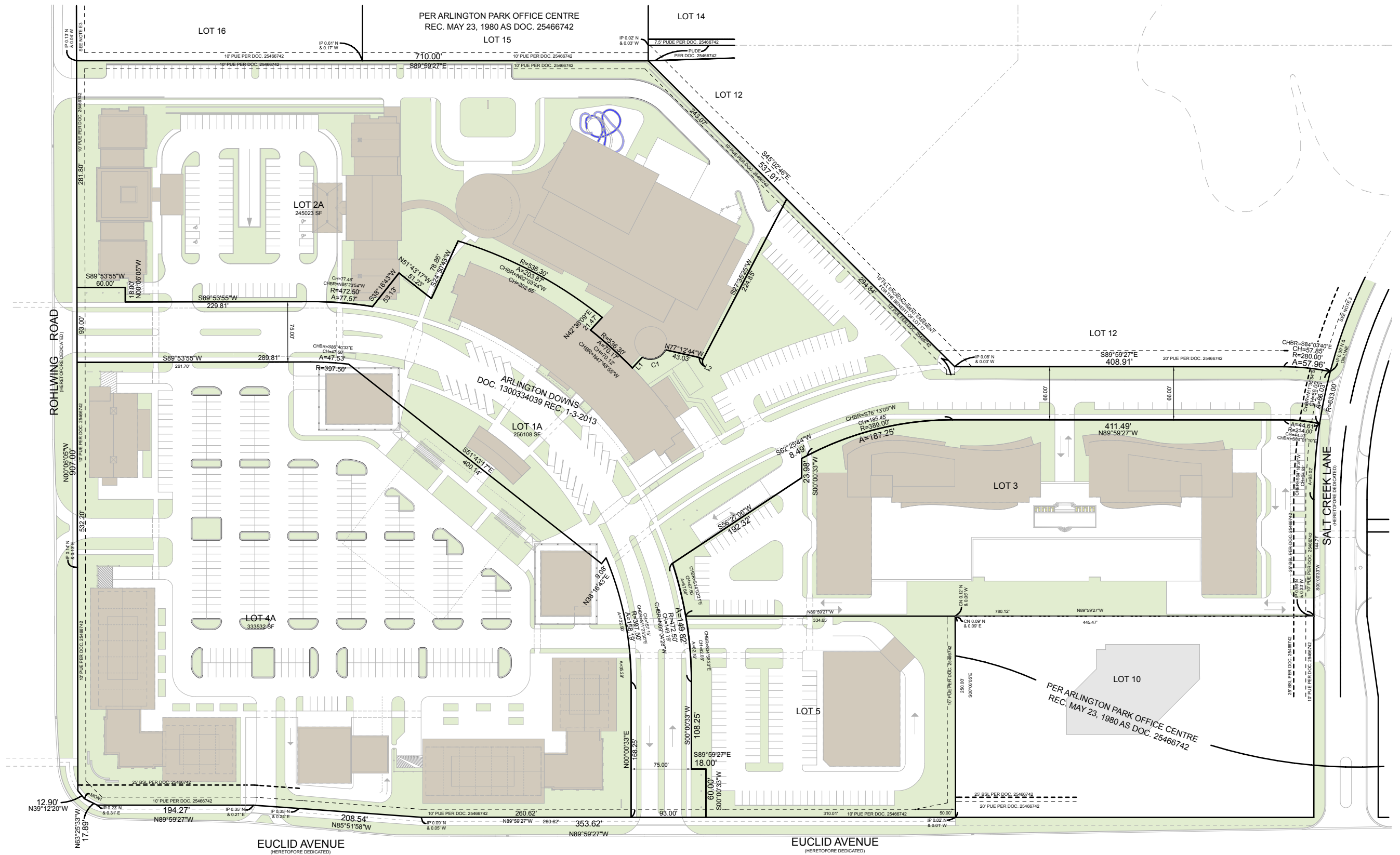
The Staff Development Committee recommends **approval** of the proposed plat of resubdivision with the following conditions:

1. The Petitioner shall submit the mylar copy of the plat of resubdivision, with all required external signatures executed, prior to Village Board consideration.
2. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.

September 19, 2013

Bill Enright, Deputy Director of Planning and Community Development

C: William C. Dixon, Village Manager
All Department Heads



Added: September 19, 2013

Introduction and Overview

pappageorgehaymes partners



Site Plan with Plat of Subdivision

Section I

Arlington Downs

3400 West Euclid Avenue
Arlington Heights, Illinois

Arlington DEVCO LLC

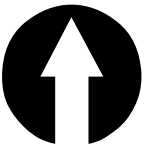
These plans are schematic and are subject to further refinement for compliance with code required existing, life safety improvements and coordination with existing systems.

© COPYRIGHT PAPPAGEORGEHAYMES LLC 2013



Arlington Downs - P.C. 13-019
3400 W. Euclid Ave.
Prepared by the Village of Arlington Heights
Department of Planning and Community Development
September 25, 2013

0 120 240 480 720 960 Feet



DRAFT

1

PLAN

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

COMMISSION

RE: ARLINGTON DOWNS; PC #13-019

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the
Arlington Heights Village Hall, 33 South Arlington Heights
Road, 3rd Floor Board Room, Arlington Heights, Illinois on the
25th day of September, 2013, at the hour of 9:03 o'clock p.m.

MEMBERS PRESENT:

MICHAEL WOLFE, Chair
LYNN JENSEN
MARY JO WARSKOW
BRUCE GREEN
JOE LORENZINI

ALSO PRESENT:

KATHERINE LOCKERBY, Development Planner

CHAIRMAN WOLFE: Okay. Jim?

MR. HENEGAN: Hi, Mike.

CHAIRMAN WOLFE: Hi. Yes.

MR. HENEGAN: I'm Jim Henegan for the second.

CHAIRMAN WOLFE: Okay. I'm just going to announce that petition. So, then you get to step up.

Okay. The next item on the agenda is PC #13-019, Arlington Downs, Plat of Resubdivision. Is the Petitioner here?

MR. HENEGAN: I am Jim Henegan, H-e-n-e-g-a-n. I live at 531 South Princeton in Arlington Heights. I'm here representing the owners of Arlington Downs. I'm with the law firm of Ruben, Firsell & Ross.

CHAIRMAN WOLFE: Okay. I guess I have to swear you in since you're the only one here.

(Witness sworn.)

CHAIRMAN WOLFE: Thank you. And Kate, have all the proper notifications been given for this?

MRS. LOCKERBY: Yes.

CHAIRMAN WOLFE: Okay. Jim, why don't you go ahead?

MR. HENEGAN: We're requesting permission to do a very minor adjustment to the plat of subdivision for three of the five lots at Arlington Downs. We're taking a little bit of land from what was Lot 2 and moving it to a new Lot 1-A. And we're taking a portion of a property that was in Lot 1 and moving it to Lot 4. And the adjustments are going to just match up with the ownership of the property because right now what's new Lot 4-A is owned by one entity so they own all of Lot 4 plus a portion of Lot 1. And the same thing with Lot 1, the owner of Lot 1 also owns the 53 by 27 corner of Lot 2.

And so, by doing this, we'll be able to have each owner own one lot and one lot only, and the real estate taxes will be, they'll get one tax bill. It will just be a lot easier to administer for the people, for the owners. And that's basically it.

CHAIRMAN WOLFE: Okay. You can have a seat and then Kate will present the Village's Staff report and then we'll have questions. Kate?

MRS. LOCKERBY: Really there is not much more to add. The subject was part of a development approved in 2012 which had a number of different phases approved as well as a five-lot subdivision.

The proposal is a resubdivision of three of those lots. There are no concerns with the proposal and, therefore, Staff recommends approval of the proposed preliminary and final plat of resubdivision subject to the conditions outlined in the report.

CHAIRMAN WOLFE: Thank you. Is there a motion to accept the Staff report?

COMMISSIONER JENSEN: So moved.

CHAIRMAN WOLFE: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN WOLFE: All in favor?

(Chorus of ayes.)

CHAIRMAN WOLFE: Okay. Joe, why don't we start with you again?

COMMISSIONER LORENZINI: All my questions and concerns were answered in Plat & Sub. I have no further questions.

CHAIRMAN WOLFE: Bruce?

COMMISSIONER GREEN: I, too, have no further questions.

CHAIRMAN WOLFE: Mary Jo.

COMMISSIONER WARSKOW: I have no questions.

CHAIRMAN WOLFE: Lynn?

COMMISSIONER JENSEN: I have no question either.

CHAIRMAN WOLFE: I just have a couple. I mean I don't have a problem with it, I'm just curious. So, how many lots will there, are you creating a Lot 1-A, there will be a Lot 1 and a Lot 1-A or would those just be --

MR. HENEGAN: Yes, it would just be Lot 1-A, 2-A, 4-A and 3 and 5. There still will be five lots just adjusted.

CHAIRMAN WOLFE: Sure. Okay. Is there anybody in the audience who would like to be heard on this? Anybody objecting to the resubdivision?

(No response.)

CHAIRMAN WOLFE: Okay. Is there a motion?

COMMISSIONER GREEN: I'll make that motion.

A motion to recommend to the Village Board of Trustees approval of PC #13-019, a Preliminary and Final Plat of Resubdivision.

This approval is contingent upon compliance with the recommendation of the Plan Commission and the following recommendations detailed in the Staff Development report dated September 19, 2013:

- 1. The Petitioner shall submit the mylar copy of the Plat of Resubdivision, with all required external signatures executed, prior to Village Board consideration.**
- 2. The Petitioner shall comply with all federal, state and Village codes, regulations and policies.**

CHAIRMAN WOLFE: Is there a second? Mary Jo?

COMMISSIONER WARSKOW: Second.

CHAIRMAN WOLFE: All right. Kate, can you take the roll please?

MRS. LOCKERBY: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MRS. LOCKERBY: Commissioner Green.

COMMISSIONER GREEN: Yes.

MRS. LOCKERBY: Chairman Wolfe.

CHAIRMAN WOLFE: Yes.

MRS. LOCKERBY: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MRS. LOCKERBY: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

CHAIRMAN WOLFE: Okay, you have received a unanimous favorable recommendation to the Village Board. And Kate, do you know when this will be heard?

MRS. LOCKERBY: I believe it's the first meeting in October, October 7th.

CHAIRMAN WOLFE: Okay, thank you.

MRS. LOCKERBY: We're coordinating, yes, we've been in touch.

CHAIRMAN WOLFE: Good.

COMMISSIONER JENSEN: Here's some, want to pick these up for the Village Board?

MRS. LOCKERBY: We get digital copies now for the Village Board.

COMMISSIONER JENSEN: Oh, really? You don't need these then. Well, you can shred them.

COMMISSIONER GREEN: Whatever you'd like to do with them.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 9:08 p.m.)

ARLINGTON DOWNS TWO

BEING A RESUBDIVISION OF LOTS 1, 2 AND 4 IN ARLINGTON DOWNS, BEING A PLANNED UNIT DEVELOPMENT OF PART OF THE NORTHWEST 1/4 OF SECTION 25 AND PART OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID ARLINGTON DOWNS, RECORDED JANUARY 3, 2013 AS DOCUMENT 1300334039, IN COOK COUNTY, ILLINOIS.

NOTE:
THE PROPERTY IS SUBJECT TO DECLARATION OF EASEMENTS,
COVENANTS AND RESTRICTIONS (ARLINGTON DOWNS) DATED MAY
23, 2013 MADE BY ARLINGTON DEVOLO LLC RECORDED JUNE 12,
2013 AS DOCUMENT NUMBER 1316322014

NOTE E1: INTENTIONALLY OMITTED.

NOTE E2: INTENTIONALLY OMITTED.

NOTE E3: PUBLIC UTILITY EASEMENT PER ARLINGTON PARK OFFICE
CENTRE RECORDED MAY 23, 1980 AS DOCUMENT 25466742.

PUDE = PUBLIC UTILITY AND DRAINAGE EASEMENT
PUE = PUBLIC UTILITY EASEMENT

THIS SUBDIVISION CONTAINS LOTS 1A, 2A AND 4A. THE LOT NUMBERING
IS AN INTEGRAL PART OF A LARGER DEVELOPMENT. LOT NUMBERING HAS
BEEN PROVIDED BY THE CLIENT.

NUMBER	BEARING	DISTANCE
L1	S 42°58'29" W	18.57
L2	N 62°24'35" W	5.06

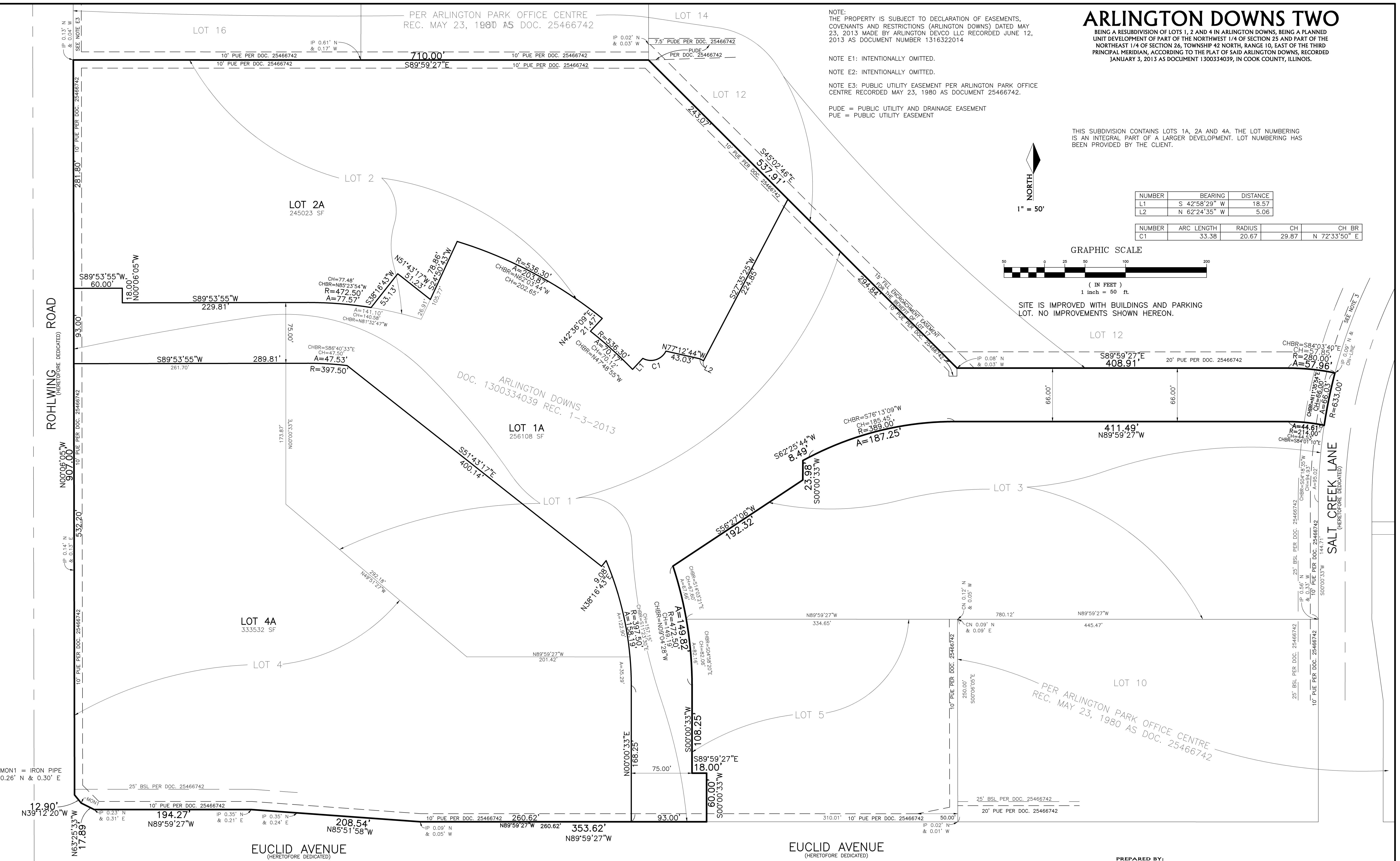
NUMBER	ARC LENGTH	RADIUS	CH	CH BR
C1	33.38	20.67	29.87	N 72°33'50" E

GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft.

SITE IS IMPROVED WITH BUILDINGS AND PARKING
LOT. NO IMPROVEMENTS SHOWN HEREON.



REVISED: SEPTEMBER 18, 2013 (ATTORNEY COMMENTS)
DATE: SEPTEMBER 6, 2013
ORDER NO: 130916-1
PROJ. NO: 1300.1
FOR: ARLINGTON DOWN RESIDENTIAL, LLC
PROJ. NAME: ARLINGTON DOWNS
Copyright © TFW Surveying & Mapping, Inc., 2013. All rights reserved.
Professional Design Firm Registration #184-002793.

REVISED: SEPTEMBER 27, 2013 (COOK COUNTY HIGHWAY COMMENTS)

DATE	CHECKED BY	REVISION

TOTAL AREA OF TRACT SURVEYED =
834,633 SQUARE FEET OR 19.1612 ACRES

SHEET 1 OF 3

PREPARED BY:
TFW SURVEYING & MAPPING
LAND SURVEYING • TOPOGRAPHIC MAPPING • CONSTRUCTION LAYOUT
888 EAST BELVIDERE ROAD • SUITE 413 • GRAYSLAKE, ILLINOIS 60030
847-548-6600 FAX 548-6699
tfw@tfwsurvey.com www.tfwsurvey.com

TITLE COMMITMENT NOTES:
THIS SURVEY REFLECTS CERTAIN MATTERS OF TITLE AS INDICATED WITHIN:
CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE
ORDER NO. 1409 008846537 SK EFFECTIVE DATE: EFFECTIVE DATE 03/15/13
PIN AS LISTED IN TITLE COMMITMENT: 02-25-100-026, 02-26-201-019 & 02-26-201-020
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED WITHIN:
DOCUMENT #25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SEE NOTE 1)
DOCUMENT #1208229038, RECORDED MARCH 22, 2012 (ZONING VARIATION - SEE NOTE 2)
DOCUMENT #1208229029, RECORDED MARCH 22, 2012 (ZONING ORDINANCE - SEE NOTE 3)
DOCUMENT #0400210000, RECORDED JANUARY 2, 2004 (SUBORDINATION AGREEMENT - SEE NOTE 4)
DOCUMENT #0336339046, RECORDED DECEMBER 29, 2003 (SUBORDINATION AGREEMENT)
DOCUMENT #1221210141, RECORDED JUNE 30, 2012 (SEE NOTE 5)
DOCUMENT #1221210142, RECORDED JUNE 30, 2012 (NON-DISTURBANCE & ATTORNMENT AGREEMENT - SEE NOTE 6)
DOCUMENT #1219239046, RECORDED JULY 10, 2012 (ORDINANCE - SEE NOTE 7)
DOCUMENT #1300334040, RECORDED JANUARY 3, 2013 (RESOLUTION APPROVING PLAT OF SUBDIVISION - SEE NOTE 8)
DOCUMENT #25466742, RECORDED MAY 23, 1980 (VARIOUS EASEMENTS - SEE NOTE 9)
DOCUMENT #25591285, RECORDED SEPTEMBER 19, 1980 (DECLARATION OF EASEMENTS - SEE NOTE 10)
DOCUMENT #88134777, RECORDED APRIL 4, 1988 (COVENANTS - SEE NOTE 11)

TITLE COMMITMENT NOTES:
THIS SURVEY REFLECTS CERTAIN MATTERS OF TITLE AS INDICATED WITHIN:
CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE
TITLE COMMITMENT DESCRIBES ADDITIONAL PROPERTY THAT IS NOT INCLUDED HEREON
ORDER NO. 1409 008846068 EFFECTIVE DATE: PRO FORMA POLICY ISSUED 03/21/13 10:35:58
PIN AS LISTED IN TITLE COMMITMENT: 02-25-100-021, 02-25-100-026 & 02-26-201-019
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED WITHIN:
DOCUMENT #25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SEE NOTE 1)
DOCUMENT #1208229038, RECORDED MARCH 22, 2012 (ZONING VARIATION - SEE NOTE 2)
DOCUMENT #1208229029, RECORDED MARCH 22, 2012 (ZONING ORDINANCE - SEE NOTE 3)
DOCUMENT #1221210141, RECORDED JUNE 30, 2012 (SEE NOTE 6)
DOCUMENT #1219239046, RECORDED JULY 10, 2012 (ORDINANCE - SEE NOTE 7)
DOCUMENT #1300334040, RECORDED JANUARY 3, 2013 (RESOLUTION APPROVING PLAT OF SUBDIVISION - SEE NOTE 8)

NOTE 1: ARLINGTON PARK OFFICE CENTER RECORDED MAY 23, 1980 AS DOCUMENT #25466742 AFFECTS SUBJECT PROPERTY. EASEMENTS AND SETBACK (AS STILL EXISTING) ARE SHOWN HEREON.
NOTE 2: DOCUMENT 1208229038 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 3: DOCUMENT 1208229029 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 4: DOCUMENTS 0400210000 AND 0336339046 AFFECT THE SUBJECT PROPERTY, BUT ARE NOT PLOTTABLE.
NOTE 5: DOCUMENT 1221210141, RECORD JULY 30, 2012 GRANTS EASEMENTS. DOCUMENT IS PARTIALLY ILLEGIBLE. DOCUMENT DOES NOT CONTAIN A LEGAL DESCRIPTION OR MATHEMATICAL LOCATION OF EASEMENT. EASEMENT CANNOT BE PLOTTED HEREON.
NOTE 6: DOCUMENT 1221210142 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 7: DOCUMENT 1219239046 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 8: DOCUMENT 1300334040 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 9: VARIOUS EASEMENTS HAVE BEEN ABOLISHED, ABROGATED AND VACATED PER ARLINGTON DOWNS, RECORDED JANUARY 3, 2013 AS DOCUMENT 1300334039.
NOTE 10: THE SANITARY AND ACCESS EASEMENTS WERE ABOLISHED, ABROGATED AND VACATED PER ARLINGTON DOWNS RECORDED JANUARY 3, 2013 AS DOCUMENT 1300334039.
NOTE 11: DOCUMENT 88813477 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.

SEND TAX BILL FOR LOT 1A TO:
NAME: STONELEIGH COMPANIES
ADDRESS: 760 W. MAIN STREET, SUITE 140
ADDRESS: BARRINGTON, IL 60010

SEND TAX BILL FOR LOT 2A TO:
NAME: ARLINGTON DOWNS ZONE B, LLC
ADDRESS: 2950 WEST EUCLID AVE.
ADDRESS: ARLINGTON HEIGHTS, IL 60004

SEND TAX BILL FOR LOT 4A TO:
NAME: ARLINGTON DEVCO LLC FOUNDERS SERIES
ADDRESS: 2950 WEST EUCLID AVE.
ADDRESS: ARLINGTON HEIGHTS, IL 60004

RETURN PLAT TO:
NAME: TFW SURVEYING & MAPPING, INC.
ADDRESS: 888 E. BELVIDERE ROAD, UNIT 413
ADDRESS: GRAYSLAKE, IL 60030

VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I DO HEREBY CERTIFY THAT THERE ARE NO DEFERRED SPECIAL ASSESSMENTS OR UNPAID
CURRENT ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.
DATED THIS ____ DAY OF _____, A.D. 201____.

VILLAGE COLLECTOR

VILLAGE PLAN COMMISSION & VILLAGE BOARD CERTIFICATE
AND DIRECTOR OF ENGINEERING

STATE OF ILLINOIS)
COUNTY OF COOK) SS

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12 AS AMENDED BY THE STATE
LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD
OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE
VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE
OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.
APPROVED BY THE PLAN COMMISSION AT A MEETING HELD

THIS ____ DAY OF _____, A.D. 201____.

CHAIRMAN

SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD

THIS ____ DAY OF _____, A.D. 201____.

PRESIDENT

VILLAGE CLERK

APPROVED BY THE DIRECTOR OF ENGINEERING

THIS ____ DAY OF _____, A.D. 201____.

DIRECTOR OF ENGINEERING

EASEMENT PROVISIONS
NO NEW EASEMENTS GRANTED PER THIS PLAT.

COOK COUNTY HIGHWAY DEPARTMENT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

THIS PLAT HAS BEEN APPROVED BY THE COOK COUNTY HIGHWAY DEPARTMENT WITH
RESPECT TO ROADWAY ACCESS PURSUANT TO 765 ILCS 205/2. HOWEVER, A
HIGHWAY PERMIT, CONFORMING TO THE STANDARDS OF THE COOK COUNTY HIGHWAY
DEPARTMENT IS REQUIRED BY THE OWNER OF THE PROPERTY FOR THIS ACCESS.

DATED THIS ____ DAY OF _____, A.D. 201____.

COOK COUNTY SUPERINTENDENT OF HIGHWAYS

SCHOOL DISTRICT BOUNDARY STATEMENT

THE UNDERSIGNED, BEING DULY SWORN, UPON HIS/HER OATH DEPOSES AND STATES AS FOLLOWS:

(1) THAT HE/SHE IS THE OWNER OF THE PROPERTY LEGALLY DESCRIBED ON A PROPOSED PLAT
OF SUBDIVISION SUBMITTED TO THE VILLAGE FOR APPROVAL, WHICH LEGAL DESCRIPTION IS
ATTACHED HERETO AND INCORPORATED BY REFERENCE HEREIN; AND

(2) TO THE BEST OF THE OWNER'S KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH TRACT,
PARCEL, LOT OR BLOCK OF THE PROPOSED SUBDIVISION LIES ARE:

SCHOOL DISTRICT NAME	ADDRESS
COMMUNITY CONSOLIDATED SCHOOL DISTRICT 15	580 NORTH 1ST BANK DRIVE PALATINE, IL 60067-8110
TOWNSHIP HIGH SCHOOL DISTRICT #211	1750 SOUTH ROSELLE ROAD PALATINE, ILLINOIS
AND TOWNSHIP HIGH SCHOOL DISTRICT #214	2121 S. GOEBBERT ROAD ARLINGTON HEIGHTS, IL 60005

DATED AT _____, ILLINOIS, THIS ____ DAY OF _____, A.D. 201____.

BY: _____ TITLE: _____

BY: _____ TITLE: _____

BY: _____ TITLE: _____

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN
AND FOR THE SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

AND _____ OF _____
PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED
TO THE FOREGOING INSTRUMENT AS _____ AND _____,
APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND
DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES
AND PURPOSES THEREIN SET FORTH. GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS
____ DAY OF _____, A.D. 201____.

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

TITLE COMMITMENT NOTES:

THIS SURVEY REFLECTS CERTAIN MATTERS OF TITLE AS INDICATED WITHIN:
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT
FILE NO. 1124234 EFFECTIVE DATE: JULY 25, 2011
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND
RESTRICTIONS CONTAINED WITHIN:
DOCUMENT # 25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SHOWN ON PLAT)
AND
STEWART TITLE GUARANTY COMPANY ALTA COMMITMENT FORM
COMMITMENT NO. 10030403 EFFECTIVE DATE: MAY 10, 2011
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND
RESTRICTIONS CONTAINED WITHIN:
DOCUMENT # 25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SHOWN ON PLAT)
DOCUMENT # 24785936 RECORDED JANUARY 2, 1979 (EASEMENT AGREEMENT - NOT PLOTTABLE)
DOCUMENT # 25591285, RECORDED SEPTEMBER 19, 1980 (EASEMENT AGREEMENT - SEE NOTE E1)
AND
CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE
ORDER NO. 1401 008861181 D1 EFFECTIVE DATE: JULY 15, 2011
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND
RESTRICTIONS CONTAINED WITHIN:
DOCUMENT # 25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SHOWN ON PLAT)

NOTE E1: DOCUMENT 25591285, RECORDED SEPTEMBER 19, 1980 IS A DECLARATION OF
EASEMENTS. THE EASEMENT LOCATIONS LISTED IN SAID DOCUMENT WERE PREVIOUSLY CREATED
BY ARLINGTON PARK OFFICE CENTRE, RECORDED MAY 23, 1980 AS DOCUMENT 25466742.

PARCEL INDEX NUMBERS
02-25-100-021
02-25-100-026
02-26-201-019
02-26-201-020

ARLINGTON DOWNS TWO

BEING A RESUBDIVISION OF LOTS 1, 2 AND 4 IN ARLINGTON DOWNS, BEING A PLANNED
UNIT DEVELOPMENT OF PART OF THE NORTHWEST 1/4 OF SECTION 25 AND PART OF THE
NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD
PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID ARLINGTON DOWNS, RECORDED
JANUARY 3, 2013 AS DOCUMENT 1300334039, IN COOK COUNTY, ILLINOIS.

SURVEYOR'S DESIGNATION OF RECORDING

STATE OF ILLINOIS)
COUNTY OF LAKE) SS

I, THOMAS F. WASILEWSKI, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, HEREBY

DESIGNATE _____ OF VILLAGE CLERK'S OFFICE
IN THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS TO RECORD THIS SUBDIVISION PLAT WITH THE COOK
COUNTY RECORDER OF DEEDS. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE
SUCH RECORDING UNDER CHAPTER 109, SECTION 2 OF THE ILLINOIS REVISED STATUTES. AS A
CONDITION OF THIS GRANT, SAID DESIGNEE IS HEREBY REQUIRED TO PROVIDE TO THIS
SURVEYOR, A CERTIFIED COPY OF SAID PLAT, IMMEDIATELY UPON RECORDING OF SAME.
RECEIPT OF SAID CERTIFIED COPY WILL SERVE AS NOTICE TO THE SURVEYOR THAT THE
PLAT HEREON DRAWN HAS BEEN RECORDED.

DATED THIS 6th DAY OF SEPTEMBER, A.D. 2013.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2515
LICENSE EXPIRES NOVEMBER 30, 2014

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS) SS)
COUNTY OF LAKE)

I, THOMAS F. WASILEWSKI, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY
THAT I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY TO-WIT:

LOTS 1, 2 AND 4 IN ARLINGTON DOWNS, BEING A PLANNED UNIT DEVELOPMENT OF
LOTS 11, 17 AND 18 IN ARLINGTON PARK OFFICE CENTRE, BEING A SUBDIVISION OF
PART OF THE NORTHWEST 1/4 OF SECTION 25 AND PART OF THE NORTHEAST 1/4
OF SECTION 26, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL
MERIDIAN, ACCORDING TO THE PLAT OF SAID ARLINGTON DOWNS, RECORDED JANUARY
3, 2013 AS DOCUMENT 1300334039; IN COOK COUNTY, ILLINOIS.

AND THAT THE PLAT HEREON DRAWN IS A REPRESENTATION OF SAID SURVEY
AND SUBDIVISION. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
I FURTHER CERTIFY THAT THE LAND INCLUDED BY SAID SURVEY IS WITHIN THE
CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS.

I FURTHER CERTIFY THAT THE PROPERTY SHOWN HEREON FALLS PARTIALLY WITHIN ZONE "X"
(AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN), AS PER MY REVIEW
OF THE NATIONAL FLOOD INSURANCE PROGRAM - FLOOD INSURANCE RATE MAP: COMMUNITY PANEL
NUMBER 17031C0184 J EFFECTIVE DATE AUGUST 19, 2008

I FURTHER CERTIFY THAT UPON RECORDATION OF THIS PLAT, A MINIMUM OF
TWO (2) CONCRETE MONUMENTS WILL BE SET IN PLACE. IN ADDITION, IRON PIPE
SURVEY MONUMENTS WILL BE SET AT ALL SUBDIVISION UNIT EXTERIOR BOUNDARY CORNERS.
LASTLY, WITHIN 12 MONTHS OF THE DATE OF RECORDING OF THIS PLAT, ALL INTERIOR
LOT CORNERS WILL BE STAKED WITH IRON PIPE SURVEY MONUMENTS.
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM
STANDARDS FOR A BOUNDARY SURVEY.

CERTIFIED AT GRAYSLAKE, ILLINOIS THIS 6th DAY OF SEPTEMBER, A.D. 2013.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2515
LICENSE EXPIRES NOVEMBER 30, 2014



SIGNATURE FOR OWNER LOT 1A:

ARLINGTON DOWNS RESIDENTIAL, LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: ARLINGTON DOWNS RESIDENTIAL MEZZ, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
ITS: SOLE MEMBER

BY: STONELEIGH MANAGER SCAD, LLC, A FLORIDA LIMITED LIABILITY COMPANY
A MANAGER

BY: STONELEIGH COMPANIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY
ITS: SOLE MEMBER AND MANAGER

BY: RICHARD F. CAVENAUGH, PRESIDENT

BY: ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
A MANAGER

BY: DAVID M. TRANDEL, A MANAGER

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, DOES HEREBY CERTIFY, THAT RICHARD F. CAVENAUGH, PERSONALLY KNOWN TO ME TO BE THE PRESIDENT OF STONELEIGH COMPANIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, WHICH IS THE SOLE MEMBER AND MANAGER OF STONELEIGH MANAGER SCAD, LLC, A FLORIDA LIMITED LIABILITY COMPANY WHICH IS A MANAGER OF ARLINGTON DOWNS RESIDENTIAL MEZZ, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, WHICH IS THE SOLE MEMBER OF ARLINGTON DOWNS RESIDENTIAL, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED, BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH PRESIDENT, HE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, DOES HEREBY CERTIFY, THAT DAVID M. TRANDEL, PERSONALLY KNOWN TO ME TO BE THE MANAGER OF ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, WHICH IS A MANAGER OF ARLINGTON DOWNS RESIDENTIAL MEZZ, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, WHICH IS THE SOLE MEMBER OF ARLINGTON DOWNS RESIDENTIAL, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED, BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH MANAGER, HE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

SIGNATURE FOR OWNER LOT 2A:

ARLINGTON DOWNS ZONE B, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY

BY: ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
ITS: MANAGER

BY: DAVID M. TRANDEL, MANAGER

VERIFY SIGNATURE BLOCK

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, DOES HEREBY CERTIFY, THAT DAVID M. TRANDEL, PERSONALLY KNOWN TO ME TO BE THE MANAGER OF ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, THE MANAGER OF ARLINGTON DOWNS ZONE B, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, AND PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED, BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH MANAGER, HE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

SIGNATURE FOR OWNER LOT 4A:

ARLINGTON DEVCO LLC FOUNDERS SERIES, AN ILLINOIS LIMITED LIABILITY COMPANY

BY: ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
ITS: MANAGER

BY: DAVID M. TRANDEL, MANAGER

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, DOES HEREBY CERTIFY, THAT DAVID M. TRANDEL, PERSONALLY KNOWN TO ME TO BE THE MANAGER OF ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, THE MANAGER OF ARLINGTON DEVCO LLC FOUNDERS SERIES, AN ILLINOIS LIMITED LIABILITY COMPANY, AND PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED, BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH MANAGER, HE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

CONSENT OF MORTGAGEE OF LOT 1A:

KEYBANK NATIONAL ASSOCIATION (THE MORTGAGEE), AS HOLDER OF A MORTGAGE, ASSIGNMENT OF RENTS, SECURITY AGREEMENT AND FIXTURE FILING DATED MAY 24, 2013 AND RECORDED WITH THE COOK COUNTY RECORDER OF DEEDS ON JUNE 12, 2013 AS DOCUMENT NUMBER 1316322027, HEREBY CONSENTS TO THE EXECUTION AND RECORDING OF THE PLAT.

IN WITNESS WHEREOF, MORTGAGEE HAS CAUSED THIS INSTRUMENT TO BE SIGNED BY ITS DULY AUTHORIZED OFFICER(S) ON ITS BEHALF, AS OF THIS DAY OF , 2013.

KEYBANK NATIONAL ASSOCIATION, A NATIONAL BANKING ASSOCIATION

BY:

TITLE:

STATE OF)
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DOES

HEREBY CERTIFY THAT SS, WHO SUBSCRIBED TO THE

FOREGOING INSTRUMENT AS THE OF KEYBANK NATIONAL ASSOCIATION, APPEARED BEFORE ME THIS DAY, IN PERSON, AND ACKNOWLEDGED THAT HE/SHE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS/HER OWN FREE AND VOLUNTARY ACT AND AS THE FREE, VOLUNTARY AND DULY AUTHORIZED ACT OF SAID NATIONAL BANKING ASSOCIATION, FOR THE USES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

CONSENT OF MORTGAGEE OF LOTS 2A AND 4A:

BRIDGEVIEW BANK GROUP (THE "MORTGAGEE"), AS HOLDER OF A MORTGAGE, ASSIGNMENT OF RENTS AND LEASES AND SECURITY AGREEMENT DATED MAY 24, 2013 AND RECORDED WITH THE COOK COUNTY RECORDER OF DEEDS ON JUNE 12, 2013 AS DOCUMENT NUMBER 1316322021 AND HOLDER OF A MORTGAGE, ASSIGNMENT OF RENTS AND LEASES AND SECURITY AGREEMENT DATED MAY 24, 2013 AND RECORDED WITH THE COOK COUNTY RECORDER OF DEEDS ON JUNE 12, 2013 AS DOCUMENT NUMBER 1316322024, HEREBY CONSENTS TO THE EXECUTION AND RECORDING OF THE PLAT.

IN WITNESS WHEREOF, MORTGAGEE HAS CAUSED THIS INSTRUMENT TO BE SIGNED BY ITS DULY AUTHORIZED OFFICER(S) ON ITS BEHALF, AS OF THIS DAY OF , 2013.

BRIDGEVIEW BANK GROUP

BY:

TITLE:

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DOES

HEREBY CERTIFY THAT , WHO SUBSCRIBED TO THE

FOREGOING INSTRUMENT AS THE OF BRIDGEVIEW BANK GROUP, APPEARED BEFORE ME THIS DAY, IN PERSON, AND ACKNOWLEDGED THAT HE/SHE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS/HER OWN FREE AND VOLUNTARY ACT AND AS THE FREE, VOLUNTARY AND DULY AUTHORIZED ACT OF SAID BANK, FOR THE USES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

ARLINGTON DOWNS TWO

BEING A RESUBDIVISION OF LOTS 1, 2 AND 4 IN ARLINGTON DOWNS, BEING A PLANNED UNIT DEVELOPMENT OF PART OF THE NORTHWEST 1/4 OF SECTION 25 AND PART OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID ARLINGTON DOWNS, RECORDED JANUARY 3, 2013 AS DOCUMENT 1300334039, IN COOK COUNTY, ILLINOIS.

PLAN COMMISSION PROJECT TIMELINE

Project Name: Arlington Downs Plat of Resubdivision
PC Number: 13-019
Location: 3400 W. Euclid Avenue
Requested Action: Preliminary and Final Plat of Resubdivision

	Date	# of Business Days
Preliminary Meeting		
Plat and Sub Committee Meeting	09/11/13	
Plan Commission Application Submittal Date	09/06/13	3
1 st Round Department Comments	09/17/13	7
Petitioner's Response	n/a	
Plan Commission Hearing	09/25/13	14 days from application date
Village Board	10/07/13	9
Village Board Ordinance Adoption	10/07/13	0

Note:
Legal notice; State Statute requires 15 to 30 days notice.



Item: BCRB - Proposed Code Amendment to Section 23-302 R309.1(c) of the Village Code

Department: Building & Health Services

Building Code Review Board motion:

Trustee Scaletta moved, seconded by Mr. Smith, to concur with Staff's recommendation for changes to Section 23-302 R309.1c of the Municipal Code (in yellow), with the additional language suggested by Chairman Baldassarra (in blue) as set forth below:

c. Any garage with multiple garage doors or with a **garage** door width wider than 12 feet shall be considered at least a two-car garage.

The following minimums shall be for newly constructed garages only. These minimums shall not apply to modifications or additions to existing garages, provided the existing interior dimensions shall not be reduced.

. . . Chart is attached . . .

3. Minimum Ceiling Height;

The minimum ceiling height for a carport, attached **garage**, or detached garage shall be 7 feet 6 inches.

The motion carried unanimously.

Staff Comment:

Upon review of the motion by Legal Staff, it was determined that a slight modification would help make the intent of the proposed change clearer. The revised language is in bold below. The members of the Building Code Review Board have independently reviewed the language below and recommend its adoption in place of the language in blue above:

The following minimums shall be for newly constructed garages only. These minimums shall not apply to modifications or additions to existing garages, **unless the existing interior dimensions are proposed to be reduced. In those cases, the minimums set forth below shall apply.**

Recommendation:

It is recommended that the Village Board concur with the recommendation of the Building

Code Review Board to amend Section 23-302 R309.1c as modified by Staff.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[Draft](#)

[Chart](#)

Type

Minutes

Exhibits

DRAFT

BUILDING CODE REVIEW BOARD

MINUTES OF A MEETING BEFORE THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE REVIEW BOARD

September 18, 2013

MEMBERS PRESENT:

Carl Baldassarra (Chairman)
John Scaletta (Trustee)
Richard Bondarowicz
Scott Smith

ADMINISTRATION PRESENT:

James McCalister, Director of Building & Health Services
Charley Craig, Acting Assistant Building Official
Patty LeVee, Recording Secretary

MEMBERS ABSENT:

John Carrato

OTHERS PRESENT:

Nick Woods
Connie Strauss
Wayne Marek

SUBJECT:

- **Proposed Code Amendment language to Section 23-302 R309.1(c) of the 2009 International Residential Code related to minimum garage dimension requirements.**

There being a quorum present, Chairman Baldassarra called the meeting to order at 7:00PM. All stood for the Pledge of Allegiance.

APPROVAL OF MINUTES

TRUSTEE SCALETTA MOTIONED TO APPROVE THE MINUTES OF THE JULY 17, 2013 MEETING. SECONDED BY RICHARD BONDAROWICZ, THE MOTION PASSED UNANIMOUSLY.

OLD BUSINESS

Proposed amendment to Section 23-302 R309.1(c) of the 2009 International Residential Code regarding minimum garage size requirements.

Mr. Craig stated there have been problems in the field, especially with existing homes, as to putting additions to garages or expanding houses with the section of a garage. Our minimum garage size, as listed in the Code, has often proved to be a hindrance to building the home that the builders, architects and residents wanted.

At the last meeting of the Building Code Review Board the consensus was to leave the Code as amended for new construction of new houses on either tear downs or new houses on empty lots, or for building new detached garages on existing or new homes. There was discussion of added wording that would give the Department a little discretionary leeway on existing homes and garages to existing homes, additions or repurposing of space as it applies to size restrictions.

Mr. Baldassarra asked if the highlighted wording presented is the amendment to the existing wording. **Mr. Craig** noted some of the language was proposed and written by Robin Ward, the Assistant Village Attorney.

Mr. Smith thought the language was a little broad. He thought this leaves it open for any kind of remodel, that they can do just about anything they would want. His understanding was that if they had an existing garage that they want to leave as is, and it didn't meet the current Code, that it would be alright. He feels the way this is drafted allows anyone to do whatever they want for a remodel job. Meaning if they had a one car garage they could try to make a two car garage at only 18ft. wide, which he does not think was the intent.

Mr. Baldassarra said if this were to pass, he does not believe the International Residential Code criteria addresses garage width. **Mr. Craig** said it does not, it does not require any minimum dimensions.

Mr. Baldassarra said then there is nothing to fall back on as a minimum if this were to pass. **Mr. Craig** said for addition garages, no.

Mr. Baldassarra read "modifications or additions to existing garages". **Mr. Craig** said it would not apply to a new home that would still keep our existing criteria size. It would apply to existing homes, where for example, an existing one car garage being proposed to turn that into a bedroom or dining room and then building another section of garage on the opposite side of the house. What they run into is because of the configuration of the lot and the configuration and orientation and size of the existing home, they don't have the room to put a 21 ft. wide garage onto the side of the house. They run into conflict with this requirement. In the real world sense of this, everyone wants to build as big a garage as they can. If they have space, they want to build a bigger garage rather than smaller. What they run into is because of the side set back and the configuration of the house they have now, they can not build a 21ft. wide garage, they simply can not fit a 21ft wide garage, so they are limited to either building just a 12 ft. plus garage with a 9ft. one car door and calling it a one car garage or a 1 ½ car garage. Whereas, if they put a 12ft. or wider door, it's considered a two car garage and the garage has to be 21ft. wide. When some architects are rejected for this reason, they propose taking a 20ft., 6" wide garage that is the maximum they can put on and put an 8ft. door on it, so it's a one car garage. It wouldn't look right; a house that's wide enough for a 12ft. wide door and it even more severely limits the use of the garage than it would be if you had a 20ft. wide garage with a 13-14 ft. wide door.

Mr. Bondarowicz commented instances where some homes that currently have 20ft., 6" wide garages, for the purposes of conversation, that may be only 20ft. deep and

someone wants to either extend it forward into their front yard setback, which they are allowed to do within the requirements, or they might want to make it a deeper garage to accomplish either a tandem third car parking space or additional storage; the current code does not allow them to do that. They can't expand. From his understanding, if your garage is currently 20ft., 6" wide, you are not allowed to expand the depth of that garage.

Mr. Craig replied, no, not to create another car parking space. We had a situation a few months ago where they were trying to make it into a similar situation and because of the constraints he was under, he had to tell them they can expand your garage but the part you expand has to comply with this code, the new section would have to be 6" wider than the existing section.

Mr. Bondarowicz said there is a property on South Belmont where they wanted to extend the garage 5 ft. forward, which they could within the requirements in the front yard, yet they couldn't do it. These people got stuck. They wanted to have essentially just a deeper two car garage. Those homes are built in the 50's and in today's day and age families have more bikes and things to put in the garage and there is just no room because they have two cars in there. These people wanted to expand 5 ft forward and they couldn't because they didn't meet this. **Mr. Craig** agreed saying because of the side setback, it was pushing them to the east and the 21ft would try to push them to the west and they were bumping up into that.

Mr. Bondarowicz said this proposal is a reasonable thing for allowing that to happen. He thinks what Mr. Smith is saying is that there are some instances which we are going to create a detriment. What would be some specifics on what that detriment would be where someone would be allowed to do whatever they want?

Mr. Smith said this does not provide any parameters. For instance we said, 'the following minimum shall not be required for modifications or additions to existing homes and garages' so long as the existing garage is not made any smaller. With that he thinks that as long as you are keeping what was there, it would then address the issue where you want to make it deeper. It's not smaller than it was and it doesn't meet this criteria but then it doesn't allow people just to do anything they want. His only concern with that is if someone had a one car garage and was not making it any smaller, and was making a two car garage that's only going to be 18 ft. wide, he is then unsure if you need to restrict it to as long as the number of cars from the garage doesn't change.

Mr. Bondarowicz asked if there were any similar instances. **Mr. Craig** said generally the only similar situation was where they wanted to encroach into the garage for some interior space. They wanted to expand a mud room or put in a laundry room and take a couple of feet of the garage. At the time we told them you couldn't do that. There were other problems at that time with the separation between the garage and the house and he believes they cancelled the project.

Trustee Scaletta stated he is trying to ensure that what we do tonight makes us in a better position not worse. He appreciates **Mr. Smith's** comments and is trying to wrap around examples of that. Our goal is to always make things better, obviously safer, and

better for the residents that we don't have to make them go through requests for variations.

Nick Woods (audience) introduced himself and **Connie Strauss** both of 1532 S. Surrey Lane and said they have a situation exactly like Mr. Bondarowicz described. They passed Design Commission, they have proper set backs and they are trying to expand the existing 20ft. garage out a bit to get some additional storage, and make it a little larger. It is an improvement and would improve the style of the house. It is an existing 20ft garage and wants to make it deeper, going forward. Practically, financially they do not want to make it wider, nor do they have a need for that and it would be too close to the neighbors. **Mr. Bondarowicz** said it would be easier to go forward because they are going to extend their roof line, as opposed to moving the foundation wall. He has seen several of these instances.

Connie Strauss stated she does not see that this proposal would show that a person can do anything. They paid to submit the plans, they paid the Architect to draw them up, and they can not get passed the Design Commission. Why would anything get passed the Design Commission if it was extraordinary?

Mr. Baldassarra said if you had a garage that met the current requirements, you would probably be happier, but you are constrained because it is much more difficult to make it wider than it is longer.

Trustee Scaletta added, you have a 20 x 20ft. garage and want to add depth, and this language as written would accommodate you and you are supportive of it? **Mr. Woods** replied "absolutely". To allow 16ft. garage doors on existing widths and theirs happens to be 20ft.

Wayne Marek (audience) stated he has the same situation with his ranch style home, a 120ft. width property. Before they purchased the home they asked if they could put a one car garage next to the two car garage and were told they could. They went to Design Commission with drawings and were given approval. Now, at the permit stage they are told the garage is too small by 1ft. **Mr. Baldassarra** asked if this is the existing or the addition. **Mr. Marek** replied they can not go back with the garage due to the basement stairs; they can not go forward with the two car garage because they are at the front set back line. It is a 20ft. garage, storage space is needed and they can not go forward or backward, so they would like to put a one car garage next to it and set back a few feet so it does not look like a big wall of garage doors.

Mr. Baldassarra asked if the new addition is less than 12ft. **Mr. Marek** replied yes, they can not go further because of their side set back. The architect said to set it back for better appeal. It is a one car, with an 8ft. door with 11ft. width, so they can have some brick showing. One row of brick would not look right.

Mr. Marek said if the Board could give the staff a little bit of discretion without letting them wild, and he thinks if it gets to the Design Commission and they look at it and say no, or think it's abusing the rules, they have that authority too. If you are worried about a run away situation with giving the Plan Reviewer the discretion to allow a little bit of

variation for existing situations, it would have to go past Design Commission first. His understanding is that everything seen from the street has to go through the Design Commission.

Trustee Scaletta said he is not disagreeing but it is not as simple as anything that can be seen from the street. **Mr. Marek** said what he is saying is there are people reviewing before it gets out of control. **Trustee Scaletta** said, in your situation this would not apply because you are trying to build new. **Mr. Marek** said his garage is attached to the side of the existing, it is not separate.

Mr. Baldassarra said it would be called an addition to an existing garage. **Mr. Marek** said the set back would be 3 or 4ft. from the existing garage so it does not look like a solid wall of “gas station” doors. The question in his case is 1ft. He is 11ft. with an 8ft. door and the minimum code is 12ft. with a 9ft. door.

Trustee Scaletta asked if Mr. Marek would be covered the way the language is written. **Mr. McCalister** replied, yes.

Trustee Scaletta turned to **Mr. Smith** for a better understanding, after hearing from the residents, where the hole is in what is written. **Mr. Smith** said his concern is two fold. First, as has been discussed, there is no constraint placed on someone who is doing the addition or modification to an existing garage. According to the language, one could take an existing two car garage that is 20ft. wide and they could trick it down to 18ft. and they would comply with the code.

Trustee Scaletta asked if somewhere in the Code, doesn't it say it had to be reviewed administratively.

Mr. McCalister said most people want to expand but there could be a person who would come in and want to make their garage smaller. **Mr. Baldassarra** said the interior space could expand and make the garage smaller, as in **Mr. Smith's** case. **Mr. McCalister** said it would give the resident the opportunity to do that if they so desired.

Trustee Scaletta asked if makes sense looking at Section 23-302 R309.1(c), paragraph two, which states: “The following minimums shall be for newly constructed garages only. These minimums shall not apply to modifications or additions to existing garages” adding “, as long as the width is not reduced”.

Trustee Scaletta appreciates **Mr. Smith** for bringing the issue up, and said there has to be something added. If we start having people reducing because all of the sudden they want a mud room, and now this home is on the market; whether it sells because of width or maybe someone wants a big one car garage, but on the other hand, how does that work functionally for a family that might have two vehicles and we have allowed this to happen. That is not what the goal of this was.

Mr. Smith said his concern was also from a fairness standpoint because he realizes at some point, when its 50%, it is no longer just a remodel. If someone comes to remodel and goes 51% so they can reduce my garage or do whatever I want, the neighbor

building would find it unfair. There is a reason we have these requirements and he wants to make sure it's fair for everyone involved. As long as it does not get any smaller, you are not being unfair to anybody because they are living with what they purchased and they are not the ones who put it there.

Mr. Baldassarra suggested the language to say "provided existing dimensions shall not be reduced". Would that be a problem with any applications? **Mr. Craig** said the Residential Code does not require you to have a garage at all. There are people coming in today applying for permits for detached single family homes with no garage or with a detached garage. That would still have to meet the size requirements. Conceivably, somebody could build a house with no garage at all, people do, and there are single family homes with no garage at all. If you say you can not shrink the garage, a situation that could arise would be a single family house with an attached one car garage wanting to turn it into a family room or mother in law arrangement. At this point we would tell them you can not make this room because you can not get rid of your garage.

Mr. Baldassarra commented that is not what they are saying. It's a garage, if you make it into a family room it's no longer a garage. **Mr. Craig** responded that the garage is then modified. **Mr. Baldassarra** said if it's not a garage anymore, the criteria would not apply. **Mr. Craig** said he was not sure how the wording would be in the sense that what if he only wanted to take half the garage. **Mr. Baldassarra** said the minimum dimensions would apply.

Trustee Scaletta added that then we are having a problem. As mentioned before, it's provided the existing dimensions are not reduced and maybe there should be a percentage, maybe 10% or something.

Mr. Smith said if the modifications today solved 80% of the problem, then the individual issues can be dealt with by variance.

Trustee Scaletta said the two examples that we have tonight are existing hardships that these residents bought into. Taking a garage and making it into another room for a mother in law or something, might be a different hardship that someone would have to prove. What the people before us are talking about it a little bit different.

Mr. Baldassarra said they have approved those kinds of hardships in the past all day long, the goal is to reduce the need for people to do that. **Trustee Scaletta** added, for what they are planning on doing. He does not want to have someone take a garage that is 20ft. wide and reduce it down. It would just be very strange to have a garage door going up and a wall there.

Mr. Craig, looking at hypothetical's, said if somebody took a two car garage and made it into a one car garage with a one car wide door; they would meet our criteria as it stands because they would meet the criteria for the one car. There is nothing, even as it stands today, in the wording we have been living with for how many years, that would keep you from taking a two car attached garage and converting it into a one car attached garage, as long as you shrunk the door. You couldn't leave the two car door

width on there; because any door wider than 12ft. calls it a two car garage and you have to meet the criteria. However, if you put a one car wide door on, you can take the other space of the garage and actually shrink it. That type of hypothetical would not even be possible under the old code.

Trustee Scaletta asked if that would have to go to Design Commission. **Mr. Craig** thought so. **Trustee Scaletta** said there are a lot of criteria that they work with and can't imagine them allowing that there is going to be a room here and a one car garage there and what is on the other side. **Mr. Craig** said conceivably an architect could put up a nice window in what was the garage space and make it look perfectly fine.

Mr. McCalister thought if our wording could resolve most of these problems, and we have the remaining few people with unique situations come to this Board for a variance, we are still going in the right direction.

Mr. Baldassarra suggested adding language at the end of the sentence to read "provided the existing interior dimensions shall not be reduced". The more unique situations would come before the Board. **Mr. Smith** thought this would work.

Mr. Marek asked if that allows the smaller 9ft. as the minimum one car garage door. **Mr. Craig** said today, yes. **Mr. Marek** asked if that would allow him to go to 8ft. so he has enough brick on either side. **Mr. Baldassarra** said it would not be an issue for this; you could put in an 8ft. door. **Mr. Marek** said he could then put in two rows of brick and it would look more substantial.

Trustee Scaletta asked **Mr. Craig** or **Mr. McCalister** if they foresee any other issues of the Board making these changes. Both replied, no.

Mr. Baldassarra confirmed the wording (unless Robin Ward disagrees) as, "provided the existing interior dimensions shall not be reduced" to be added to end of the 2nd paragraph under (c), 2nd sentence in the proposed highlighted language.

Trustee Scaletta commented that the language does not need to come back to the Board as long as the Motion that they make includes that language, and as long as Robin agrees and make sure we are all in compliance.

Mr. Baldassarra explained to the residents that anything done is a recommendation and needs to be approved by the Board. This would be presented at the next meeting on October 7, 2013.

Mr. Woods commented that this would affect them to wait until October. **Trustee Scaletta** explained there is nothing that can be done on their part. It has to go through the process.

Trustee Scaletta said he was glad we went through this process because not only did we confer with legal, but we caught something that otherwise could create a problem for us as a Village. It is important to not rush through these and not create a bigger problem than the one we are trying to reduce.

TRUSTEE SCALETTA MOVED, SECONDED BY MR. SMITH TO CONCUR WITH STAFF'S RECOMMENDATION FOR CHANGES TO SECTION 23-302 R309.1c OF THE MUNICIPAL CODE (HIGHLIGHTED IN YELLOW), WITH THE ADDITIONAL LANGUAGE SUGGESTED BY CHAIRMAN BALDASSARRA (HIGHLIGHTED IN BLUE) AS SET FORTH BELOW:

- c. Any garage with multiple garage doors or with a **garage** door width wider than 12 feet shall be considered at least a two-car garage.

The following minimums shall be for newly constructed garages only. These minimums shall not apply to modifications or additions to existing garages, provided the existing interior dimensions shall not be reduced."

1. Minimum Interior Garage Dimensions

Number of Cars	Depth of Garage	Width of Garage
1	21 feet 4 inches	12 feet
2	21 feet 4 inches	21 feet
3	21 feet 4 inches	30 feet

2. Minimum Garage Door Sizes

Number of Cars	Door Size to be at least
1	9 feet
2	16 feet or two 8-foot doors
3	16 feet + 8 feet or three 8-foot doors

3. Minimum Ceiling Height;
The minimum ceiling height for a carport, attached **garage**, or detached garage shall be 7 feet 6 inches

MOTION CARRIED UNANIMOUSLY

OTHER BUSINESS

There was brief discussion regarding the absence of the Chair. It was decided in the absence of the Chair, the most senior person on the Building Code Review Board present at the meeting would act as standing Vice Chair.

Meeting adjourned at 7:46pm.

1. Minimum Interior Garage Dimensions

Number of Cars	Depth of Garage	Width of Garage
1	21 feet 4 inches	12 feet
2	21 feet 4 inches	21 feet
3	21 feet 4 inches	30 feet

2. Minimum Garage Door Sizes

Number of Cars	Door Size to be at least
1	9 feet
2	16 feet or two 8-foot doors
3	16 feet + 8 feet or three 8-foot doors



Item: 2020 E. Northwest Highway - Waterman Avenue Access - PC13-015

Department: Planning & Community Development

BACKGROUND

1. Amendment to Planned Unit Development Ordinance #11-027 to allow an access driveway onto Waterman Avenue.

RECOMMENDATION

Commissioner Lorenzini moved and Commissioner Jensen seconded:

A motion to to the Village Board of Trustees approval of PC#13-015, an amendment to Planned Unit Development Ordinance #11-027 to allow an access driveway onto Waterman Avenue.

Roll Call Vote: Commissioner Lorenzini, Jensen, Warskow and Chairman Wolfe vote in favor. Commissioner Green vote against. Motion carried.

Commissioner Comment:

Commissioner Green: I would like to see the traffic study.

Commissioner Jensen: The Village should realize that the petitioner is willing to make modifications even to restore things to their original condition should the conditions be such that, due to congestion or other problems, this does not look like a good step to have taken.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[PC Staff Report/Petitioner Justification](#)

[Aerial](#)

Type

Report

Exhibits

[PC Minutes](#)

[Email Provided to PC from Resident](#)

[Exhibit Provided to PC from Culvers](#)

[Site Plans](#)

[Traffic Study](#)

[PC Timeline](#)

Minutes

Correspondence

Correspondence

Exhibits

Exhibits

Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Katherine E. Lockerby, Development Planner
Meeting Date: September 25, 2013
Date Prepared: September 20, 2013

Project Title: 2020 E. Northwest Highway Waterman Driveway
Address: 2020 E. Northwest Highway

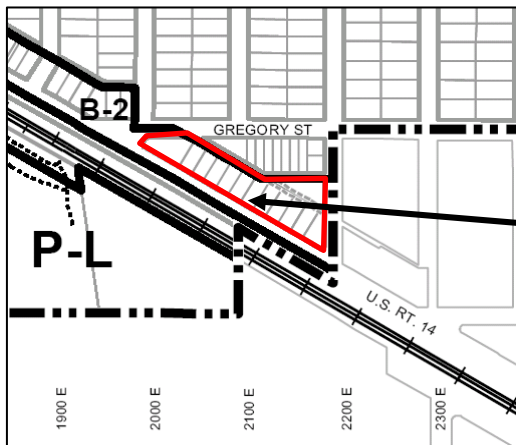
BACKGROUND INFORMATION

Petitioner: George D. Demarakis
Address: Arcon Associates Inc.
 2050 S. Finley Road, Suite 40
 Lombard, IL 60148

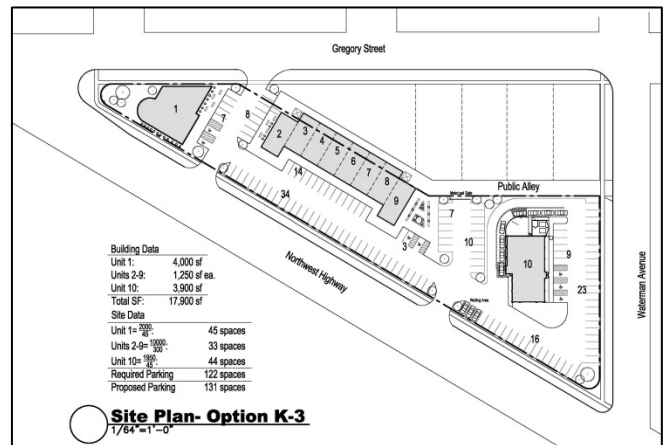
Existing Zoning: B-2, General Business District

Requested Action:

1. Amendment to Planned Unit Development Ordinance #11-027 to allow an access driveway onto Waterman Avenue.



**SUBJECT
PROPERTY**

**Surrounding Land Uses:**

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3, One Family Residential	Residential	Single Family Detached and Moderate Density MF
South	P-L, Public Lands & Village of Mount Prospect	Village of Arlington Heights, Public Works Facility, Rail Road Tracks, & Melas Park	Government
East	Village of Mount Prospect (Office and Parks)		
West	B-2, General Business District	Commercial	Single Family Detached

Site History

The subject site, which is currently zoned B-2, General Business District, is 2.05 acres (89,089 square feet) and is bounded by Gregory Street and a 20 foot wide public alley to the north, Northwest Highway to the south, and Waterman Avenue to the east. The developer / owner redeveloped the site with three commercial buildings that have a combined floor area of 17,900 square feet. The featured component of this development is a 3,900 square foot drive-through restaurant that is located along the east property line occupied by Culvers, which has one drive-through lane and one by-pass lane that are located along the north and west building elevations and circulates in a counterclockwise manner.

The other two buildings consists of a multi-tenant commercial building that is 10,650 square feet and located towards the center of the site, as well as a 3,340 square foot commercial building that is located along the west property line. Tenants include Chicago Swim School, Sherwin Williams Paint, and Bellevue Pharmacy.

When this project was originally reviewed and approved by the Village, concerns were raised regarding traffic from the site filtering into the neighborhood. The project was approved without a curbcut at that time, as the Village did not want additional traffic in the residential neighborhood to the north. Keeping this in mind, any new driveway must be analyzed properly.

Proposal Summary

The property owner is requesting to construct a new driveway to provide access to Waterman Avenue. Attached is a letter dated August 12, 2013 from George Demarakis regarding why the Petitioner believes the driveway is necessary. The Petitioner has concerns with safety on site and was hoping to proceed with the driveway construction prior to the winter weather. However, the plans call for concrete, which does not have any weather restrictions like asphalt.

Plat and Subdivision Committee Meeting Summary of August 28, 2013

The Plat and Subdivision Committee reviewed the proposal and encouraged the Petitioner to move forward to the Plan Commission on September 25, 2013. The Committee stated that if feasible, the counts should be obtained prior to the Plan Commission public hearing. However it was stated that the Plan Commission would evaluate the status at the time of the Public Hearing.

Zoning and Comprehensive Plan

An amendment to PUD Ordinance 11-027 is required as no driveways accessing Waterman Avenue were included in the approved PUD plans.

Traffic & Parking

The Staff Development Committee has concerns with a new Waterman Ave. driveway and the potential impact on traffic patterns on adjacent residential streets.

The petitioner has submitted a traffic study that was conducted July 19th (Friday) and July 20 (Saturday), 2013. Several months prior to the proposal appearing before the Plat and Subdivision Committee in August, the Staff Development Committee had informed the petitioner that their request for this driveway should be made after the Northwest Highway roadway project was completed and school back in session. The reason being is that any traffic study conducted during the significant construction work on Northwest Highway would not accurately depict conditions for the surrounding roadways. School should be in session to more accurately reflect conditions nine months out of the year. The traffic study provided as part of the formal Plan Commission application was the same study that had previously been provided to Staff. There are still a number of concerns with the information provided, namely that the study was conducted during the construction project and when school was not in session. In addition, the Northwest Highway improvements were modified when this development was proposed. Improvements when completed will provide a new dedicated left turn lane into the site at the eastern driveway near the Culver's. Currently there is no left turn lane into the site. Staff cannot complete an accurate review of the needs of the site access points without understanding the actual site traffic generation under normalized conditions. Therefore it is premature to approve any site access modifications without these requested counts.

Furthermore, as part of the formal Plan Commission review, Staff requested peak parking counts on the site to justify the loss of 4 parking stalls along Waterman to the driveway. The Petitioner did not provide the requested information, citing that the total provided parking counts for the site still exceeds the amounts required by Code. (See Table 1 below)

Table 1: Parking Analysis

	Square Footage (Seating Area)	Parking Ratio	Intended Use	Required Parking
East Building (Unit 1)	3,340	1:300 sf of floor area	Sherwin Williams Paint	11
Center Building (Units 2-5)	4,600	1:300 sf of floor area	Bellevue Pharmacy	15
Center Building (Units 6-10)	6,050	Based on Employees and Students	Chicago Swim School	20
West Building (Unit 11)	3,950 (1,880)	1:45 sf of seating area	Drive-through restaurant (Culver's)	42
Total	17,940			88
Total Parking Proposed				113
Surplus/Deficit				25

As part of the PUD approval for the center, Manhard Consulting conducted a parking assessment based on the standards established by the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI), as shown in Table 2 below.

Table 2: ITE and ULI Parking Analysis

Use	Square Footage (# of seats)	ITE Standard	Parking Required	ULI Standard	Parking Required
Retail	13,550	4 spaces / 1,000 SF	54	4 spaces / 1000 SF	54
Restaurant	3,950 (127 seats)	15 spaces / 1,000 SF	59	0.4 spaces / seat	51
Total			113		105
Total Provided			113		113
Surplus / (Deficit)			0		8

Therefore, it appears that the parking will meet the requirements of the site. However, Staff still maintains that actual parking counts should be provided.

Site Related Issues

There were a number of issues raised as part of the formal Plan Commission review that have not been adequately addressed. The first issue is related to the way in which the new access onto Waterman impacts the site circulation and efficacy of the drive through stacking. The Traffic Study indicated that the "queuing from Culver's drive-thru will not back up and block the new driveway" based on field observations. However, when Culver's was built, information was provided that indicated a demand of 3-4 vehicle stacking behind the ordering speaker would be necessary during peak hours. Again, Staff would argue that, since the traffic in the vicinity has not normalized due to the adjacent construction and therefore it is difficult to rely on field observations at this time. Given the close proximity of the proposed driveway to the drive-thru lane, there is potential for the queuing to back-up into the driveway or to back-up, blocking motorists from entering the site. Staff noted that the distance from the pavement on Waterman to the parking lot drive aisle is about 40 feet, which would allow two vehicles in the driveway approach without backing up onto Waterman.

Another concern raised was regarding the site distance of exiting traffic onto Waterman, as well as pedestrian traffic, as it is blocked by the trash enclosure. The Petitioner has provided a sight line exhibit indicating the visibility of vehicles exiting the alley and the Culver's site and argues that the traffic exiting the alley is minimal. It appears that sight lines may be acceptable.

Furthermore, the cross-section of Waterman needs to be fully evaluated, with the on-site parking that is allowed, to ascertain whether it left turns into the site would impede thru traffic on northbound Waterman. It appears that the street cross-section is 31 feet in width. Taking the allowed parking on the east side of Waterman into consideration, any left turns into the site may block northbound traffic.

General Comment

The Staff Development Committee cannot support the request at this time as the study is not reflective of normal traffic conditions. As a result of construction on Northwest Highway, many motorists have likely revised their trips based upon the detour signage established to usher drivers away from this project construction area. Until the Arthur Avenue railroad crossing is back open and all lanes on Northwest Highway are fully operational, accurate representation of the traffic needs in the area will not be provided since many trips are potentially rerouting to the railroad underpass or to Arlington Heights Road. This will likely not be until the end of October, subject to agreeable weather.

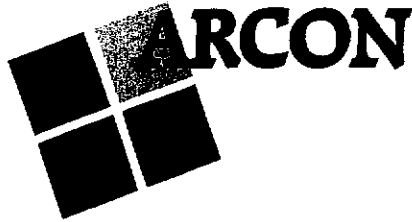
RECOMMENDATION

On August 12, 2013, the Staff Development Committee reviewed the Petitioner's request and is **not supportive of the request at this time**. Staff recommends that once the Northwest Highway roadway improvements are completed, the traffic study counts should be revised to reflect normal traffic conditions and that actual parking counts at peak demand are provided.

_____, September 20, 2013

Bill Enright, Deputy Director of Planning and Community Development

C: William C. Dixon, Village Manager
All Department Heads



August 14, 2013

Village of Arlington Heights

RE: PLANNED UNIT DEVELOPMENT AMENDMENT
2020 EAST NORTHWEST HIGHWAY
ARLINGTON HEIGHTS ILLINOIS 60004

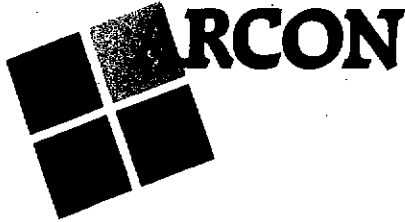
PLAN COMMISSION: PLANNED UNIT DEVELOPMENT AMENDMENT

The retail development at 2020 E. Northwest Highway has been in operation for two years. It is a thriving center with a multitude of tenants including, Sherwin Williams, Bellevue Pharmacy, Chicago Swim School, and Culvers Restaurant. Together these various facilities rent out the development at a 100% lease rate. The tenants co-exist, sharing the same parking amenities between each other. As time has progressed, it has become evident that the traffic through the parking lot poses a number of concerns to the owner and tenants of the property.

The site is oriented along a narrow parcel of land along Northwest Highway. Two main entrances occur off the main road, with an "Enter Only" on the North end of the property. The parking arrangement at the Culvers Restaurant only had a single access into and out of the lot. There is a single lane that circles the entire building, but the abundance of traffic flow that enters the Culvers portion on a daily basis causes traffic congestion. Even with a full driving loop circling the building, it is confusing for the average pedestrian to discern the correct path of travel.

Also, there is a private alley along the North side of the property. This provides access to the residential garages that feed directly off the drive. Many costumers traveling southbound on Waterman Avenue view this as another access point into Culvers and mistakenly turn down its path. Unfortunately, this road dead-ends behind our site. It is not allowed for through-traffic. This too causes congestion in that cars are forced to reverse back onto the main street. Signs have been installed to warn drivers that this is not an entrance, but the issue still persists.

Not only do these problems cause traffic congestion, but more importantly, they pose safety risks. Standard pedestrian traffic from the other tenant spaces, such as the Swim School, as well as pedestrians from the neighborhood are constantly walking to the development. Based on the vehicular patterns over the past two years, it does not create an ideal environment for people to walk through our site. There have been multiple occasions where cars have nearly hit one another.



PLANNED UNIT DEVELOPMENT AMENDMENT
2020 EAST NORTHWEST HIGHWAY
ARLINGTON HEIGHTS ILLINOIS 60004
PAGE TWO

With these concerns, we pose to amend our P.U.D. to allow for a new entry/exit drive off of Waterman Avenue. This amendment is deemed necessary for the public convenience at this location. As shown in the attached Traffic Study, it will not be detrimental to the health, safety, morals of persons residing or working in the vicinity. The new drive will comply with all code restrictions and conditions specified in the Village Ordinance.

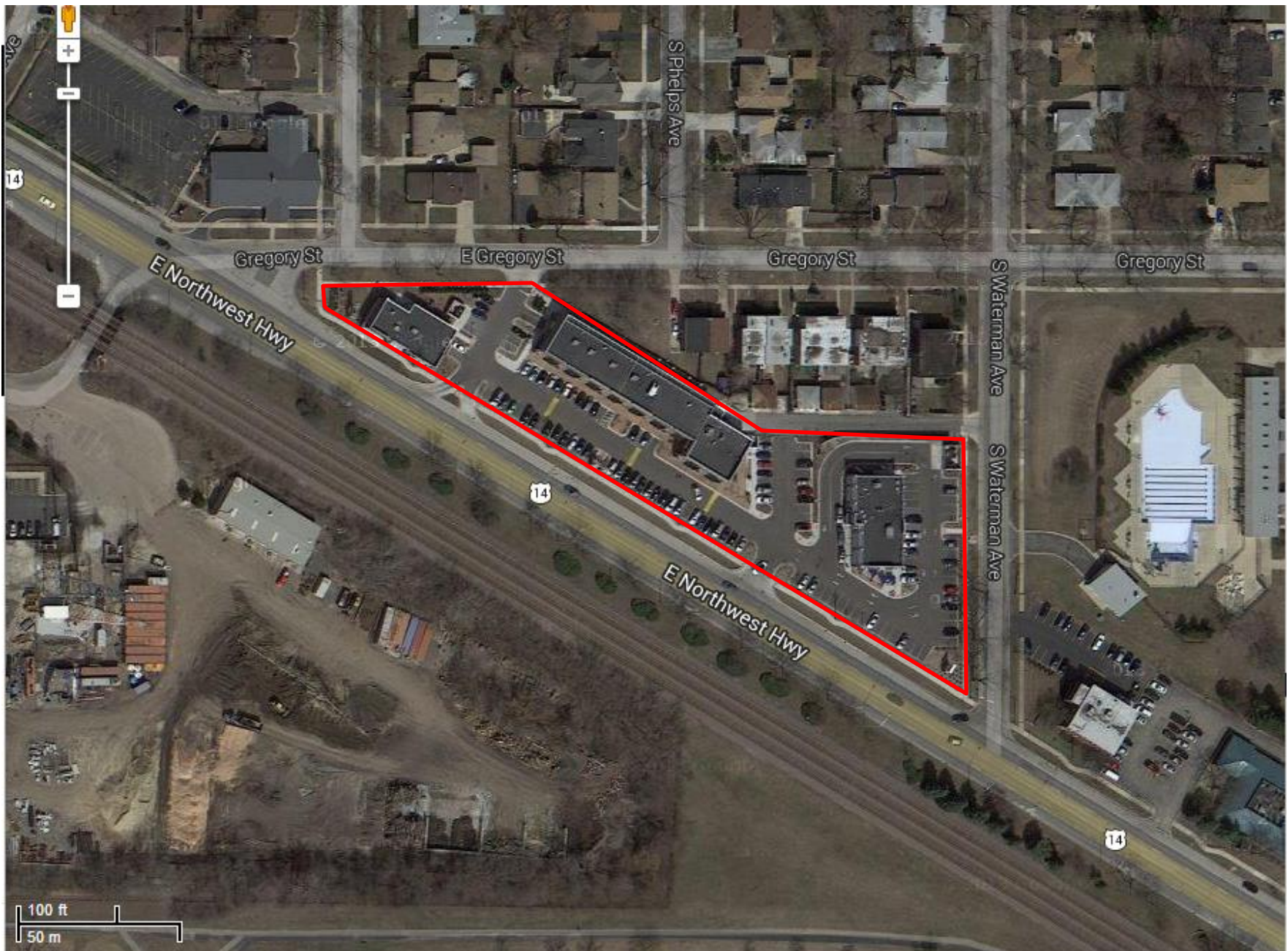
Sincerely,

Sincerely,
ARCON Associates, Inc.

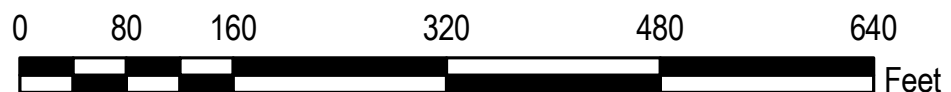
George D. Demarakis

GDD/dls

J:\Nicholas & Assoc\13098 New Waterman Avenue Drive\2020 Variance Plan Commission\MscC001.wpd



2020 E. Northwest Highway Waterman Access – P.C. 13-015
Prepared by the Village of Arlington Heights
Department of Planning and Community Development
September 25, 2013



DRAFT

1

PLAN

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

COMMISSION

RE: 2020 EAST NORTHWEST HIGHWAY-WATERMAN ACCESS; PC#13-015

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the
Arlington Heights Village Hall, 33 South Arlington Heights
Road, 3rd Floor Board Room, Arlington Heights, Illinois on the
25th day of September, 2013, at the hour of 7:30 o'clock p.m.

MEMBERS PRESENT:

MICHAEL WOLFE, Chair
LYNN JENSEN
MARY JO WARSKOW
BRUCE GREEN
JOE LORENZINI

ALSO PRESENT:

KATHERINE LOCKERBY, Development Planner

CHAIRMAN WOLFE: Call the Plan Commission meeting to order. And please join me, rise and say the pledge.

(Pledge of allegiance.)

CHAIRMAN WOLFE: Thank you. Okay, Kate, would you please take the agenda -- I mean the roll I should say, and I'll do the agenda.

MRS. LOCKERBY: Commissioner Sigalos.

(No response.)

MRS. LOCKERBY: Commissioner Drost.

(No response.)

MRS. LOCKERBY: Commissioner Green.

COMMISSIONER GREEN: Here.

MRS. LOCKERBY: Commissioner Wolfe, or Chairman Wolfe, excuse me.

CHAIRMAN WOLFE: Here.

MRS. LOCKERBY: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MRS. LOCKERBY: Commissioner Ennes.

(No response.)

MRS. LOCKERBY: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MRS. LOCKERBY: Commissioner Dawson.

(No response.)

MRS. LOCKERBY: And Commissioner Jensen.

COMMISSIONER JENSEN: Here.

CHAIRMAN WOLFE: This is the fewest number of Commissioners we've had in some time, but we have a quorum so that's good. Okay, the first item on the agenda is the 2020 East Northwest Highway-Waterman Access, PC #13-015. And before I ask the Petitioners to come forward, Kate, have all the proper notifications been given? Yes?

MRS. LOCKERBY: Yes.

CHAIRMAN WOLFE: Okay. Who will be testifying on behalf of the Petitioner? Because I'd like to swear you all in at the same time, do a collective swear in, okay? Please raise your right hand.

(Witnesses sworn.)

CHAIRMAN WOLFE: Thank you. Okay, so, who is going to take the lead?

MR. DEMARAKIS: I will, yes.

CHAIRMAN WOLFE: If you could please state your name, spell your last name and give your address for the record?

MR. DEMARAKIS: Good evening. My name is George Demarakis, the architects of the project for the Petitioner. My last name is D-e-m-a-r-a-k-i-s. And I live at 2364 Bradshire Court,

Arlington Heights, Illinois.

CHAIRMAN WOLFE: You say you're the architect?

MR. DEMARAKIS: Yes.

CHAIRMAN WOLFE: Okay.

MR. DEMARAKIS: Should we do introductions?

MR. PAPANICHOLAS: I'm Nick Papanicholas, Jr., vice president of Nicholas & Associates. We're the Petitioner, 300 North Oak, Mount Prospect. P-a-p-a-n-i-c-h-o-l-a-s.

MR. MARTIN: And Chuck Martin, I'm the owner of the Culver's on the property, and my home address is N641 Parrot Drive, Wheaton, Illinois.

CHAIRMAN WOLFE: Okay. M-a-r-t-i-n, I assume? Okay.

MR. CORCORAN: And I'm Steve Corcoran, C-o-r-c-o-r-a-n, traffic engineer with Eriksson Engineering out at Grayslake, Illinois.

CHAIRMAN WOLFE: Thank you. Okay, George?

MR. DEMARAKIS: Good evening, and thank you for having us here tonight. As you know, we are looking to amend our planned unit development and amend our ordinance to get a new access drive onto Waterman. Years ago when we started this process, Nick Papanicholas and the family had a vision for this strip mall, and at the time it was to create a safe, inviting environment for pedestrians, create a gateway to Arlington. As you know, it's in the southeasternmost corner of Arlington Heights prior to switching town. And create something special. And for the last couple of years, I think we did.

The site itself has nice architectural elements. I'm not saying that because I helped design it but it was just the family that kind of drove this. And in that time frame, the entire development has filled up. It was a narrow site to begin with so a lot of challenges kind of came about. And our goal is to maximize rental space, maximize parking and create the environment that would kind of bring business owners to the site and fill up as quickly as possible.

And pretty quickly we filled it up with the first building, Sherwin Williams, Belleview Pharmacy, Chicago Swim School, and the Culver's. And since then, it's been, if you go there any given night, it's been pretty packed. Now, as the years have gone on, we've realized that there's been issues on the site. And the primary concern, as you see here today, is safety. If you can go to the next slide?

Here is kind of an overall site plan of the site itself. And as you can see, the main access drives are off Northwest Highway. Our concern here today is the easternmost portion, Building 11 which is the Culver's. And the way the site was laid out, it basically provides a closed loop system. There is one point of entry, you'd pull into the site towards the Culver's, do a loop-around for a parking spot, and if there isn't one you do the pass-by lane

neighboring the drive-through to go back out to the main entry point.

We have found over the past year that there has been a lot of issues to this, there has been a lot of congestion. There's been multiple traffic accidents that Chuck can attest to at least four. And it's been causing a lot of problems with the customers traversing the property, the people that are going through the drive-through exiting the property, and the people trying to enter it in the first place.

That little bottleneck if you will, a choke point, is what leads us to find most of our problems within our property. That was kind of one of the reasons that we've liked to try to alleviate that pressure and bring that new access drive out into Waterman. By kind of clearly defining that other point, the average customer would pull into the drive, filter through, and if there isn't a spot can leave easily. It's clear way finding. Right now, as it's shown, it really gets a little confusing for the average customer to come through. And we've been getting a lot of voiced concerns, hundreds of customer dissatisfaction with this, correct?

The second point is outside of our property. When the process first started years back, we found that the residents in the back, in the northernmost piece of property as well as the other residents farther on into Arlington Heights voiced concerns to what would this bring to the community. We bring in traffic into the neighborhood. Are we going to be bringing a lot of cars down their street and into their alleys and to their homes? And our goal was to keep that away.

Unfortunately, along that northernmost piece of our property is that alley which is a drive into the back drives of those five residences, or four residences that are back there. It's not an access into our site but it's misleading to people to go down there. On an average night, cars go into that alley assuming that there is an access point, realizing there isn't, it's a dead end, and try to reverse out into the back onto Waterman.

We have gone to the limits of putting signs at that point to say Do Not Enter, this isn't access. But still, on an average night, cars still go in that way. And part of our goal here is to alleviate that congestion where cars would go that way and clearly define our access point into the Culver site so no one goes that direction.

Ironically, just this week, Chuck received a letter from a dissatisfied customer with regards to this. And he has a couple of copies that he can --

MR. MARTIN: Yes, the reason I think this is important is it's a customer sharing exactly the problem we're trying to communicate. So, it's an unsolicited upset. Yes, we get it all the

time, inside the store to our managers and our crew when people come inside. I've talked to the crew and our management team and they get literally hundreds and its multiple daily of the same type of feedback.

But this is just a written version of kind of the key complaint which involves the back alley. And ultimately, I really feel like there is no way to turn around once they get in so they're backing out of the alley which creates another safety concern for anybody coming on the sidewalk and any traffic coming on the street.

MR. DEMARAKIS: And really, as Chuck passes that around, our goal here today is, as we've been saying over, is safety. Clearly guiding customers through our site, having the customer satisfaction boost because, again, this is, we want our businesses to prosper within the development as does the Papanicholas family, and the franchise owner. And listening to the customers' complaints, we want to address that and that's our attempt. Nick?

MR. PAPANICHOLAS: And the key point was, early on with Staff, we had many renditions. I think we went through, when I say early on, years ago, options A through Z. And multiple options have a curb cut and an entrance along Waterman. We felt it was important because Waterman is already a busy street and that was going to help alleviate stacking on Northwest Highway or onto Waterman turning right northwest bound on Northwest Highway because so many people are actually taking Waterman, turning right and then immediately turning back into the center.

So, I think this is actually going to help the traffic pattern on Waterman because people are going to be able to turn right in instead of stack, wait and then turn again.

MR. MARTIN: Yes, I guess the, you know, I think we covered a lot of the safety issues. I think that choke point, realistically there's four different, I'm sorry, six different entries or intersections, six different directions intersecting into that one entrance. You got the swim school traffic coming out to leave. You have our drive-through queuing lane that's leaving. And then you've got that exit lane that's the only way for the cars to get around our parking lot in addition. And you've the Northwest Highway traffic going east coming in, Northwest Highway traffic going west coming in.

CHAIRMAN WOLFE: Can you just real quickly, so I can get the big picture, explain what the circulation route, the exiting circulation pattern is?

MR. MARTIN: Is there a way I can show you on the sheet?

MRS. LOCKERBY: Can you see the screen okay? I have a -- sorry.

MR. MARTIN: All right. So, the swim school is right here. The swim school has I think 1,600 kids in their weekly sessions.

They're 30-minute classes. The parents have to be there during those, somebody has to be there during the lesson time. So, that parking lot is filled in the morning from 9:00 to 2:00, and then again from, you know, 4:00 to 8:00. I mean I may not have those times exactly right but it's a 30-minute turnover of, you know, lots and lots of people. So, you have this direction out going this way.

Some of them, not a lot, most people don't know about this access and it's kind of an awkward spot, but you can't get out this way if you're trying to go, only if you're going, making a right turn out. So, most of the traffic comes out, has to come out this way.

CHAIRMAN WOLFE: And that's a right and left exit, you can go either way?

MR. MARTIN: Here? This is right in/right out.

CHAIRMAN WOLFE: No, no.

MR. MARTIN: This is both.

CHAIRMAN WOLFE: Yes, okay.

MR. MARTIN: Yes. And then you've got, so, this is our drive-through lane on the site closest to my shaky hand. This is our queuing area where we have people sit and wait for their orders to be done. This outside lane is the only way to get through the lot. So, if you're over here and you don't turn out this way, you loop around here. So, you've got this lane here, you've got our queuing that then these cars here turn this way to come out. You've got people coming out this way. That's three different points. And you've got the swim school coming this way, you got the inbound traffic from Northwest Highway that way, and inbound traffic from Northwest Highway this way, all coming in to this point.

This was accentuated severely during the construction phase in Northwest Highway. At one point we were down to a single entry lane as they were working on the apron into the parking lot. It was a, the site lacks flexibility in ingress and egress. I mean it's just, I can't say it any other way. And ultimately, this is where we've had the challenges with the, I say, we use the term accidents, I don't know that they were, you know, probably no worse than fender benders but, you know, I'm concerned about that. I'm concerned about these cars that come in here.

We posted a sign here even to help eliminate this, but this back alley flow, people still, we've been open for 16 months and people continue come in here. They pull in this back alley, they back out and then they come back around. And then they come in and they're mad.

So, there is an additional impact to our business from a long-term guest satisfaction growth perspective that is a concern of mine. I think to me that's a legitimate reason to consider

this as well in addition to safety. But you know, those really are the two key reasons why, you know, I believe we need this entrance. And we appreciate your consideration in helping us do that.

CHAIRMAN WOLFE: You'll get a chance to answer questions and all that. So, I don't know if you have anything else you want to say before Kate gives the presentation on behalf of the Village.

MR. DEMARAKIS: I think that's it.

CHAIRMAN WOLFE: Okay, thanks. Kate?

MRS. LOCKERBY: Okay. Well, the requested action before you this evening is an amendment to the previously approved PUD from 2011, PUD Ordinance 11-027, to obviously allow the access onto Waterman. When this project was originally reviewed and approved by the Village, concerns were raised regarding traffic from the site filtering into the neighborhood. The project was approved without a curb cut at that time as the Village did not want additional traffic in the residential neighborhood to the north. Keeping this in mind, any new driveway must be analyzed properly.

The proposal was sent to the Plat & Subdivision Committee on August 28th, 2013. A copy of the minutes were provided in your packet. However, at that time, the Committee stated that they would like to see the counts that Staff has requested prior to tonight's meeting if feasible.

The traffic study that was presented to Staff was conducted in July during the construction of Northwest Highway which involves a number of changes to the Northwest Highway intersection with Gregory as well as the site and Waterman. The Gregory Street access which used to be a full access is now limited to right-in/right-out only, as well as part of the construction we have incorporated a left turn lane into the site, that easternmost access point to the site off of Northwest Highway, as well as a left turn lane onto Waterman, to northbound Waterman from southeast bound Northwest Highway.

Staff has repeatedly mentioned to the Petitioner that we would evaluate this proposal once we have traffic counts that indicate the demands that the changes to the area will have on the neighboring roadways. The project is nearing completion hopefully, pending weather's cooperation, hopefully the construction will be done toward the end of October, beginning of November. And so, giving a couple of weeks to allow traffic to get back into a normalized pattern, we would hope that traffic counts could be done toward the end of this year. You know, any traffic counts conducted during construction doesn't give a really adequate picture of the demands placed on the roads as well as the access points into the site. In addition, we have asked for parking counts to be conducted during the peak hours and have not yet received that information.

With regard to parking, based on the users in the site, it looks like parking meets code. However, we again have asked for parking counts to see how the loss of the four stalls will impact the site from a demand point of view. Based on the information that was provided when the PUD was approved, 113 stalls which is what is proposed with the loss of the parking stalls was determined to be the requirement for the site based on ITE standards, and 113 would exceed the demands based on the ULI standards.

As part of the Plan Commission process, Staff raised a number of issues with regard to the site circulation proposed. The first is related to the way in which the new access onto Waterman impacts the site circulation of the drive-through stacking. It's rather close to the drive-through lane and any backup in either the drive-through lane or, you know, the access onto the site from Waterman could have major impacts on, or I shouldn't say major but just impacts on the circulation of the area on site. Again, Staff believes that since the traffic in the vicinity is not normalized through the adjacent construction, it's difficult to rely on the field observations that were provided with regard to drive-through stacking provided on site.

Another concern raised was regarding the distance of exiting traffic onto Waterman as well as pedestrian traffic as it was blocked by the trash enclosure at the northeast corner of the site. However, the Petitioner did provide -- did I just pass it? No. The site line drawing which our engineers are evaluating, but preliminary read makes it appear to be acceptable. Furthermore, the cross section of Waterman needs to be fully evaluated with the onsite parking that's allowed to ascertain whether left turns into the site would impede through-traffic on northbound Waterman. It appears that the street cross section is 31 feet in width, taking the allowed parking on the east side of Waterman into consideration, left turns in the site may block traffic northbound on Waterman.

And just as a general comment and summary as was listed in the Staff report, the Staff Development Committee cannot support the request at this time as the study is not reflective of normal traffic conditions. As a result of construction on Northwest Highway, many motorists have likely revised their trips based upon detour signage established to usher drivers away from the project construction area. Until the Arthur Avenue railroad crossing is back open and all lanes on Northwest Highway are fully operational, accurate representation of the traffic needs in the area will not be provided since many trips are potentially rerouting to the railroad underpass or to Arlington Heights Road. You know, again as I mentioned, the construction hopefully will end by October. At such time, accurate counts could be taken, you know, a few weeks shortly thereafter.

So, based on that, the recommendation of the Staff Development Committee is that we're not supportive of the request at this time and we would request that once the Northwest Highway road improvements are completed, traffic counts should be taken and resubmitted to us, and then they could be presented back before the Plan Commission after they've been fully evaluated.

CHAIRMAN WOLFE: Thanks, Kate. Is there a motion to accept the Staff report?

COMMISSIONER LORENZINI: I'll make that motion.

COMMISSIONER GREEN: Second.

CHAIRMAN WOLFE: All in favor?

(Chorus of ayes.)

CHAIRMAN WOLFE: Any opposed?

(No response.)

CHAIRMAN WOLFE: Okay, the Staff report is part of the record. Okay, now what we're going to do is kind of pass the baton among the Commissioners who will ask questions and make observations. Then after that, we'll go on to the audience and the audience will have a chance to ask questions either of the Petitioner or the Staff. And then we'll go back to the members of the Plan Commission. After that's closed, it will go back to the members of the Plan Commission for deliberation.

Let me just ask you one preliminary question. It's your position you're not supportive, Staff's position is not supportive at this time. What are the implications of an unfavorable, I'm not saying it's is going to go this way, but if it's an unfavorable recommendation, if we follow your recommendation which is unfavorable recommendation to the Village Board and the Village Board denies it versus postponing or withdrawing or deferring the hearing until --

MRS. LOCKERBY: Well, our motion, our recommended motion to you at this time is to continue the project until a date certain, and hopefully within that time the Petitioner could gather the requested counts.

CHAIRMAN WOLFE: Okay. Okay, Lynn, why don't we start down your direction?

COMMISSIONER JENSEN: Sure. I find this a bit of a challenging piece of business before the Commission, partly because you were at Plat & Sub and then again here indicated that you thought there was some urgency due to the safety issues. And you did mention a few things that went to that issue and I'd like you to kind of recap those for me. You said there have been four at least minor accidents in the 16 months that you've been open? Maybe you can elaborate a little bit on that.

MR. MARTIN: Yes, in talking with my management team who are there, I'm not there everyday, I'm probably there, you know, a

day and a half a week on average. I haven't witnessed any of them directly myself, but in talking to my team who are there, I asked them if they were to the level of, you know, police involvement and, no injuries but they're just, they're nuisance type incidents. I mean where there's, you know, scrapes or bumps or just things that caused our guests to be inconvenienced through issues with other cars. They were more than just, you know, somebody cut them off. There was actual contact in some manner.

COMMISSIONER JENSEN: For at least four times?

MR. MARTIN: Four times, yes.

COMMISSIONER JENSEN: What about the pedestrian traffic? What sort of evidence or what suggests there's a real problem of the mix of cars and pedestrians?

MR. MARTIN: I think the biggest safety issue with pedestrians relates to the back alley traffic as that's, people are pulling in there. Like I mentioned earlier, there is no way for them to turn around, so they have to back out. So, anybody coming on the sidewalk or, sidewalk would be pedestrian street with other car traffic. To me, it's not, that's not intended to be a place for cars to be backing into and people aren't expecting that type of traffic coming out of the alley, coming backward.

So, there isn't a lot of pedestrian traffic into our store. Some from the pool in the summertime but a lot of that even is drive in because they either come there before they go to the pool or come there after they go to the pool. To me, the safety issue is primarily in the back alley where you have the, you know, cars backing out and then the choke point that I described where we've had some accidents.

I just, there is just no other option. So, I'd say 80 percent of the flow of the traffic in our parking lot will exit in the new Waterman exit. It's just, it's an easier, most of our people come from the north anyway so they'll be heading out that direction. It will alleviate a tremendous amount of the pressure coming out of that current choke point.

COMMISSIONER JENSEN: Yes, how do you, what gives you confidence that if we opened up that driveway there that you want, that curb cut, that you would stop some or all of the folks going down that alley? How would that happen? Why would they not continue making the incorrect turn that they now make?

MR. MARTIN: Because they'd, I mean not to be too simplistic about it but they'll see the entrance, I mean the driveway.

COMMISSIONER JENSEN: But you have a sign there that says don't go down here, no outlet or some such thing or this is not a through-street or you can't access things. So, I mean if they can't read the sign now, what are they going to --

MR. MARTIN: It's a single lane alley currently, and it's the only visual cue they have to get what they think is our parking lot with a double-wide entry/exit type of a thing with a line in the middle of it and arrows pointing, you know, exit this way, enter this way. There's a lot of visual cues in that and they're expecting an entrance, so intuitively they expect there to be an entrance. That's why they keep turning down Waterman, and then the only place to turn around is in that alley or think they can access the store that way. So, honestly, I don't see that as being an issue.

COMMISSIONER JENSEN: Okay.

MR. PAPANICHOLAS: I have one thing about this. I have one thing about the safety. And I know Chuck doesn't believe that there's heavy pedestrian traffic maybe coming to the site but speaking, and I have a 6, 4 and a 2-year-old, I have three sons and we take them all to the swim school, and we walk because I'm not going to park there in front of the swim school and pull in and pull over by Culver's. So, we walk. So, we walk right in front of kind of the parking lot that's directly west of the Culver's. And then everybody who doesn't know they have to come back in of the main entrance goes around Culver's and back out. So, I have to walk the three boys in front of that, so people are whipping around the store instead of going right onto Waterman.

So, there is a safety concern onsite and it's more traversing from the swim school to Culver's because all the kids are under 12 years old and they all go to Culver's after they swim.

COMMISSIONER JENSEN: Okay. I guess the other question I would have is clearly you've got, as you pointed out, you got six intersections here, six flows of traffic that intersect and that really is a problem. I can see that. Are you going to just be transferring some or all of that problem to another choke point? Because you're going to have traffic driving over the top of each other trying to do things, enter, exit, get in the bypass lane, get in the drive through? So, haven't you just relocated at least part of the problem to another location?

MR. MARTIN: I appreciate your concern. I guess based on where we're at today with our drive-through traffic, I mean we have a camera that shows the queuing behind the speaker, and it's rare that it is more than three cars. We have a fairly, you know, our target service times in drive-through are less than four minutes. So, effectively with the way the stacking works from our cash-out window backwards, I think three cars deep puts us about at eight cars. So, at a four-minute service time, those cars are moving every 30 seconds to the next, you know, sorry, the next spot in the queue. And with that, we haven't experienced any type of significant backup, because right now without that entrance to the cars, if the line gets long would

block the cars from being able to back out of their parking spot and leave.

COMMISSIONER JENSEN: That's not a problem at this point?

MR. MARTIN: It has not been, no.

COMMISSIONER JENSEN: The other point is I think in Plat & Sub there was the point made that if you did wait until the state finished the project and then you were able to take the extra couple of weeks and get the traffic flow and other counts and so forth, that that would pose a problem in terms of initiating and completing this project. But in the Staff note, I think Kate and the other Staff said, well, since you're pouring concrete, it really isn't as big a problem as if you were dealing with asphalt. Will you really not be able to start this project, say in November at some point, or even December? Is that what you're saying?

MR. DEMARAKIS: Well, the apron itself, yes, it is concrete. But the way we're cutting into the curbs and actually the two new islands, there is an extent of asphalt that's incorporated in there. We will, because technically right now it's a three-foot buffer of landscaping which we'd be cutting back, asphaltting that part, and then it's sidewalk and concrete apron. So, there is, the asphalt plans do pose, and remember, that was kind of our immediacy in all this was to get ahead of the game before that part shut down so we could install it right before winter.

COMMISSIONER JENSEN: So, in your view, what you're saying is that if you were not able to start this project until toward the end of November, you'd really have to delay it until when? When would you be able to initiate it the following year?

MR. MARTIN: April is usually when the plants open. And yes, it's concrete but, you know, with Chicago weather, you're still going to have to have the labor, you're still going to have, you know, the slower process, you're still going to have additives to the concrete. So, in a perfect world, if it's 75 in November, yes, but that won't help us with the asphalt.

COMMISSIONER JENSEN: So, this would be delayed until April and the safety issues would still be there.

MR. MARTIN: Right.

MR. CORCORAN: And then from a practical matter, you know, let's say construction is done by October 31st, we do need a few weeks for traffic to normalize and everyone get back into their old routines. And by that time, we're in Thanksgiving holiday period, so we maybe have a week or two in December where we can do the counts and then with some of the report. And obviously Staff needs a week or two to look at it, and then by that time we're into January for coming back to you folks. And by the time that's all done, we're, you know, it's

almost spring anyhow.

COMMISSIONER JENSEN: I guess my last question of you, and I've got a couple of Kate, is the Staff did request and I think the Plat & Subcommittee did request you redo the parking counts which seemed like a pretty easy thing to do. I was a little surprised that you didn't redo them and I was wondering why you decided not to.

MR. DEMARAKIS: As far as the parking counts --

CHAIRMAN WOLFE: Can you step up to the microphone please?

MR. DEMARAKIS: Okay.

COMMISSIONER JENSEN: It's mentioned in here that the Staff and the Plat & Subcommittee had asked for some parking counts to be updated. Isn't that correct, Kate?

MRS. LOCKERBY: Yes.

MR. DEMARAKIS: As far as the parking counts, I don't know.

MR. MARTIN: Is the point related to the peak parking?

COMMISSIONER JENSEN: Well, you're going to eliminate three or four parking spaces. I guess that's what the issue went to.

MR. MARTIN: That was one of my concerns when we initially started pursuing this project. I wouldn't be standing here if I felt like we didn't have enough space to park the cars. Our lunch business, again if you break up anything left of that entrance, anything west I should say of the entrance, the swim school traffic, their people don't park east of that, so anything east is really our parking. Our lot is never full even when we're busy. At lunchtime where you have more the single user, our lunches are not very busy, so there is no issue in the daytime. In the evenings when we're busiest, even in the summertime, most of those are carfuls of four to six people. They're usually groups of families or teams or that sort of thing.

So, I don't, I have never seen our parking lot full even on our busiest evenings. So, losing four spaces to me is a fantastic tradeoff for the benefits that it's going to bring, safety and flow and just customer satisfaction.

MR. DEMARAKIS: And Commissioner, I guess I might have misread it but I had redone the site data for the site based on having the Belleview Pharmacy, Sherwin Williams, the swim school. I remember one of the questions was the capacity of the swim school, and I had attached their business proposal of what their standard sessions are and their quantity of staff at one time as well as students. And their max capacity is actually 50 in that space, 15 for the Belleview Pharmacy, 6 for the Sherwin Williams, and then 42 for the Culver's which still brings us beneath the numbers that were required. I have 32 for the swim school based on what their student count and teachers

are in there, but as far as the square footage is concerned for the school, it's 50 total. So, the numbers still fall below the 113 proposed spots that we have as far as our counts.

COMMISSIONER JENSEN: If I understand, the position you're taking is that safety concerns, and you've had enough visible evidence that there is a safety concern, and the convenience and satisfaction of your customers or such, that there is some urgency in doing this before Staff is able to determine whether there is going to be a congestion problem for the neighborhood as it relates to Waterman. And so, I guess one of the things I might ask you, and I don't really know if you're in the position to answer, but what if we said yes as a Commission and the Board approves that, and then we get the counts and it's really kind of a mess in terms of congestion? Would you be willing to basically restore it to the way that it is now?

MR. MARTIN: I think the answer is yes because I think it's just going to help the cause. I know there's a couple of residents in the crowd tonight and I'd be very curious to see what their opinion is. But I think it's just going to make everything so much better.

COMMISSIONER JENSEN: So, you'd be willing to roll the dice and you would be willing to basically undo what you did if you had to?

MR. MARTIN: Yes.

COMMISSIONER JENSEN: Okay. Then I do have a couple of questions of Kate. I guess the one question I'd ask, since the safety issue and satisfaction of the customers does seem to be an important issue and there does seem to be some urgency if this had to be delayed clear until April, what kind of conditions could we envision that would be so dire that we would want to basically say you can't ever open a driveway onto Waterman? I know it's much better to have the counts and you look at it empirically and say, oh, gee, that's heavy traffic, or it's not, or there's a lot of congestion. But it seems like we ought to be able to do a little bit of speculating, that we'd need to have a certain level that would trigger our concern and, you know, would we ever reach that level.

So, is there any thought as to what it would take to cause this Plan Commission and the Staff and the Village Board to say no, that never really should have been done that way and we need to reverse it?

MRS. LOCKERBY: Well, I think, it's hard to say. I mean, you know, our Police Department reviews projects and they said that it's not a problem location, you know, with regard to the project if I'm interpreting their comments correctly. And you know, for us, traffic is a major concern and a safety concern as well, traffic on all of the roads that are adjacent to the property. And until we have, you

know, the counts that we have requested, you know, again we're not prepared to suggest any other proposal I guess.

COMMISSIONER JENSEN: Well, yes, I'm going to probably stop at this point. I may want to come back and ask some more questions in that same line here. But basically, what we're asked to do tonight is weigh the safety and customer satisfaction against the possibility that there may be a level of congestion that is really inordinate on Waterman and into the neighborhood north of there. It seems like there is some urgency to deal with the safety and I'll come back to that later on. But I'll pass at this point.

MR. CORCORAN: Can I just add to that? You know, in our traffic study, we did, just to clarify, we did do traffic counts during the summer. I did observations to confirm what was, both Culver's and my client, you know, was saying happened in terms of pulling into the alley, backing up, and those issues. And I confirmed, you know, what they were saying, and obviously they spent a lot more time dealing with that.

What we did is, back in 2010 when we came with the original PUD, we did traffic counts in the spring during school and did traffic projections, basically rerouting traffic which was real simple based on the proposed widening project, because essentially the left turns that can go down Gregory now have to go down to Waterman and we're restricting some of the illegal movements that were happening at Davis and Gregory. Even though they were prohibited by signage, people were still crossing Northwest Highway. So, we rerouted that traffic and did a 2015 projection, and essentially did an analysis. And then I updated that with changing the traffic pattern with this driveway.

And just about every movement of every one of those intersections is working at a level service A or B. So, even if I screwed up or the projections, you know, are different, this road system with those improvements, I mean that left turn lane on Northwest Highway helps everyone. You know, Davis, it helps Waterman, it helps obviously our center. We have a lot of capacity to accommodate minor shifts in the traffic pattern that may occur in the future and still have a good level of service at our driveways, at the intersections.

COMMISSIONER JENSEN: You're saying your projections that you made, making those adjustments and so forth, do not show a degradation, a significant degradation, you know, in the traffic conditions or at a heightened congestion that it actually would leave it no worse off? Is that what you're saying?

MR. CORCORAN: That's correct. And in some ways, this benefits the neighborhood a little bit because anyone coming from the northeast through the neighborhood to the center today, if they're not going down Waterman and doing the loop on Northwest Highway, they're going down Gregory to the Gregory access and driving past all those

residences. Now, we put the Waterman driveway in, they just go straight down Waterman and there's really only one resident house on that street frontage. The rest of it is our center as well as the pool across the street.

COMMISSIONER JENSEN: Okay, thank you.

MR. CORCORAN: There's a lot of flexibility in the road system to accommodate changes that maybe I didn't anticipate and still maintain good operating conditions.

CHAIRMAN WOLFE: Mary Jo?

COMMISSIONER WARSKOW: I think Commissioner Jensen asked all the questions that I had, so I'll pass it on.

CHAIRMAN WOLFE: Bruce?

COMMISSIONER GREEN: I just want to understand that this urgency is because of an asphalt plant, is that correct?

MR. PAPANICHOLAS: Urgency is to alleviate a situation of unsafe conditions and customer dissatisfaction along with being economical and being financially responsible. The longer it goes, the more it costs.

COMMISSIONER GREEN: Okay, but basically I heard this comment about the asphalt plant. I'm an architect and I have been doing it for 35 years and never has construction for a little bit of asphalt stopped in November to pick up again in April. If you are tearing out some asphalt, just a little thought possibly, put some brick pavers in if you can't get the asphalt. And if you like the Asphalt in the April end of the year, pull the brick pavers out and asphalt it. So, let's not use that excuse because I don't buy that all, guys, I really don't.

So, if the question here, it's very simple for me, I think that the traffic study would answer a lot of the questions that we have. And you're saying you don't want to wait for that traffic study. And so, in my mind, I want to see the traffic study. I don't want to guess about what we're doing here. If this came, if it was up to me and we're voting yes or no, I'd vote no because you don't have the traffic study.

So, I'm proposing that we continue it like Kate suggested here until you get this traffic study. And then Lynn's questions will be answered, my concerns will be answered, and I think everybody in the audience will be answered. I think you're worried about dissatisfied customers, I think we're worried about dissatisfied residents. So, we have customers, too, that are going to be possibly unhappy if you open up this driveway.

MR. MARTIN: And when that traffic study shows absolutely nothing other than betterment, we wasted six months.

COMMISSIONER GREEN: Well, okay, you get to say you got me, is that what you're saying?

MR. MARTIN: It's the six months.

COMMISSIONER GREEN: I'm looking, I base my decision on fact, not on emotion or anything else. I want to know the facts here.

MR. MARTIN: If the only traffic study we did was during construction, I'd understand your concern. We did it prior to construction. The original options had that curb cut in that entrance. It was taken out by Staff. We should have held --

COMMISSIONER GREEN: There was a reason that it was taken out by Staff, and so that's what led us to where we are right now.

MR. MARTIN: And it's caused problems. And it's caused problems.

COMMISSIONER GREEN: So, I think we'll get the traffic, in my mind I'll get the traffic study and then I'll make the decision. That's all I have to say at this point.

CHAIRMAN WOLFE: Joe?

COMMISSIONER LORENZINI: Thank you, Mike. So, refresh my memory, what did the original traffic study show, Kate? Or if you don't remember, because you weren't here? What did the original traffic study show? Did it justify a driveway on Waterman?

MRS. LOCKERBY: I unfortunately don't have a copy of the original.

COMMISSIONER LORENZINI: Okay, we don't have to go through the whole history. But I mean just looking at this, and I was here when we did this but I still recall what happened then, but just looking at this from sort of a common sense standpoint, it seems to make sense to have a driveway there because if a lot of people are going to go north, they are going to come onto Northwest Highway and then turn north on Waterman and all you're doing is tying up Northwest Highway. So, let me ask the next question. Why wasn't that driveway allowed in the first place, do you know that?

MRS. LOCKERBY: I think from what I have gathered from going through the previous project, there were concerns with traffic on Waterman.

COMMISSIONER LORENZINI: But if most people are coming north, coming from the north anyways, assuming that statement is correct, if you're turning and coming out of the southernmost exit, turn around to Northwest Highway, you're going to turn up onto Waterman anyways, you're not going to continue to go farther southwest or southeast and then turn north. So, I mean to me it's just, I mean that's not a question, it's a statement. It just seems to make sense to have a driveway there. But I guess for whatever reason we didn't allow it in the first place.

And then the traffic, just to say it one more

time, the reason you don't want to wait for a traffic study, because you feel the safety issue and the customer convenience is, you're trying to push to do it now?

MR. MARTIN: The traffic study is not going to show anything it didn't show in 2010 when Steve did the traffic study. It's going to show a need for it. And it was the wait and see approach on why it wasn't put in in 2011 or 2012. It was the wait and see to see how the center does, to see how the center fills up. That's why it wasn't put in.

COMMISSIONER LORENZINI: Well, Kate, what about are there warrants, are there enough warrants for a light here? One of the residents has mentioned light.

MRS. LOCKERBY: You know, as part of the original PUD approval, there was a condition and I can read it to you. That the Petitioner needed to put an amount and escrow for the traffic signal at Waterman for their share of the traffic signal at Waterman. And when the Village came to them and said we need you to do a warrant analysis because we are concerned about this intersection which prior to the proposal was operating at a level D I believe. And with this and the new construction, it is at a level F. So, there was a pretty significant jump at some of the turning movements that they would need to do a warrant analysis for the intersection. And if it's determined that the signal is warranted, then it would be installed at that time. But that is really something that the Village would come to them and say, you know, we need this warrant analysis done, please do it and provide us with the results.

COMMISSIONER LORENZINI: Is there something the traffic engineer would like to add? Can you state your name again please?

MR. CORCORAN: Steve Corcoran. Essentially, again that's what we did. Our last time was, number one, you know, our client obviously put an escrow amount in for a potential traffic signal. Well, we looked at the warrants and the warrants are based on really the side street traffic. And if you look in the latest report that I submitted, 99 and a half percent of the traffic coming south on Waterman makes a right turn and we only have a few left turns. And yes, the left turns, like anywhere else along Northwest Highway corridor, have a hard time making a left. But the right turns are the predominant movement and IDOT, the long story short is IDOT won't put a signal in for right turns.

COMMISSIONER LORENZINI: Okay.

MR. CORCORAN: And we won't meet the warrants, unless there's a crash history that develops over time.

COMMISSIONER LORENZINI: Well, hopefully it doesn't come to that. But I can certainly see your case and you make a lot of sense and the site seems to justify it. But you know, at this point in

time, with all the construction going on, I would be favorable to wait until everything is done and do a traffic count then.

CHAIRMAN WOLFE: A couple of follow-up questions that I had were kind of partially addressed, but number one, what did the original traffic study show in terms of supporting the need for that driveway onto Waterman?

MR. CORCORAN: Well, the first version of the traffic study, the first version of the site plan had that driveway in and basically showed what essentially I presented to you in the report in your packet, that it was not going to cause a problem and not interfere with Waterman through-traffic and, you know, not back up onto Waterman and that type of thing. And then during the whole design process, you know, with Staff, it eventually got taken out and we are where we are.

CHAIRMAN WOLFE: And Kate, to follow up on an earlier question, I know you don't want to speculate per se, but what would the traffic report, in your mind and the Staff's mind, what would it need to show in order to not allow that driveway to go in?

MRS. LOCKERBY: I can't answer that. You know, there are a number of factors. I think we'd want to make sure that the intersection of the access point doesn't, you know, promote conflicting turning movements, excuse me, onto Waterman, back up onto Waterman, you know, how much of the site traffic will be traveling obviously northbound on Waterman. There were a number of people that were concerned at the time of Plan Commission when this was proposed that the additional traffic that the site would add to Waterman as well as the change in traffic patterns for Northwest Highway and Waterman, things have changed now because of the access point of Gregory being right-in/right-out. I mean there are a number of factors that have changed and, again, until we evaluate it, you know, we want to see it.

CHAIRMAN WOLFE: Sure, I understand. And a question for, maybe primarily for George or Nick, in response to a question that Commissioner Green asked, are there alternative construction methods or means that you can use even on a temporary basis or maybe get 90 percent of it right and then have to do some reconfiguration or some other construction to, maybe if you want to put asphalt in or some other material when the spring is open and the plants are open that would allow you to, because I think it's important to wait for this study. I think that the Staff needs to do its homework and that's what they would do for any other project. So, if that's the case and it comes out a month from now, a month and a half from now that it's all good and you get the green light to go ahead, what can you do in the meantime to maybe get 80 percent of this project done and alleviate the problem?

MR. PAPANICHOLAS: Let's talk through the time line a little bit. We're sitting with September 24th, is that today, we're at

the 24th?

MRS. LOCKERBY: 25th.

MR. PAPANICHOLAS: 25th. When is the road project going to be done? Four to six weeks?

MRS. LOCKERBY: It's been, I think they're hoping for the end of October, but that's subject to weather.

MR. PAPANICHOLAS: Reality is all of those contractors are always two weeks late, so November 15th. So, November 15th, Steve, you need two weeks? Now, we're at December.

MR. CORCORAN: Right, but we've got Thanksgiving.

MR. PAPANICHOLAS: Okay. So, we're at December 1st. Staff is going to want two weeks. Now we're at December 15th. We submit for permit.

MR. MARTIN: Village Board.

MR. PAPANICHOLAS: Okay, we're at Village Board. Now, we're into January-February. So, if you think we can pour concrete as officially in February as we can in November, we can't. It adds cost. Concrete in February is more expensive than concrete in October and November. So, we'll just wait. We'll just have, Chuck will be an unhappy tenant for the next six months and we'll have an unsafe site for the next six months. We'll come back after he does his traffic study and we'll revisit it.

CHAIRMAN WOLFE: Okay.

COMMISSIONER JENSEN: Just one more question, actually of Steve Corcoran. Explain to me what the impact of what the state is doing on Northwest Highway. Clearly what they're doing shouldn't generate a huge additional amount of traffic. It's going to direct it in different ways. What's going to be the net impact of the modifications? Clearly you can't drive from that underpass over on to Gregory, but what are the other things that's going to happen to the traffic flow?

MR. CORCORAN: Well, it's basically going to make something, problems on Northwest Highway even before this development was even considered and solve some of those existing problems. Number one is like you said, it's going to physically prevent the crossover traffic now with the island. Before I was assigned and when we did our counts, we even identified some illegal movements. But more importantly, it's also going to provide the left-turn lane because right now, or I shouldn't say right now, prior to construction, people making a left on Davis block the through-lane on Northwest. And the same thing, people making a left whether it was at Gregory or at Waterman, block the through-lane on Northwest Highway, and that created a hazardous condition and block through-traffic and, you know, just again it's something that you don't like to do, having to try to switch lanes and things like that.

Providing that left-turn lane solves those problems, we are eliminating, or I shouldn't say, the state project is eliminating that left turn from Northwest Highway to Gregory and that traffic gets transferred. And that was what we did in our report is we took all those left turns and put them down at Waterman and increased that left-turn traffic from Northwest Highway to northbound Waterman. But again, it just improves safety by providing a separate left-turn lane.

Also, the other thing, they're adding a right-turn lane and that's was one of the issues that delayed the project was they needed some easements from the Union Pacific Railroad. So, as you're coming down Northwest Highway and you want to make a right on Davis, they're providing a right-turn lane so when traffic slows down they can get out of the through lane. And again, it's less of a capacity but more of a safety issue to allow the traffic to slow down without blocking.

COMMISSIONER LORENZINI: Could you, you mentioned Davis several times, where is Davis at?

MR. CORCORAN: That's the underpass. It's Gregory extended --

COMMISSIONER LORENZINI: Okay. Got you, okay.

MR. CORCORAN: It becomes Davis under the underpass and then, was it Arthur, and then it goes around the curve and it becomes Arthur that parallels the tracks all the way.

COMMISSIONER JENSEN: So, your original study moved all of that traffic to Waterman and had it going north that would have done some of the things up there around Gregory or whatever, so you essentially took into account and showed what you saw the level of traffic would be with people going up Waterman?

MR. CORCORAN: Yes.

COMMISSIONER JENSEN: And it wasn't excessive in terms of congestion in your opinion?

MR. CORCORAN: That is correct. And we also analyzed, you know, Gregory and Waterman because that's an all-way stop. And obviously the traffic that was going down Gregory on the east leg, I'm sorry, west leg now has to come up the south leg and we looked at that, too. And again, the traffic volumes were low enough that even with the switches in the volumes, we're still maintaining good levels of service.

COMMISSIONER JENSEN: In your opinion, is it hard to imagine it would have this huge influx of new traffic that would basically change your opinion about the traffic on Waterman and into the neighborhood?

MR. CORCORAN: No, because number one, it's an established neighborhood. Obviously those homes have been there many,

many years and there is not going to be a major change in land use that would change the traffic pattern. There is no other street nearby that's also getting widened that would switch the traffic pattern also. So, I don't see a big change in traffic just because of this roadway improvement and our project.

COMMISSIONER JENSEN: And your recollection on why the Village asked you not to put that driveway in at the time was, since you had the counts that showed basically it wasn't going to be a huge congestion issue, what was the reason that was given again? Maybe you've already mentioned it.

MR. CORCORAN: I want to say it was a combination of concern, you know, one of the other issues that came up at that time was with the pool, you know, across the street in Mount Prospect, there's, and I forget the name of the pool, but the Park District was, you know, the pedestrians coming down, because they essentially, the preferred route is since the entrance is off Gregory, for them to walk down the sidewalk, cross it to the four-way stop, and then cross down the sidewalk. So, they were also concerned about that.

And my observations in the summer when the pool was open, the amount of pedestrian traffic was quite small. In fact, the only pedestrian that actually crossed the street mid block, that was another discussion was a mid block crossing, people just kind of shortcutting. The only person I actually saw do that was one of the Culver customers. Instead of getting into that parking lot, they parked in front of me on Waterman, where I was sitting and watching traffic, and ran across and into Culver's, grabbed his food and came back to his car and left.

COMMISSIONER JENSEN: Thank you.

COMMISSIONER LORENZINI: Mike, one other question. So, that southernmost exit where people turn left out of there and then turn left again up Waterman, is that move, once all the traffic is all done, traffic improvements is all done, is that move going to be harder or easier or what's it going to look like?

MR. CORCORAN: Sorry, which movement again?

COMMISSIONER LORENZINI: Well, as you come, the southernmost exit of the two parking lots --

MR. CORCORAN: On Northwest Highway?

COMMISSIONER LORENZINI: Yes.

MR. CORCORAN: Yes.

COMMISSIONER LORENZINI: So, people make a left-hand turn out there going southeast, and then make another left-hand turn going up Waterman, is that change going to, is that movement going to be any more difficult or easier once this construction is done?

MR. CORCORAN: Well, it's going to be easier in a sense that, number one, there will be a left-turn lane there; and number two,

there are some peak hour restrictions out there during the construction. So, I don't think they can even make that left from 7:00 to 9:00, 3:00 to 6:00 onto Waterman today. I believe that's with the construction going on and stuff out there.

COMMISSIONER LORENZINI: Okay. All right, thank you.

CHAIRMAN WOLFE: Okay, I'd like to open it up to any members of the audience if they'd like to be heard. If so, please come forward. Yes, sir, state your name and spell your last name and give your address please for the record.

QUESTIONS FROM AUDIENCE

MR. RICH: My name is Corky Rich, last name R-i-c-h. I live at 2121 East Gregory which is directly behind Culver's. I've been to every meeting since Culver's, since this project started. And my main concern was the only place that we have to park, if we can't fit our cars in the garage is in that private driveway or that public access way.

To this day, even with the sign, there must be 20 to 30 cars a day that pull into the driveway. Now, I have two grandkids. Those four duplexes that you see behind represents eight families. My daughter has one of the duplexes, I'm in one, and my neighbor who is behind me, he's got I think three children, my daughter has got two. Cars pull in there, they can't turn around. When we come out of our garage, we can go out the proper way. But cars see the sign, they ignore it, they drive in, and they usually drive in a pretty high rate of speed.

CHAIRMAN WOLFE: What does the sign say?

MR. RICH: The sign says, it's a very lovely sign, it says "No Entrance To Culver's. Private Driveway." And it's a huge sign, the sign is as big as the top of his podium. And I sit there in amazement and you look at the drivers in the car and you say can't you read? You saw the sign. But they come through and then they look around like deer in the headlights and then they try to figure out how to get out. They can't turn around so they back out.

So, my main concern was the driveway and the safety there. The reason I came to this meeting was for fear that Culver's was going to put an entrance off of our driveway. I have no objection to them putting an entrance on Waterman. I can understand what the Village's because I'm not an engineer and I don't do traffic study, but I can now understand what your concerns are with traffic in the neighborhood. And I can see the problem with the driveway that if they move that driveway farther south, it's too close to Northwest Highway.

So, basically, if they're going to put a driveway

in, they would have to keep it as close to the end of that street. There is not a parking concern, people don't park over on Waterman there. There is a swimming pool over there but very seldom do you ever see any cars parked on Waterman.

I think that the driveway would be an asset. I'm not a hundred percent go-go-go. And I can understand with Commissioner Green a traffic study, et cetera. It doesn't take a rocket scientist to sit out there and find out what's taking place. And during this construction, it's put an overload on cars and on tempers because if you came, before when you would cross Arthur, if you're coming eastbound, you could turn on one of several streets to go north. You could turn on Forrest, you could turn on any street from Arthur eastbound.

Now you cannot turn on any street during certain hours, from 3:00 to 6:00 in the evening during rush hour traffic. You've completely eliminated the left-hand turn onto Gregory which is a blessing because most people coming underneath the underpass like to cut straight across, and people making that left-hand turn did not know how to make that left-hand turn because you didn't know if you were supposed to go in front of the car coming westbound or go past that car, so that was a nightmare. So, I think that's a blessing.

For me as a homeowner, it's kind of a curse because I can no longer turn down Gregory, I have to come down, turn left on Waterman, go over to Gregory, go west, turn around in a driveway, that's assuming I want to park in front of my house, or go farther north on Waterman, go up a block and come all the way back around. But I live with that curse. That's not a problem.

The undue toll on the neighborhood with all this construction is all the cars are coming down and they're dying to go down Waterman because the cars come off of Central, they come straight down Arthur. Since the crossing in Arthur is under construction, they all hit the underpass, they hang a right, they come down and they want to turn left on Waterman to disperse to go wherever they go.

When this whole project started, my main concern and I asked the Commissioners at that time, what are you going to do about the traffic at Northwest Highway and Gregory? What are you going to do about the traffic in Northwest and Waterman? I said how about a traffic light? You guys tossed it over to IDOT. You said no, that's up to IDOT, it's out of our hands, we have no control over that. And I can understand that also.

But at this point in time, your traffic study, and I'm glad that they brought it up, that he's added into account the cars that would have normally turned left on Gregory are now added into the count of the cars that will be turning left onto Waterman, that's assuming you're coming eastbound on Northwest Highway. And for a

period of time, you're going to probably see a tremendous flow of cars until the neighborhood stabilizes when they can start making the normal left-hand turns and enjoy the lanes and traffic.

There is foot traffic coming down Waterman. There are people walking, mostly in the summertime with the kids coming from the pool, but there's families that walk over to Culver's and there is an issue of pulling into the driveway. I've seen it when I come home and I'm sure my neighbor has seen it also, where you go to pull into our own driveway to park your car and you're waiting for kids crossing and foot traffic to Culver's.

I support this driveway. Whether or not you wait for a traffic study or not, that's up to you guys. I thank you for letting me talk here. And safety is a concern down that private street. And as far as his loop around, if you've ever been to Portillo's on Wilke, they ran into the situation of cars backing up on Wilke because of the drive-through and they made it an issue that it was a double loop in the parking lot so that cars wouldn't back up. It used to be you could just pull in, but that would leave cars tying up the lane headed to southbound lane on Wilke. And to alleviate that, they put up a set of cones and they had people out there taking orders, but as you'd pull in, you'd have to make a complete loop around the restaurant and then pull into the driving lane. And I'm sure they could do same thing here at Culver's if they needed to. Thank you.

CHAIRMAN WOLFE: Thank you. Anybody else? Yes, sir.

MR. PARK: Yes, I'm his neighbor. My name is Jin Park, P-a-r-k. I'm from 2111, it's the last house.

CHAIRMAN WOLFE: 2111 Gregory?

MR. PARK: Yes. And I do agree that the biggest safety concern was that, you know, they might change it so that, you know, that that back alley was going to be used as an entrance, the same thing with him. My main concern is that if you make a driveway into Waterman, it has to be pretty up closer to the, as farther north as possible because you're going to actually get backed up. Because Culver's is getting busier and busier and their drive-through will not allow, it's going to get backed up onto that road. So, as he suggested, you have to make a loop around.

And I would highly suggest that they put that as farthest north as possible so that, if they put it too south, you're going to hit, you're going to make a traffic jam. You're going to maybe hit cars coming in pretty fast and hitting that driveway. So, the driveway has to come as farthest north as possible and it has to do a loop around to come into the driveway. That is my only suggestion.

CHAIRMAN WOLFE: Thank you. Anybody else? Yes, ma'am.

MRS. BIENIASZ: I didn't plan to talk tonight, I just came to listen. But I got a brainy idea.

CHAIRMAN WOLFE: And we want to hear your idea but we want to hear your name and address and everything first.

MRS. BIENIASZ: My name is Mrs. Joan Bieniasz, and I live in 523 South Donald Avenue.

CHAIRMAN WOLFE: And how do you spell your last name please?

MRS. BIENIASZ: B-i-e-n-i-a-s-z.

CHAIRMAN WOLFE: Okay. And you live on Donald which is where relative to --

MRS. BIENIASZ: It's parallel to Waterman and it's one block east of Waterman.

CHAIRMAN WOLFE: Okay. What's your brilliant idea?

MRS. BIENIASZ: Pardon me?

CHAIRMAN WOLFE: What's your brilliant idea?

MRS. BIENIASZ: Well, certain places I think the CTA at Rosemont or at Cumberland and at other businesses, I think Motorola, they have an arm that comes down, like the train tracks have those arms that come down. And before I go on with that, my question is this. Who uses that driveway that says this is not an entrance to Culver, you know, where the cars are not supposed to go through? Is that for like the trucks that bring in the food?

CHAIRMAN WOLFE: I would ask the Petitioner or the manager.

MR. PAPANICHOLAS: The private residents.

MRS. BIENIASZ: No. No, no, no, no. This is, the one where the people have to, they go in there by mistake and then they have to back out.

MR. PAPANICHOLAS: Resident alley for the residents.

MRS. BIENIASZ: Oh, it is?

MR. PAPANICHOLAS: Yes.

MRS. BIENIASZ: Okay, I thought it had to do with the food trucks.

MR. CORCORAN: That connects them to --

MRS. BIENIASZ: Okay. Well, maybe my brainy idea won't work. Or maybe it will. So, I was thinking like if the people that are entitled to use that driveway have a plastic card like a credit card and there is some sort of an electronic post there and you have to put it in or show it and it catches it, then the gate will go up and you can, only those who are entitled to go in like the residents will go through.

Now, anybody else who cannot understand this sign that says this is not a Culver's entrance, they'll try to go and they can't get through because this arm is down.

CHAIRMAN WOLFE: It's a good idea but I don't think it's going to work.

MRS. BIENIASZ: But it was worth listening to, right?

CHAIRMAN WOLFE: It was definitely worth listening to. It was definitely worth listening to.

MRS. BIENIASZ: I mean I planted a seed.

CHAIRMAN WOLFE: Because the Village would want to tax it and they're going to, you know --

MRS. BIENIASZ: Well, I'm part of the Village.

CHAIRMAN WOLFE: I know.

MRS. BIENIASZ: I'm a resident. So, anyway, maybe --

CHAIRMAN WOLFE: People forgetting their cards and then visitors, neighbors couldn't get in, you know.

MRS. BIENIASZ: Well, they're not supposed to, only the residents.

CHAIRMAN WOLFE: I know, right, but --

MRS. BIENIASZ: So, I planted a seed, and maybe eventually they'll think about that.

CHAIRMAN WOLFE: All right. And we'll call it, we'll name it after your gate, whatever your name --

MRS. BIENIASZ: Oh, no, I'm a private person. I don't wish to have my name in there. Thank you.

CHAIRMAN WOLFE: Thank you.

COMMISSIONER LORENZINI: We could probably do it somewhere else as a revenue generator.

CHAIRMAN WOLFE: Anyway to generate revenue. Anybody else? Okay, why don't we -- yes, Kate?

MRS. LOCKERBY: Chairman Wolfe, I just wanted to point out that there was an e-mail submitted to the Village today that was on a disc regarding the proposed access.

CHAIRMAN WOLFE: Right. We have that. Is that part of the record? Do we need to make it part of the record? We've seen, I've seen it, has everybody seen it? It's an e-mail from a neighbor who is, what did I do with it? I read it and put it away here. Anyway, we have that.

So, it's an e-mail from a resident who was not able to make it tonight, a Sylvia Benisek who is a long-time resident of the area. And she's concerned about the effect of a driveway that would be constructed, the driveway that is proposed to be constructed. She's afraid of what it would do to the traffic in the area. Believes it's a bad and dangerous idea, is concerned about traffic backing up back onto Waterman, and wanted that stated for the record.

Okay. So, back to the members of the Plan Commission for deliberation. Joe, why don't we start with you?

COMMISSIONER LORENZINI: Okay. Kate, why is the Village requesting a traffic study to be redone?

MRS. LOCKERBY: Because the counts that were provided

to us were done within the construction. There were turning limitations, the full --

COMMISSIONER LORENZINI: No, the original study before the traffic started, before the construction started.

MRS. LOCKERBY: The original one that was presented as part of the project in 2010?

COMMISSIONER LORENZINI: Yes.

MRS. LOCKERBY: That was 2010, that was prior to this construction, I mean to this development being open. So, there is now real data instead of conjecture if you will.

COMMISSIONER LORENZINI: Okay. Can I ask Mr. Corcoran, why do you feel that study in 2010 does not need to be redone? And what effect would this construction have and three years later have on the amount of traffic in your opinion?

MR. CORCORAN: There's several reasons. Well, number one, we did traffic counts under normalized conditions with school in session, so those were reflective, you know. Just like I said, this summer all we did was go out to observation so I can confirm what my clients were telling me so I could pass that on to you. And then we did projections, actually when we did the original study, we did it three ways. We did it what happens when this development opens and the project doesn't get built and make sure that it works under that scenario. Because like I said, the project at that point, there was still a delay in that and obviously that's what happened is this opened before the construction started.

And we did reassign traffic, you know, it's pretty simple. You know, sometimes when you do traffic improvements, there are some wiggle room. The state went out and basically eliminated movements, and there's really only one option for them to take an alternative. When we eliminated the left-hand Gregory, maybe some people will make the left before they even get to this area, but I assume they all went to Waterman, you know. So, it's pretty, you know, the traffic reassignments were pretty easy and pretty straightforward.

And we made traffic projections based on typical retail uses because again we knew we had a Culver's but we didn't know what the other tenants in the retail building were. So, we assumed general retail. We do have a swim school that generates maybe, you know, a slightly different characteristic than a normal store. But we also have the pharmacy which generates less traffic than typical retail because of the nature of it. And the Sherman Williams, did I say it right, the paint store is generally a low traffic generator also, especially during rush hour. You know, that's not a hot item on your way home from work to pick up a gallon of paint.

So, I'm very confident that our traffic projections we made then are, you know, within the range of what we're

going to see when we come back out and do our traffic counts as far as the driveway goes. And again, I can make a mistake, whatever, we have a very big cushion in terms of the operating conditions out there that even if I'm wrong in my factor 20 percent, things are still going to work pretty well, with or without this driveway.

COMMISSIONER LORENZINI: So, you're saying that doing another traffic study is really not going to tell us anything more?

MR. CORCORAN: To me it's going to confirm the obvious, yes.

COMMISSIONER LORENZINI: Thank you. That's all I have.

CHAIRMAN WOLFE: Bruce?

COMMISSIONER GREEN: No, I have nothing else.

CHAIRMAN WOLFE: Mary Jo?

COMMISSIONER WARSKOW: No, I don't have anything else.

CHAIRMAN WOLFE: Lynn?

COMMISSIONER JENSEN: Well, I guess I, too, am having trouble seeing how, when this project is finished by the state that we're going to have any kind of a large influx of traffic that will result in congestion at a level that would want us to not put this driveway in. We've heard from a couple of the residents who have told us we've got a problem, whether it's safety or otherwise, it certainly is a nuisance to have people do that. It probably definitely is a safety issue.

I believe in looking at the data as well, but I don't think the data is just necessarily going to tell you something unless you have criteria that says when we exceed this threshold, then we know we don't want to put a driveway in. And from what Mr. Corcoran has said, we're going to be way below any kind of a reasonable threshold that you would put in place to say we don't want that driveway there. So, I guess I'm having a little difficulty seeing why we would want to delay cleaning up a safety problem and a nuisance problem to the residents.

So, I'm more inclined, and I hate to even be obliquely in opposition to one of my fellow Commissioners here, I always defer to him on a lot of issues, but I'm having difficulty seeing what is the advantage of waiting whether it's two months, three months, six months as Mr. Corcoran said to confirm the obvious and then get started sometime in 2014. So, I'm a little more charitable towards accelerating this project than perhaps other people are.

CHAIRMAN WOLFE: Well, after listening to all the testimony tonight and the people in the audience as well who are not opposed to it, I don't know that any traffic study, and Kate, correct me if I'm wrong, and I know you don't want, I'm not asking you to speculate, but whatever the results of that traffic study, I don't think they are going to change or solve the problem of people turning

left into that private alley which seems to be the biggest problem right now.

COMMISSIONER WARSKOW: Can I just interject here? Can I just say here, I'm sorry, I should have asked this before. But if most of the traffic is coming from the north down Waterman and turning into that alley, what's going to stop them from doing that? Because how are they, what is going to be put in place in order for them to know that there is another driveway farther down, that they shouldn't make that turn into that private alleyway?

MR. DEMARAKIS: You know, as we put in the alley in the first place a sign, the Petitioner is open for any potential ideas of we could put an entry sign at Culver's, you know, the little circular sign that says enter there to make it much more obvious. Plus, seeing a much more bigger opening, a two-lane entry, a 24-foot-wide entry is a lot bigger than seeing a small alley. So, we feel that seeing that is more of a visual cue coming in that direction.

COMMISSIONER WARSKOW: That would be my only point is you're going to have to do something to visually cue those people to make that choice to keep going down to see your driveway.

MR. MARTIN: I guess just clarifying, is your concern that because they're coming from the north, that we don't need the driveway? Or because they're coming from the north that they, what's going to get them to turn in?

COMMISSIONER WARSKOW: No. No, one of the problems is them going down the alley. What's going to stop them from continuing to go down the alley because they will encounter the alley first before they encounter the new driveway.

MR. MARTIN: I think some simple signage would help with that. I think just intuitively, it's going to be where everybody thinks it's going to be.

COMMISSIONER WARSKOW: So, that's all I wanted is, you know, consideration made that there is going to have to be something, some visual cue in order to get them to realize that they do need to continue driving farther south.

MR. MARTIN: Yes, I'd be supportive of that.

COMMISSIONER JENSEN: Well, what you said earlier when we did this was people think there ought to be an entrance from that side of the complex. And so, if you gave them one and signed it appropriately and it's fairly close to that alley they're not supposed to go into, what you said to me earlier was there should be enough visual cuing that says, oh, I do want to go to Culver's, I think I'll go in the driveway rather than the alley.

MR. MARTIN: Again, it's a double, the alley is narrow, I mean it's just, but it's access. It looks, visually it gives you this access but the full-size driveway is going to be, that's what you

expect to see. When you see it, your trigger is going to be there.

CHAIRMAN WOLFE: Kate, is there any restriction on them putting a sign like you see at any other McDonald's or any other fast food place entrance? Is that a signage issue?

MRS. LOCKERBY: No, that would be directional signage. And to answer a question, too, about, you know, what would the traffic counts show us, you know, one of the things that they're proposing is a full access here. And you know, it might show us that we need to restrict movements in one way or another.

COMMISSIONER GREEN: Right-in/right-out.

COMMISSIONER JENSEN: But that could all be done after the fact. If you decide with a 24-foot-wide, you want traffic going only one direction and not going both, you could certainly, you know, set that up with, you know, direct the traffic accordingly, can't you?

MRS. LOCKERBY: If a full access has been granted?

COMMISSIONER JENSEN: What I'm saying is if the Village determines that we really don't want traffic going in and out which is what I think the issue you were going to because it was generating congestion or some other problem, you could say that the traffic can only move in one direction even though you've built the capacity for it going in both directions.

COMMISSIONER GREEN: I think Lynn is saying a right-in/right-out.

COMMISSIONER JENSEN: Yes. I mean if you want to make it right-in/right out, the 24-foot doesn't matter. You can still make it right-in and right-out.

MRS. LOCKERBY: Is that a question or a comment?

COMMISSIONER JENSEN: Well, it's just, I'm just trying to reinterpret what you said. You said what if we decide we don't want the full access.

MRS. LOCKERBY: What we want is the data, and then we can evaluate with the data what is the best, if even an access is appropriate onto Waterman, what type of access.

COMMISSIONER JENSEN: What your Petitioner is arguing and I'm somewhat convinced by it is you already have the data. The state's project is not going to generate a huge bunch of new data moving up and down Northwest Highway. It's going to channel it and it's going to stop levels of traffic going into the neighborhoods because of the way the project is designed by the State of Illinois. And so, they've already added in a lot of traffic that would normally have been dispersed through Gregory and through other areas. They've put them already in their model. And I'm having trouble seeing how collecting more data to do what I would agree would essentially confirm the obvious.

But I would probably want to put a condition in

there, which they agreed to, that they'd be willing to restore this to its original condition if they found out that the Village saw congestion levels or other problems that they didn't see and now they want that returned to the way it was without an access there. And if they're going to be willing to agree to that stipulation, I think I would be more inclined to say yes, we should move it to the Village Board with a positive recommendation.

MR. DEMARAKIS: Commissioner, if I may add, you know, the Petitioner even added that if after the drive is in, we could conduct another traffic study to see how it works over the course of four months, five months, six months later, if that's something that appeases the Commission as well.

CHAIRMAN WOLFE: Well, the problem with that, I think it's as little bit of a dangerous precedent in saying it's always easy to ask for forgiveness than permission, you know. And I don't think that's a policy that we want to adopt for other projects in the Village. And the next person that comes along and wants to put something in and they say, well, we'll put it in and then we'll do our study afterwards and if we don't like it we can yank it out. It's, I understand that but I don't think it's a good policy.

COMMISSIONER GREEN: I have another statement for Mr. Corcoran, if you would. The safety has been going on for 16 months. Is this Culver's any more safe or less safe than any other McDonald's as far as if they've had four fender benders in 16 months? In other words, is there anything here that's less safe or more safe than any other fast food restaurant?

MR. MARTIN: Can I answer that? At least for --

COMMISSIONER GREEN: Sure, whoever can answer that.

MR. MARTIN: In relation to other, because I have three other stores, three other locations. One in Rosemont, one in Bolingbrook, one in Mount Prospect. And I don't, I've never had anything safety related in that regard. We've had some small issues in Mount Prospect early on. We put in some signage to address that, some curbing that people didn't see. But we fixed that with some signage. I've never had little fender benders in my parking lot.

COMMISSIONER GREEN: Well, is the big safety issue here the fender benders that you've had? Is that --

MR. MARTIN: It's that choke point, yes. I mean it's that, that keeps, I mean maybe not literally but it truly weighs on me on an ongoing basis. I exit that way all the time when I'm at the store and there's just too many, as the swim school continues to increase, as our business increases, to me it's just a bigger problem waiting to happen. In addition, I do believe that driveway is a significant safety issue, too. I think to me --

COMMISSIONER GREEN: Could you cut the radiuses back

and make it a little bit easier to navigate?

MR. MARTIN: Radiuses back to what?

COMMISSIONER GREEN: I mean on that entrance. If that's, obviously if somebody is turning in to the right and somebody is turning out on the left, that must be where the problem is.

MR. MARTIN: It's wide enough. I mean it's more, if you just look at that area, if you want to give me the --

COMMISSIONER GREEN: Is it just the typical Culver drivers that you have?

MR. MARTIN: And I don't mean to restate what I said before but it's this right here, traffic here, here, here, here, here, and here, all going into one place. With this exit, this escape lane traffic almost disappears because it will come out this way. Most of the traffic that would be coming out this way from our lot would disappear going out the Waterman exit. So, you'll have the swim school using this as their primary entrance and exit, and the drive-through guests will probably, I'd say let's say 50-50 going this way or this way, depending on what direction they have to go.

So, to me, it eliminates 45 to 60 percent of this choke point here, having this release over here. So, I guess in summary, to me, this is a, I appreciate all your feedback and comments and I know you have to make a decision based on what you feel is best for the Village. Ultimately, I think it really comes down to, and I'm not trying to burden anybody, this is just I think in reality what it comes down to is it's, we have, it's either, you know, two months or six to eight months of time where something could happen that may or may not happen. I'm not saying it will but I don't know that it won't.

So, I deal with stuff everyday in our business. I have insurance coverage on all kinds of stuff and stuff happens. And you deal with customers, you're dealing people that come and frequent any business, you're subject to the weakest link because the general person isn't going to do something stupid but it's the weakest link is your problem. And what that means in the next two to six months I can't tell you, but that's really what we're looking at and the risk associated with it.

COMMISSIONER JENSEN: You know, I appreciated your laying out the problem of having six flows of traffic converge in one, what looks like a dangerous spot. But I'd feel a lot better if Mr. Corcoran would tell me a little more quantitatively what kind of relief this driveway is going to do to the six strings of traffic that are kind of collocating here and possibly causing a safety problem.

MR. CORCORAN: Sure. Well, let me answer the first question. You know, most fast food restaurants have a one-way system, not all of them and I know that. You know, Culver's is generally not a

one-way system, but you know, a lot of McDonald's and Burger Kings, you come in one driveway, you go around, whether you're parking and going in or going through the drive-through and come out another driveway. So, in some respects, those are simpler and very easy traffic pattern and it makes it easy for people to get in.

Here, but when you have a McDonald's on a corner of any street or Burger King, there's kind of an expectation there's going to be two access points. And that's where one of our problems is and that's why we're ending up with the problem with the alley is they see a Culver's at a corner, they're coming up maybe from the south and they go, okay, and I'll just turn in first and come in here. Nope, there's not a driveway here, oh, you can come down the alley. And if you're coming from the north, you know, you can't see the end of the alley and it looks like there's an entrance there. But it's gated. And we put that in there for the Fire Department, that's why the driveway here is gated.

And so, people have an expectation, you know, you've got a corner site, you can get on it from either street. So, that's what's causing some of the various confusion.

But basically, what we're doing is reducing the amount of conflict at that location internally to the driveway. You know, all the traffic right now going into Culver's, whether they're parking or going through the drive-through, have to come in and out that point. You know, general good planning for access for sites in general is provide more than one access point. Obviously for the shopping center we have, but for the Culver's part of it, and this is the biggest traffic generator compared to the school, obviously the pharmacy and definitely for the paint store, you know, this is the main entrance going in and out and that's just where it's all congregating.

By providing relief there, we're reducing the amount of conflict and improving the traffic flow.

COMMISSIONER GREEN: I just have one more question for you, Kate. If this swim school which has such a large amount, if we knew about that, or did we know about that in advance?

MRS. LOCKERBY: When this was built?

COMMISSIONER GREEN: Yes.

MRS. LOCKERBY: No.

COMMISSIONER GREEN: If we did, would we require more parking for that use? In other words, being a swim school, does that change the parking count if we knew that going into it?

MRS. LOCKERBY: It's different from retail, but based on the information provided to us --

COMMISSIONER GREEN: More or less than retail? Because I know we probably figured it retail, I think that's what we always do. So, would the count go up if it was a school?

MRS. LOCKERBY: Let me check.

COMMISSIONER GREEN: Maybe Mr. Corcoran knows that. Would the count go up, Mr. Corcoran? Do you know that?

MRS. LOCKERBY: I'm calculating it. Based on the information provided, it looks like it might be equivalent to retail.

COMMISSIONER GREEN: Retail?

MRS. LOCKERBY: Because it's based on capacity.

MR. CORCORAN: And to confirm that, my math may be off by just a little bit, it's roughly 5,600 square feet for the swim school, and based on a capacity of 50, you know, an assembly uses 30 percent so that's like 15 spaces. And at retail, it's 1 to 300, so that's about 15 or 16 spaces.

COMMISSIONER GREEN: Okay. Just curious if it was part of the congestion was caused by just the different use other than retail. That was my question.

MR. CORCORAN: Well, again, you know, there's a vast range of retail. So, if it was a convenient store, probably not. If it's a dress shop, yes, it has more parking and moving over. So, you know, you never know which retail store you're going to get at that point.

COMMISSIONER GREEN: Thank you.

CHAIRMAN WOLFE: So, I think what we'd like to do is, I think we have the question basically answered, but thanks, move this ahead for a, is there a motion one way or another?

COMMISSIONER LORENZINI: I'd like to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC #13-015, an Amendment to Planned Unit Development Ordinance #11-027 to allow an access driveway onto Waterman Avenue.

COMMISSIONER JENSEN: I'll second.

CHAIRMAN WOLFE: Okay. Kate, please take the roll.

MRS. LOCKERBY: So, it was made by Lorenzini, excuse me, and second by Jensen?

COMMISSIONER LORENZINI: Yes.

COMMISSIONER JENSEN: Yes.

MRS. LOCKERBY: Okay. Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MRS. LOCKERBY: Commissioner Green.

COMMISSIONER GREEN: No, with comment.

MRS. LOCKERBY: And Chairman Wolfe.

CHAIRMAN WOLFE: Yes.

MRS. LOCKERBY: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MRS. LOCKERBY: And Commissioner Jensen.

COMMISSIONER JENSEN: Yes, with comment.

COMMISSIONER GREEN: My comment is I'd like to see the traffic study.

CHAIRMAN WOLFE: Lynn, you had a comment?

COMMISSIONER JENSEN: Yes, my comment is that although I don't think you'd want to put it in the motion, that the Village should realize that the Petitioner is willing to make modifications even to restore things to their original condition should the conditions be such that, due to congestion or other problems, this does not look like a good step to have taken.

CHAIRMAN WOLFE: Thank you. Okay, so you've received a favorable recommendation to the Village Board for your petition. And Kate, do you know when that will be heard?

MRS. LOCKERBY: No, but we'll be in touch.

CHAIRMAN WOLFE: Before the snow plows we think. Thank you.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 9:02 p.m.)

Lockerby, Kate

Subject: FW: Village of Arlington Heights Contact Staff - Opposition to culver's Waterman driveway

From: Village of Arlington Heights [<mailto:info@vah.com>]

Sent: Wednesday, September 25, 2013 2:44 PM

To: Perkins, Charles

Subject: Village of Arlington Heights Contact Staff - Opposition to culver's Waterman driveway

This form was submitted from the Village Website. Please review the information that was submitted below and reply to the e-mail address that is listed below.

Name: Sylvia Benisek
[REDACTED]

Concerning: Charles Witherington-Perkins

Address: 416 S. Waterman

City: Arlington Heights

State: IL

Zip: 60004
[REDACTED]

Length of Residency: 26 years

Comment: Mr. Witherington-Perkins,

I am unable to attend the meeting today but would like to go on record as opposing the varience and addition of a driveway for Culver's on Waterman.

I have lived on Waterman for 25 years and in the village for 26 years. I have called and spoken to police and also to Tom Ponse in traffic for the village. Waterman is one of very few main thoroughfares from Northwest Hwy to Euclid. We have issues with speeders and much traffic. There are multiple issues turning left from Waterman onto Northwest Hwy and delays attempting to turn left from Norhtwest Hwy onto Waterman. Traffic can be quite congested at this intersection. I am quite supriised no light went in with this new construction currently happening. If they were to put a driveway on Waterman to Culvers, traffic may very possibly back up onto Norhtwest hwy in both directions and cause potential hazzards and quite possibly accidents. There is enough confusion at the underpass and Northwest Hwy and Gregory with people turning left and crossing where they shouldn't. I believe that this addition of a driveway is a very bad and dangerous idea. There is an entrance in the alley that would be much safer but is closed off currently. This would make much more sense than adding a driveway on Waterman so close to the intersection of Northwest Hwy. Thank you.

Sylvia Benisek

Provided to
PC at 9/25.
ph



11/11/13 11:11 AM [Mindshare Notification] 453 - Arlington Heights, IL

[Mindshare Notification] 453 - Arlington Heights, IL

1 message

Mindshare Technologies, Inc. <reports@mshare.net>

Mon, Sep 23, 2013 at 8:44 PM

An Alert was triggered for this survey:

<https://www.mshare.net/report/app?response=303753552>

Date/Time: 9/23/2013 8:37 PM

SURVEY INFORMATION

Location: 453 - Arlington Heights, IL

Survey Date: 9/23/13

Date of Service: 9/23/13

Survey Mode: Web

IP Address: 50.165.10.240

Device Type: Windows

Offer Code: 453

Redemption Code: 4186

RESULTS: (* = answer that triggered alert)

TRN Number

296149

What time of day did you visit us?

Between 5pm and 8pm

How did you dine with us?

Drive-thru

Was your order complete and accurate on this visit?

Yes

Please rate your Overall Experience on this visit.

3

The appearance of our team members

3

The friendliness of our team members

3

The greeting you received at the counter or drive thru *

2

The quality of the food

3

The speed of service.

3

The appearance of the drive-thru area.

2

We're sorry that the appearance of the drive-thru area did not meet your expectations. Please tell us the one area where the appearance could have most improved.

Drive-thru lane or signage

Based on your most recent experience, how likely are you to return to this Culver's?

2

How likely will you be to recommend this Culver's to a friend or colleague?

2

Comment Type

Opportunity

Service Comment

This location has a horrible entrance to the parking lot. I turned off of Northwest Hwy onto the corner street of this culvers, and turned into what appeared to be the drive thru entrance and was an ally that went along back with a fence dividing the parking lot to this ally. The ONLY entrance into this location is off of Northwest Hwy and with all the traffic you should most DEFINETLY put another entrance on that side street or open the fence to your parking lot!! It was incredibly inconvenient to pull all the way into the dead end drive way before I noticed I couldnt get in.

How often do you visit Culver's?

Once a month

What is your gender?

Prefer not to answer

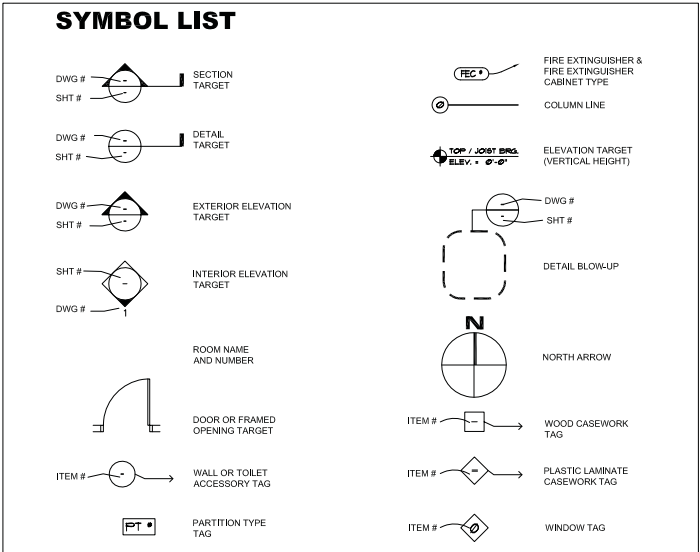
Which of the following categories best describes your age?

25 to 34

NEW WATERMAN ENTRANCE DRIVE

at
2020 E. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS, ILLINOIS 60004

for
2020 E. NORTHWEST HIGHWAY LLC
1001 FEEHANVILLE DRIVE
MOUNT PROSPECT, IL 60056



INDEX OF DRAWINGS		BUILDING CODE DATA	
Sheet	Description	BUILDING CODE REFERENCES:	
G0.1	COVER SHEET	1996 BOCA NATIONAL BUILDING CODE	
A1.1	REFERENCE SITE PLAN	2004 STATE OF ILLINOIS PLUMBING CODE	
A1.2	ENLARGED - PARTIAL SITE PLAN	2003 INTERNATIONAL MECHANICAL CODE	
C1.0	PRELIMINARY SITE DIMENSIONAL & PAVING PLAN	2005 NATIONAL ELECTRIC CODE	
C2.0	PRELIMINARY GRADING & UTILITY PLAN		

ABBREVIATIONS	
ACOUT - ACOUSTICAL	EL - ELEVATION
APP - ABOVE FINISHED FLOOR	ELEC - ELECTRICAL
ALUM - ALUMINUM	ELEV - ELEVATOR
ASSY - ASSEMBLY	EQ - EQUAL
AT - ACOUSTICAL TILE	EWIC - ELECTRIC WATER COOLER
BO - BOARD	EXIST - EXISTING
BLDG - BUILDING	FDN - FOUNDATION
BRG - BEARING	FE - FIRE EXTINGUISHER
BUR - BUILT UP ROOF	FEC - FIRE EXTINGUISHER CABINET
CJ - CONTROL JOINT	FI - FIRE HYDRANT
CLG - CEILING	FIN - FINISH
CLR - CLEAR	FKT - FIXTURE
CMU - CONCRETE MASONRY UNIT	FLR - FLOOR
CONC - CONCRETE	FT - FOOT/FEET
CONT - CONTINUOUS	GALV - GALVANIZED
CPT - CARPET	GYP - GYPSUM
CT - CERAMIC TILE	HGT - HEIGHT
DA - DIAMETER	HM - HOLLOW METAL
DM - DIMENSION	HORIZ - HORIZONTAL
DN - DOWN	HP - HIGH POINT
DOCS - DOCUMENTS	ID - INSIDE DIAMETER
DR - DOOR	INSUL - INSULATION
DTL - DETAIL	LBS - POUND
DWG - DRAWING	LP - LOW POINT
EA - EACH	LOC - LOCATION
EJ - EXPANSION JOINT	
MANUF - MANUFACTURER	
MASRY - MASONRY	
MAX - MAXIMUM	
MECH - MECHANICAL	
MTL - METAL	
MIN - MINIMUM	
MJ - MOVEMENT JOINT	
MO - MASONRY OPENING	
NIC - NOT IN CONTRACT	
NOM - NOMINAL	
NTS - NOT TO SCALE	
OC - ON CENTER	
OD - OUTSIDE DIAMETER	
OPER - OPERABLE	
OPG - OPENING	
OPH - OPPOSITE HAND	
OZ - OUNCE	
PLT - PLATE	
PLAM - PLASTIC LAMINATE	
PLYWD - PLYWOOD	
PREFN - PRE-FINISHED	
R - RISERS	
RAD - RADIUS	
REINF - REINFORCED	
REQD - REQUIRED	
RM - ROOM	
RID - RAISED RUBBER DISC TYPE	
SC - SOLID CORE	
SCHED - SCHEDULE	
SHT - SHEET	
SM - SIMILAR	
SPEC - SPECIFICATION	
SS - STAINLESS STEEL	
STD - STANDARD	
STL - STEEL	
STOR - STORAGE	
STRUCT - STRUCTURE	
SQ - SQUARE	
TEL - TELEPHONE	
TEMP - TEMPERED	
THK - THICK	
TYP - TYPICAL	
UND - UNLESS NOTED OTHERWISE	
VERT - VERTICAL	
VCT - VINYL COMPOSITION TILE	
VF - VERIFY IN THE FIELD	
WI - WITH	
W/O - WITHOUT	
WD - WOOD	
WP - WATERPROOF	

MATERIAL SYMBOLS	
	FACE BRICK
	CONCRETE MASONRY UNIT
	CONCRETE
	WOOD BLOCKING
	PLYWOOD
	FINISH WOOD
	STEEL
	BATT INSULATION
	RIGID INSULATION
	GYPSUM BOARD
	ACOUSTICAL TILE/PLASTER
	ALUMINUM
	ASPHALT PAVING
	EARTH
	GRANULAR FILL
	SAND, MORTAR, OR GROUT

GENERAL NOTES	
A.	SCOPE OF WORK AND GENERAL CONDITIONS
1.	THESE GENERAL NOTES APPLY TO ALL WORK IN THIS PROJECT.
2.	THIS SET OF DOCUMENTS CONSISTS OF ALL SHEETS LISTED IN THE INDEX OF DRAWINGS ON THE TITLE SHEET, THE SPECIFICATIONS AND ALL ADDENDA. WORK SHOWN ON ANY OF THE ARCHITECTURAL, STRUCTURAL, MECHANICAL, PLUMBING, ELECTRICAL AND/OR FIRE PROTECTION DRAWINGS, WHERE APPLICABLE, INVOLVING ANY ONE TRADE SHALL BE PERFORMED BY THAT PARTICULAR TRADE WHETHER SUCH REQUIRED WORK IS SHOWN ON THE DRAWINGS BELONGING TO THAT PARTICULAR CATEGORY OR NOT. FOR CONFLICTS OR INCONSISTENCIES THAT MAY ARISE BETWEEN THE VARIOUS DOCUMENTS THE BIDDER SHALL ASSUME THE MORE STRINGENT OR SEVERE CONDITION.
3.	THE CONTRACTORS ARE RESPONSIBLE FOR VERIFYING THE EXTENT, NATURE AND SCOPE OF WORK DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTORS SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO EXECUTE ALL WORK AS SHOWN ON THESE DRAWINGS EXCEPT WHERE NOTED AS NOT IN CONTRACT (N.I.C.). THEY SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH THAT OF ALL OTHER TRADES. ALL WORK SHALL BE PERFORMED BY SKILLED AND QUALIFIED WORKERS IN ACCORDANCE WITH THE BEST PRACTICES OF EACH TRADE.
4.	THE CONTRACTORS SHALL SUPPLY ALL LABOR, TRANSPORTATION, APPARATUS, SCAFFOLDING, ANY TOOLS NECESSARY FOR THE COMPLETION OF THE WORK. THEY SHALL MAINTAIN AND REMOVE ANY TEMPORARY EQUIPMENT, AND CONSTRUCT IN EXCELLENT AND WORKMANLIKE MANNER THE COMPLETE WORK AND EVERYTHING PROPERLY INCIDENTAL THEREOF AS STATED IN THE CONTRACT DOCUMENTS OR REASONABLY IMPLIED THEREFROM. IT IS NOT THE INTENT OF THE CONTRACT DOCUMENTS TO SET FORTH IN DETAIL EVERY ITEM NECESSARY TO PROVIDE FOR THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTORS MUST BE QUALIFIED FOR THIS WORK AND MUST, WITHOUT DIRECTION, FURNISH AND INSTALL EVERYTHING NECESSARY TO PROVIDE CONSTRUCTION IN A COMPLETE AND ACCEPTABLE ORDER READY FOR USE WITHOUT ANY ADDITIONAL WORK. ALL PARTS MUST BE COORDINATED, COMPLETE, READY TO OPERATE AND DELIVERED TO THE OWNER IN NEW CONDITION.
5.	DUE TO THE NATURE OF RENOVATION WORK, THE BIDDER SHALL CONSIDER CONTINGENCIES IN THE BID. NO ADDITIONAL FUNDS WILL BE PROVIDED FOR EXISTING FIELD CONDITIONS THAT MAY ARISE, IF IT IS DEEMED BY THE ARCHITECT THAT THE CONTRACTORS COULD HAVE ANTICIPATED A PROBLEM FROM A FIELD VISIT. THE CONSTRUCTION DOCUMENTS ARE SCOPE DOCUMENTS AND AS SUCH MAY NOT DETAIL EXISTING CONDITIONS EXACTLY; HOWEVER, THIS DOES NOT RELEASE THE BIDDER FROM CAREFULLY REVIEWING THE EXISTING CONDITIONS THAT AFFECT THE WORK.
6.	THE CONTRACTORS ACKNOWLEDGE AND AGREE THAT THEY HAVE INDIVISIBLE, INDELEGABLE, INTRANSFERABLE, AND CONTRACTUAL OBLIGATION TO THE OWNER TO MAKE THEIR OWN INSPECTIONS ON THEIR OWN WORK AT THE STAGES OF CONSTRUCTION, AND SHALL SUPERVISE AND SUPERINTEND PERFORMANCE OF WORK IN SUCH MANNER AS TO ENABLE THEM TO CONFIRM, CERTIFY AND CORROBORATE AT ALL TIMES THAT ALL WORK HAS BEEN EXECUTED STRICTLY, LITERALLY, RIGIDLY, AND INFLEXIBLY IN ACCORDANCE WITH THEIR METHODS, MATERIALS AND STANDARDS.
7.	THE CONTRACTORS WILL REPAIR AND/OR REPLACE ALL DAMAGED MATERIALS THAT ARE FOUND TO HAVE BEEN MADE DURING THE COURSE OF THE WORK AND CLEANUP PROCEDURE. REPAIR SHALL MEAN THE ITEM(S) ARE RETURNED TO THEIR ORIGINAL STATE, AS A MINIMUM, AS DETERMINED BY THE OWNER AND THE ARCHITECT.
8.	ALL CONTRACTORS SHALL BE LICENSED TO PRACTICE IN THE JURISDICTION OF THE SITE.
B.	CONTRACT DRAWINGS AND SPECIFICATIONS
1.	THE CONTRACTORS ARE REQUIRED TO THOROUGHLY INSPECT THESE DRAWINGS AND SPECIFICATIONS AND SHALL VERIFY ALL DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWINGS AT THE JOB SITE, AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES AND/OR CONFLICTS IN WRITING BEFORE PROCEEDING WITH THE WORK.
2.	EACH TRADE IS REQUIRED TO THOROUGHLY EXAMINE THESE DRAWINGS AND INSPECT THE EXISTING CONDITIONS AT THE JOB SITE TO IDENTIFY POTENTIAL PROBLEMS, CONFLICTS, DISCREPANCIES OR INTERFERENCE WITH OTHER TRADES.
3.	ALL CONTRACTORS SHALL EXAMINE AND BE RESPONSIBLE FOR ALL ARCHITECTURAL, MECHANICAL, PLUMBING, AND ELECTRICAL DRAWINGS AND SPECIFICATIONS WHEN ESTABLISHING THE SCOPE OF WORK FOR THEIR RESPECTIVE TRADES.
4.	NOTES APPEAR ON VARIOUS SHEETS FOR DIFFERENT SYSTEMS AND CONSTRUCTION MATERIALS. ALL SHEETS ARE TO BE REVIEWED AND NOTES ON ANY ONE SHEET ARE TO BE APPLIED TO ALL RELATED DRAWINGS AND DETAILS.
5.	DETAILS NOT SHOWN ARE SIMILAR IN CHARACTER TO THOSE DETAILED, WHERE SPECIFIC DIMENSIONS, DETAILS OR DESIGN INTENT CANNOT BE DETERMINED, CONSULT THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.
6.	DRAWINGS MAY BE DISTORTED AND ARE NOT TO BE SCALED. WRITTEN DIMENSIONS GOVERN; LARGE SCALE DETAILS GOVERN OVER SMALL SCALE DRAWINGS.
7.	ARCHITECTURAL DIMENSIONS AND NOTES SHALL TAKE PRECEDENCE OVER ENGINEERING DIMENSIONS AND NOTES. IF DISCREPANCIES BETWEEN ARCHITECTURAL AND ENGINEERING DRAWINGS ARE DISCOVERED, CONTACT ARCHITECT FOR INTERPRETATION.
C.	EXISTING CONDITIONS
1.	ALL CONTRACTORS SHALL VERIFY AND BE FAMILIAR WITH THE EXISTING CONDITIONS AS AFFECTED BY THE SCOPE OF WORK TO BE PERFORMED, BY SUBMITTING A BID OR EXECUTING THE CONTRACT, THE CONTRACTORS REPRESENT THAT THEY HAVE VISITED THE SITE AND FAMILIARIZED THEMSELVES WITH THE LOCAL CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED.
2.	NO REQUESTS FOR ADDITIONAL FUNDS WILL BE ALLOWED DUE TO IGNORANCE OF EXISTING CONDITIONS OR INTERFERENCE WITH THE WORK OF OTHER TRADES.
3.	THE CONTRACTORS MUST PROMPTLY NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES, OMISSIONS AND/OR CONFLICTS BETWEEN THE EXISTING CONDITIONS AND THE WORK AS DESCRIBED IN THE CONTRACT DOCUMENTS.
4.	THE CONTRACTORS MUST VERIFY ALL EXISTING CONDITIONS AT THE SITE, WHERE REQUIRED, NEW WORK MUST BE ADAPTED TO FIT EXISTING CONDITIONS AT NO ADDITIONAL COST TO THE OWNER.
5.	EXISTING CONDITIONS ARE INDICATED FOR THE CONTRACTORS' CONVENIENCE ONLY. IT IS THE CONTRACTORS' RESPONSIBILITY TO VERIFY EXISTING CONDITIONS AS THEY ARE AFFECTED BY THE WORK. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OR COMPLETENESS OF THE EXISTING CONDITIONS SHOWN. NO ADDITIONAL FUNDS WILL BE AUTHORIZED FOR THE CONTRACTORS' IGNORANCE OF EXISTING CONDITIONS AND THEIR IMPLICATIONS.
D.	DEMOLITION AND REMOVALS
1.	OWNER SHALL HAVE THE OPTION OF SELECTING ANY OR ALL OF THE ITEMS WHICH ARE DESIGNATED TO BE REMOVED BY THE CONTRACTORS AS SALVAGE FOR THE OWNER. CONTRACTORS SHALL REMOVE SUCH ITEMS WITH EXTREME CARE AND RETURN SUCH ITEMS TO THE OWNER.
2.	OWNER SHALL REMOVE AND/OR RELOCATE PORTABLE EQUIPMENT, FURNITURE, ETC. WHICH WILL BE IN CONFLICT WITH NEW CONSTRUCTION.
E.	CUTTING AND PATCHING
1.	THE CONTRACTORS SHALL COORDINATE ALL WORK WITH ADJACENT AND AFFECTED TRADES. THE CONTRACTORS SHALL PERFORM ALL CUTTING, PATCHING AND FITTING AS REQUIRED TO PERFORM ALL OF THE WORK INDICATED OR IMPLIED ON THE DRAWINGS AND ALL OTHER WORK AS MAY BE REQUIRED TO COMPLETE THE JOB. PATCH AND REPAIR FLOORS, WALLS, CEILINGS, ETC. AS REQUIRED TO MATCH ADJACENT SURFACES AND/OR AS INDICATED ON THE DRAWINGS.
F.	MATERIALS, ASSEMBLIES AND INSTALLATION
1.	IT IS THE CONTRACTORS' RESPONSIBILITY TO COORDINATE AND ACCURATELY LOCATE ELECTRICAL, MECHANICAL AND PLUMBING DEVICES WITH CASEWORK AND OTHER CONSTRUCTION TO AVOID CONFLICTS. NO ADDITIONAL FUNDS WILL BE AUTHORIZED BY THE ARCHITECT FOR MISCOORDINATED WORK.
G.	SITE CONDITIONS
1.	ACTIVE PIPES, CONDUITS AND OTHER UTILITIES OF ALL TYPES, WHETHER SHOWN OR NOT, MUST BE PROTECTED BY THE CONTRACTORS AT ALL TIMES DURING THE CONSTRUCTION OF THE WORK. EXTREME CARE SHALL BE EXERCISED AT ALL TIMES NOT TO DAMAGE ANY SUCH PIPES AND CONDUITS. WHERE DAMAGE OCCURS, THE CONTRACTORS SHALL REPAIR SUCH DAMAGE IN A MANNER APPROVED BY THE ARCHITECT, AT NO ADDITIONAL COST TO THE OWNER.
2.	UNLESS SPECIFICALLY OTHERWISE APPROVED BY THE OWNER, ALL MECHANICAL, PLUMBING AND/OR ELECTRICAL LINES MUST BE KEPT ACTIVE DURING AND/OR AFTER CONSTRUCTION, WHERE THEY INTERFERE WITH THE NEW OR REMODELING WORK, THEY MUST BE TEMPORARILY RELOCATED DURING CONSTRUCTION AND PERMANENTLY RELOCATED AFTER CONSTRUCTION, TO LOCATIONS APPROVED BY THE ARCHITECT, AT NO ADDITIONAL COST TO THE OWNER.
3.	THE CONTRACTORS SHALL TAKE ALL NECESSARY PRECAUTIONS TO INSURE THE SAFETY OF THE STRUCTURE AND ITS INHABITANTS.
4.	THROUGHOUT THE PERIOD OF DEMOLITION AND CONSTRUCTION, PROVIDE ALL NECESSARY ACCOMMODATIONS TO KEEP THE TENANT-OCCURRED PORTIONS OF THE BUILDING OPERATIONAL AND SAFE. THESE ACCOMMODATIONS INCLUDE, BUT ARE NOT LIMITED TO MECHANICAL SYSTEMS, ELECTRICAL AND COMMUNICATION WIRING, PLUMBING SYSTEMS, NOISE AND DUST CONTROL, TEMPORARY SIGNAGE, AND LIFE SAFETY MEASURES.
5.	ALL CORRIDORS ARE TO BE KEPT FREE OF REFUSE AND CONSTRUCTION MATERIAL. CONTRACTORS SHALL DISPOSE OF DEMOLISHED MATERIALS OFF SITE AND PROVIDE DUMPSTERS AS REQUIRED.
H.	SITE RESTORATION
1.	WHETHER OR NOT SPECIFICALLY INDICATED, THE CONTRACT DOCUMENTS REQUIRE THAT THE CONTRACTORS SHALL INCLUDE AS A PART OF THEIR BID PROVISIONS FOR PROVIDING SITE RESTORATION FOR ANY PORTION OF THE SITE AFFECTED BY THE WORK. THIS SITE RESTORATION SHALL INCLUDE, BUT SHALL NOT BE LIMITED TO RESTORING EXISTING LANDSCAPING, WALKS AND ROADWAYS TO A CONDITION ACCEPTABLE TO THE ARCHITECT.
J.	UNDERGROUND UTILITIES
1.	UNLESS SPECIFICALLY DOCUMENTED TO DO SO, THE CONTRACTORS SHALL EMPLOY A SERVICE TO LOCATE SUCH UTILITIES AND SHALL CONSULT WITH THE OWNER AS TO POSSIBLE UNDERGROUND UTILITIES. IT SHALL BE THE CONTRACTORS' RESPONSIBILITY TO RESTORE TO RESTORATION SERVICE AND PAY FOR ANY UTILITY FEES IN CONNECTION WITH RESTORATION OF SERVICE IN THE EVENT OF DISRUPTION DUE TO EXCAVATION OR CONSTRUCTION.



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REVISIONS

No.	Date	By

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Issue Date:
Aug. 5, 2013

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GDD

Sheet Title
COVER
SHEET

Sheet Number

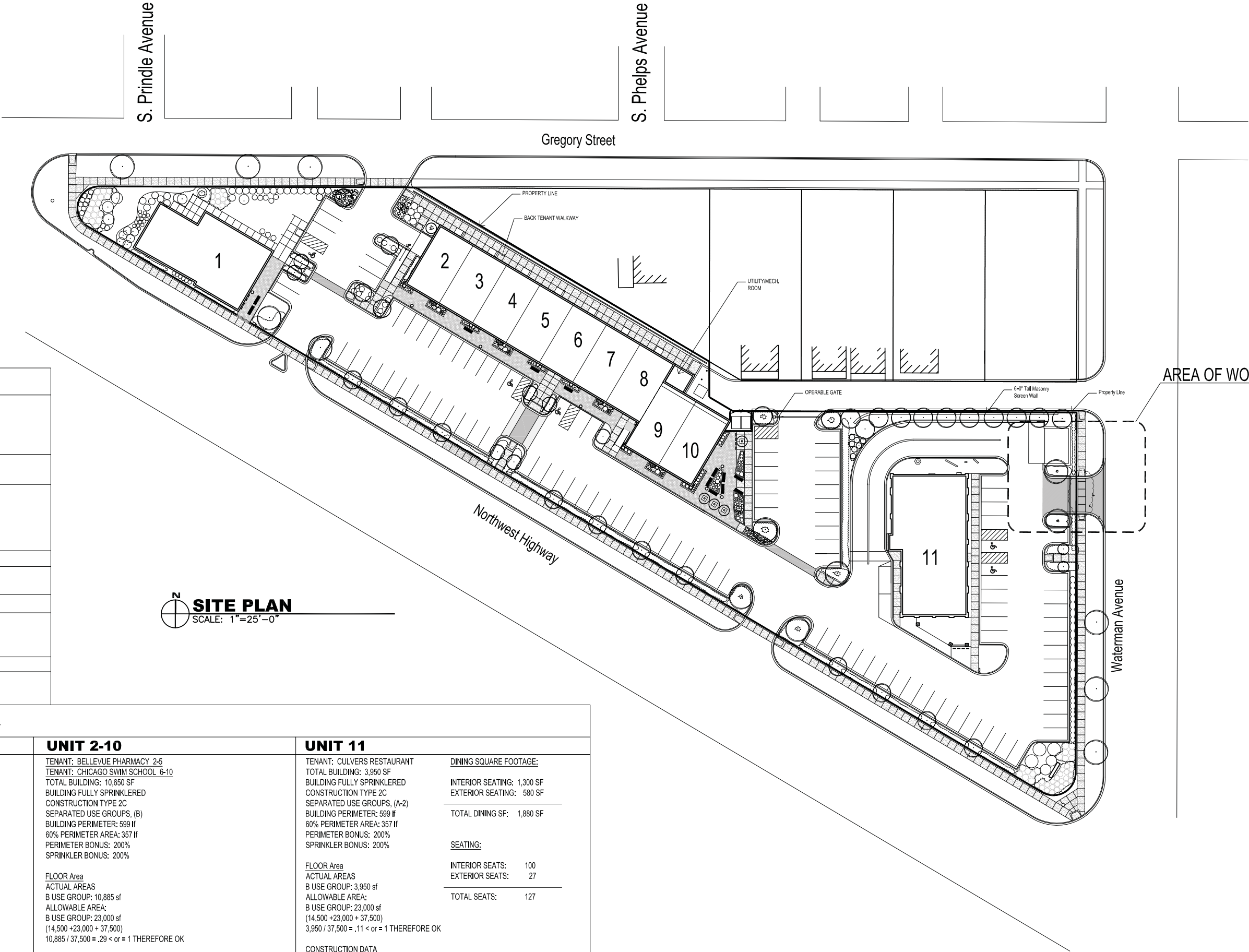
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BUILDING DATA	
Unit 1:	3,340 sf
Units 2-8:	1,150 sf ea.
Units 9,10:	1,300 sf ea.
Unit 11:	3,950 sf
Total SF:	17,500 sf
Site Data	
Unit 1= $\frac{1670}{300}$:	6 spaces
Units 2-5= $\frac{4500}{300}$:	15 spaces
Units 6-11= 5500:	32 spaces
Unit 11= $\frac{1880}{40}$:	42 spaces
Required Parking	95 spaces
Proposed Parking	113 spaces
Setback	
Northwest Highway:	0'-0"
Waterman Avenue:	0'-0"
Alley:	20'-0"
Gregory Avenue:	20'-0"
Floor/Area Ratio:	
17,940 sf/ 94,065 sf= .19 or 19% Arlington Heights Zoning Code= <30% 19%<30% therefore OK	

BUILDING CODE DATA			
UNIT 1		UNIT 2-10	
TENANT: SHERWIN WILLIAMS TOTAL BUILDING: 3,340 SF BUILDING FULLY SPRINKLERED CONSTRUCTION TYPE 2C SEPARATED USE GROUPS, (B) BUILDING PERIMETER: 250 If 60% PERIMETER AREA: 150 If PERIMETER BONUS: 200% SPRINKLER BONUS: 200%		TENANT: BELLEVUE PHARMACY 2-5 TENANT: CHICAGO SWIM SCHOOL 6-10 TOTAL BUILDING: 10,650 SF BUILDING FULLY SPRINKLERED CONSTRUCTION TYPE 2C SEPARATED USE GROUPS, (B) BUILDING PERIMETER: 599 If 60% PERIMETER AREA: 357 If PERIMETER BONUS: 200% SPRINKLER BONUS: 200%	
FLOOR Area ACTUAL AREAS B USE GROUP: 3,340 sf ALLOWABLE AREA: B USE GROUP: 23,000 sf (14,500 +23,000 + 37,500) 3,340 / 37,500 = .08 < or = 1 THEREFORE OK		FLOOR Area ACTUAL AREAS B USE GROUP: 10,885 sf ALLOWABLE AREA: B USE GROUP: 23,000 sf (14,500 +23,000 + 37,500) 10,885 / 37,500 = .29 < or = 1 THEREFORE OK	
CONSTRUCTION DATA FLOOR CONSTRUCTION: 1 ½ HR. UL NO. 6705 EXTERIOR WALL CONSTRUCTION: 2 HR. UL. NO. J906/U905		CONSTRUCTION DATA FLOOR CONSTRUCTION: 1 ½ HR. UL NO. 6705 EXTERIOR WALL CONSTRUCTION: 2 HR. UL. NO. J906/U905	
UNIT 11		UNIT 11	
TENANT: CULVERS RESTAURANT TOTAL BUILDING: 3,950 SF BUILDING FULLY SPRINKLERED CONSTRUCTION TYPE 2C SEPARATED USE GROUPS, (A-2) BUILDING PERIMETER: 599 If 60% PERIMETER AREA: 357 If PERIMETER BONUS: 200% SPRINKLER BONUS: 200%		TENANT: CULVERS RESTAURANT TOTAL BUILDING: 3,950 SF BUILDING FULLY SPRINKLERED CONSTRUCTION TYPE 2C SEPARATED USE GROUPS, (A-2) BUILDING PERIMETER: 599 If 60% PERIMETER AREA: 357 If PERIMETER BONUS: 200% SPRINKLER BONUS: 200%	
FLOOR Area ACTUAL AREAS B USE GROUP: 3,950 sf ALLOWABLE AREA: B USE GROUP: 23,000 sf (14,500 +23,000 + 37,500) 3,950 / 37,500 = .11 < or = 1 THEREFORE OK		FLOOR Area ACTUAL AREAS B USE GROUP: 3,950 sf ALLOWABLE AREA: B USE GROUP: 23,000 sf (14,500 +23,000 + 37,500) 3,950 / 37,500 = .11 < or = 1 THEREFORE OK	
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REVISIONS		
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1	9-13-13	GDD

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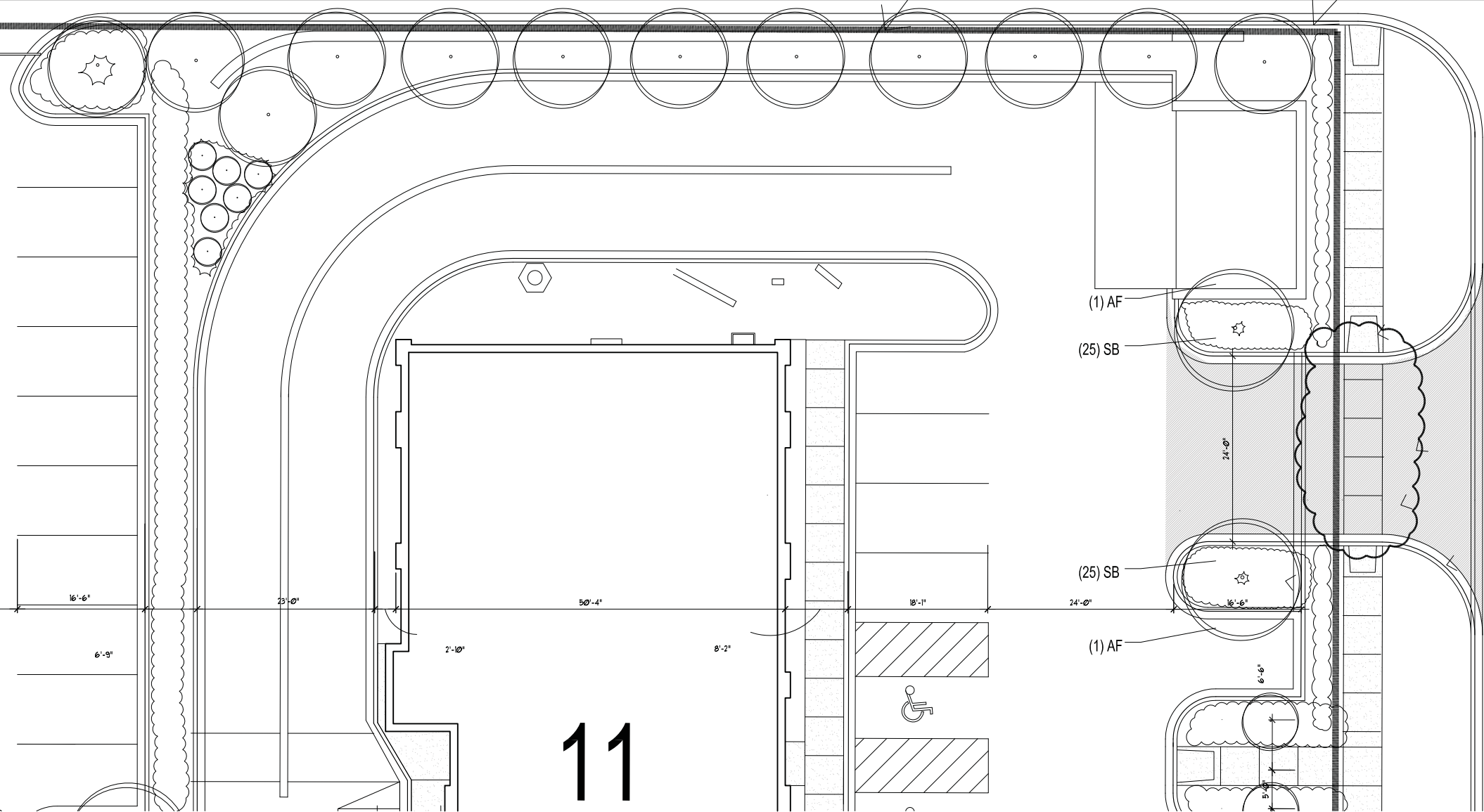
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Sheet Number

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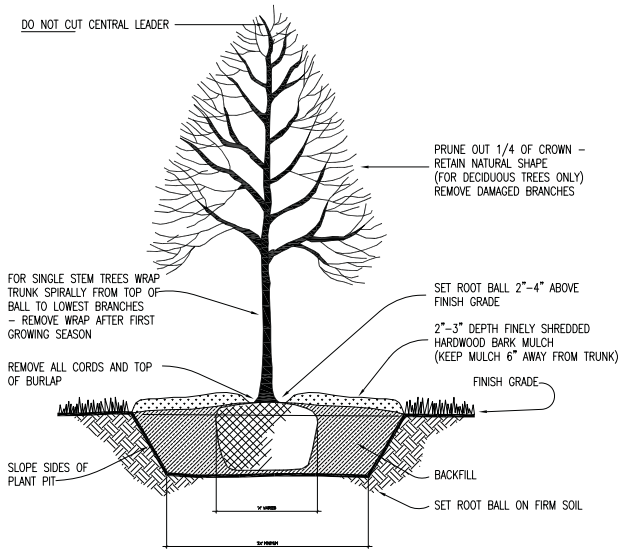
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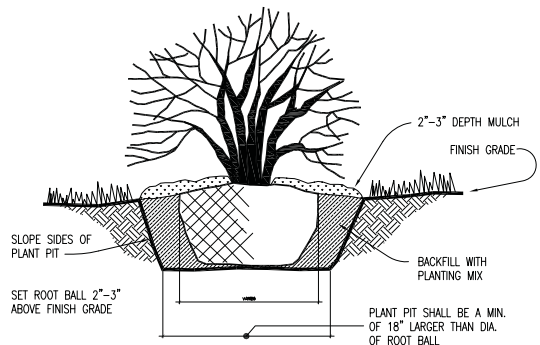


1 ENLARGED- PARTIAL SITE PLAN
1/8"=1'-0"

LANDSCAPING- GENERAL NOTES			
1. ALL LAWN AREAS SHALL BE SODDED.			
2. ALL INDIVIDUAL TREES AND SHRUB BEDS SHALL BE MULCHED WITH 3" DEPTH FINELY SHREDDED HARDWOOD BARK.			
PLANTING TYPES			QTY
KEY	Shade Trees		
AF	Acer freemanii 'Autumn Blaze' (Autumn Blaze Maple)	4" BB	2
	Small Deciduous Shrubs		
SB	Spirea bumalda 'Goldflame' (Goldflame Spirea)	36" BB	50



2 DECIDUOUS TREE PLANT DETAIL
N.T.S.



3 SHRUB PLANTING DETAIL
N.T.S.



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ENLARGED SITE PLAN

Sheet Number



PAVEMENT MARKING LEGEND	
(A)	24" WHITE STOP BAR

PAVEMENT LEGEND

- STANDARD DUTY PAVEMENT
 1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50
 1 1/2" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-12.5, N50
 AGGREGATE BASE COURSE, TYPE B

- CONCRETE PAVEMENT
CONCRETE PAVEMENT
COMPACTED AGGREGATE BASE, TYPE B

- CONCRETE SIDEWALK
CONCRETE PAVEMENT
COMPACTED AGGREGATE BASE, TYPE B

- 01-01-13
- SITE DIMENSIONAL AND PAVING NOTES:

1. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
2. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
3. ALL CURB RADII SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
4. ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM GROSS SLOPE OF 2.00% OR LESS.
5. ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
6. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
7. DEPRESS CURB & GUTTER AT ALL SIDEWALK AND PATH LOCATIONS FOR HANDICAP ACCESS AS PER FEDERAL AND STATE STANDARDS.
8. THE CONTRACTOR SHALL CONTACT J.W.I.E. (71-800-822-0123) PRIOR TO ANY WORK TO CITY UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS.
9. ALL ROADWAY AND PARKING LOT IMPROVEMENTS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, EIGHTH EDITION OF TRANSPORTATION, STATE OF ILLINOIS, LATEST EDITION.

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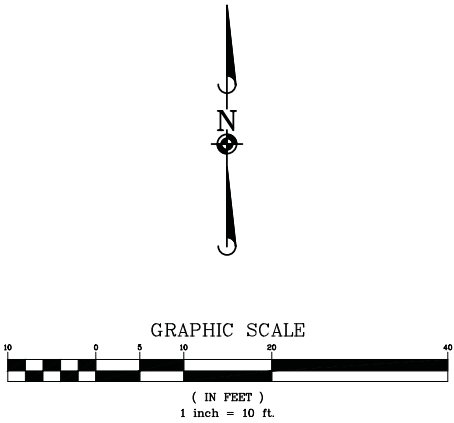
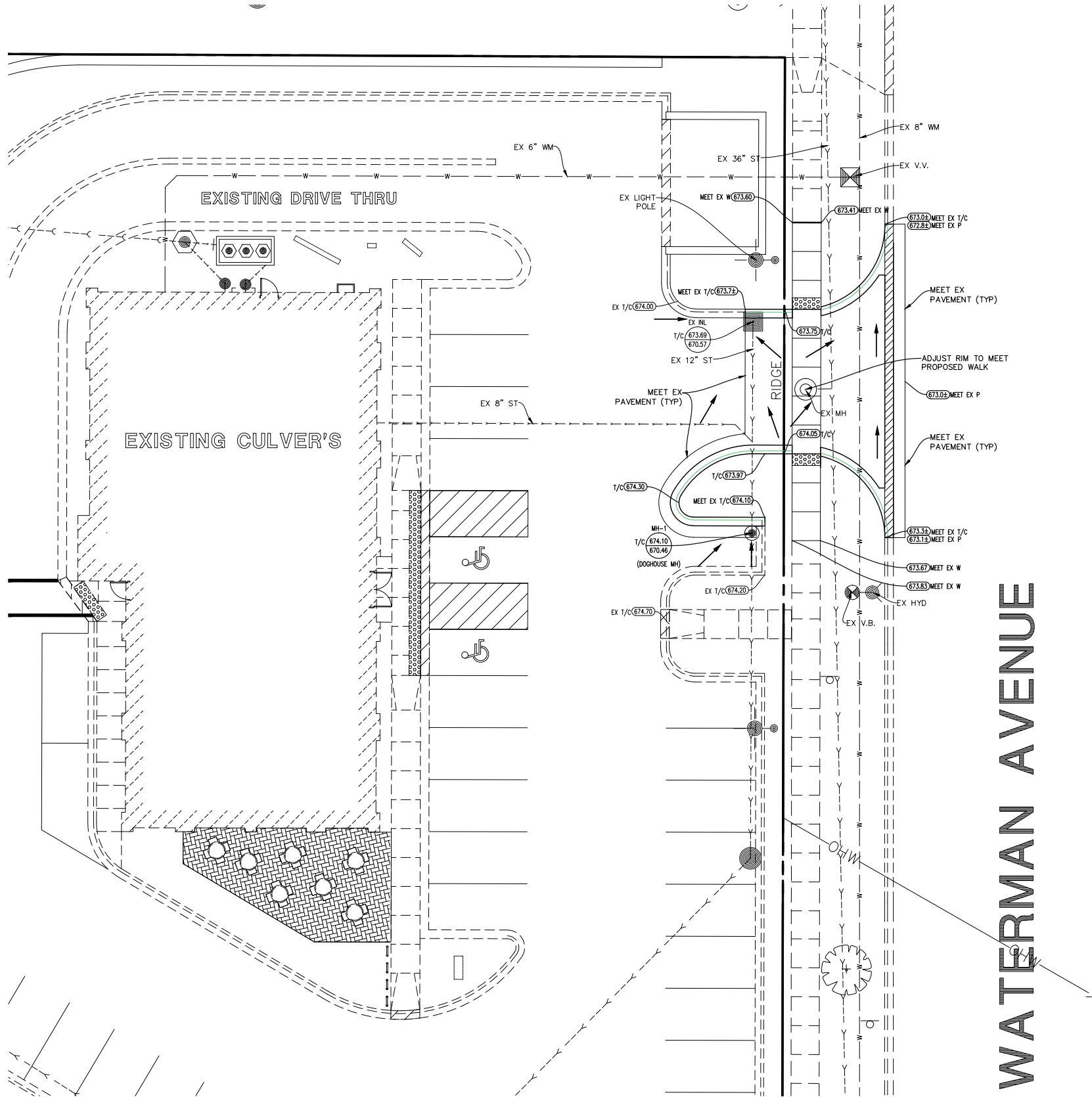
Sheet Title
PRELIMINARY SITE
DIMENSIONAL AND PAVING
PLAN

Sheet Number

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- GRADING NOTES:**
- PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
 - ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
 - MEET EXISTING GRADE AT PROPERTY LIMITS UNLESS NOTED OTHERWISE.
 - CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS FOR CONSTRUCTION SCHEDULING AND EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO BEGINNING GRADING OPERATIONS.
 - THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
 - THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
 - IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
 - ALL UNSURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.

- UTILITY NOTES:**
- BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 - CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER OR WATER MAIN LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
 - THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
 - AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
 - ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
 - SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
 - ALL STORM MANHOLES IN PAVEMENT SHALL BE OPEN LID UNLESS OTHERWISE NOTED.
 - ALL UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.



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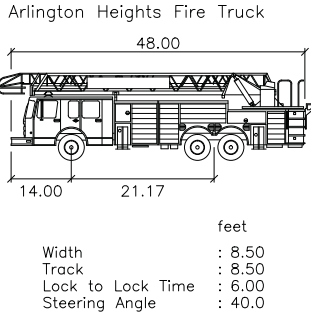
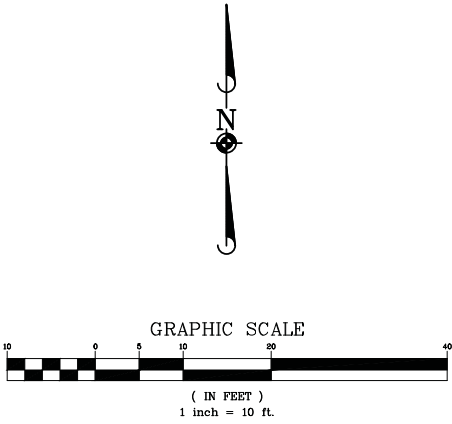
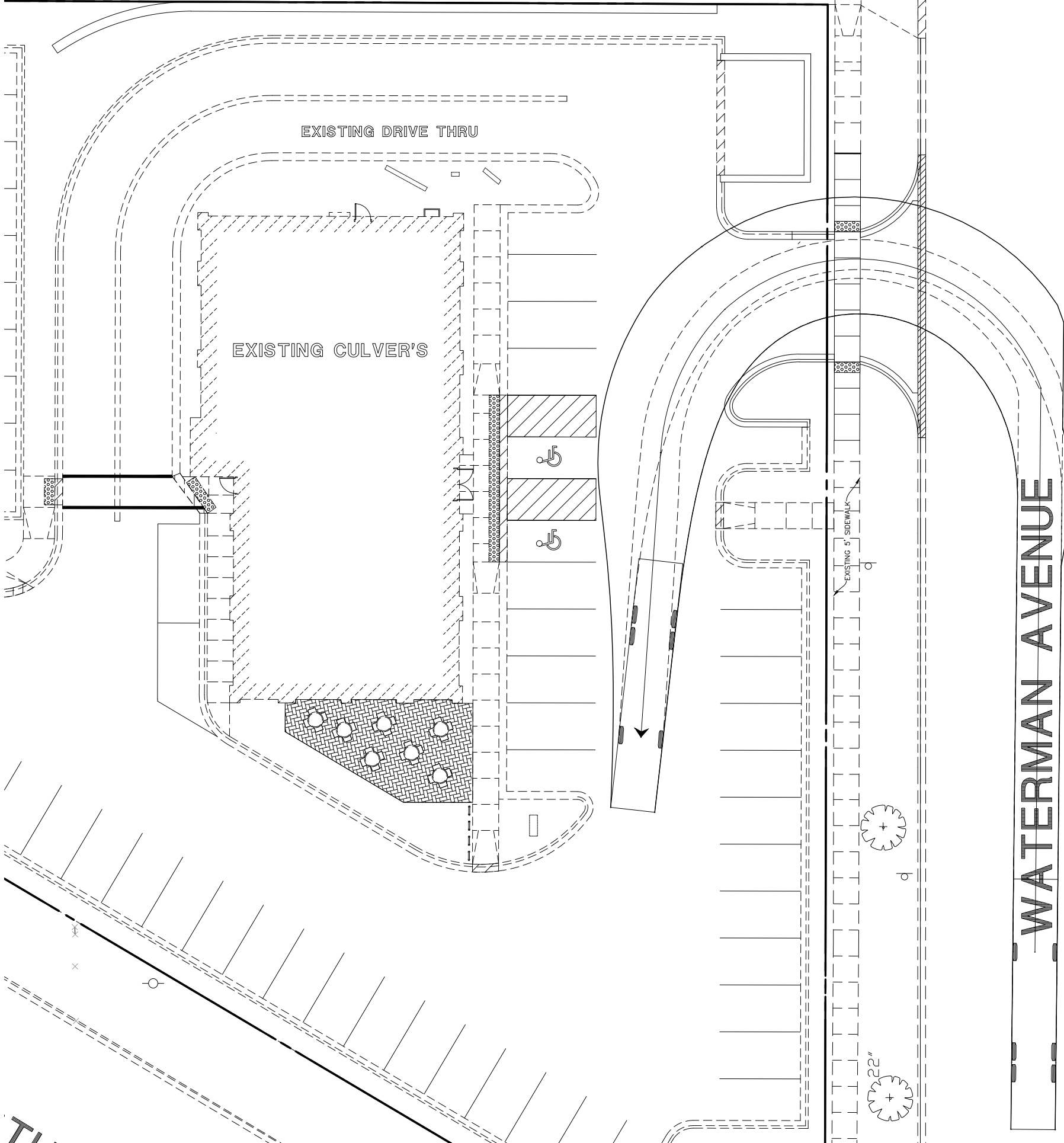
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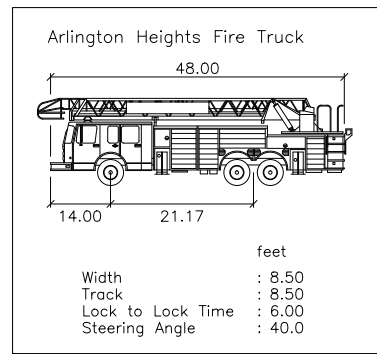
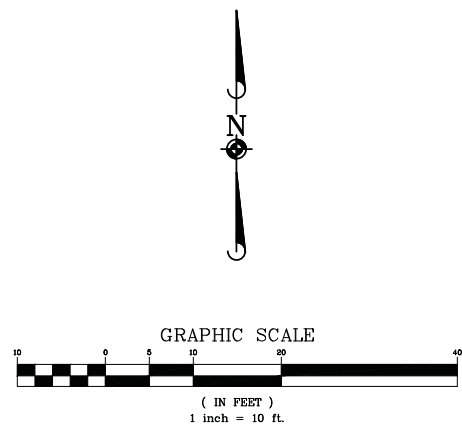
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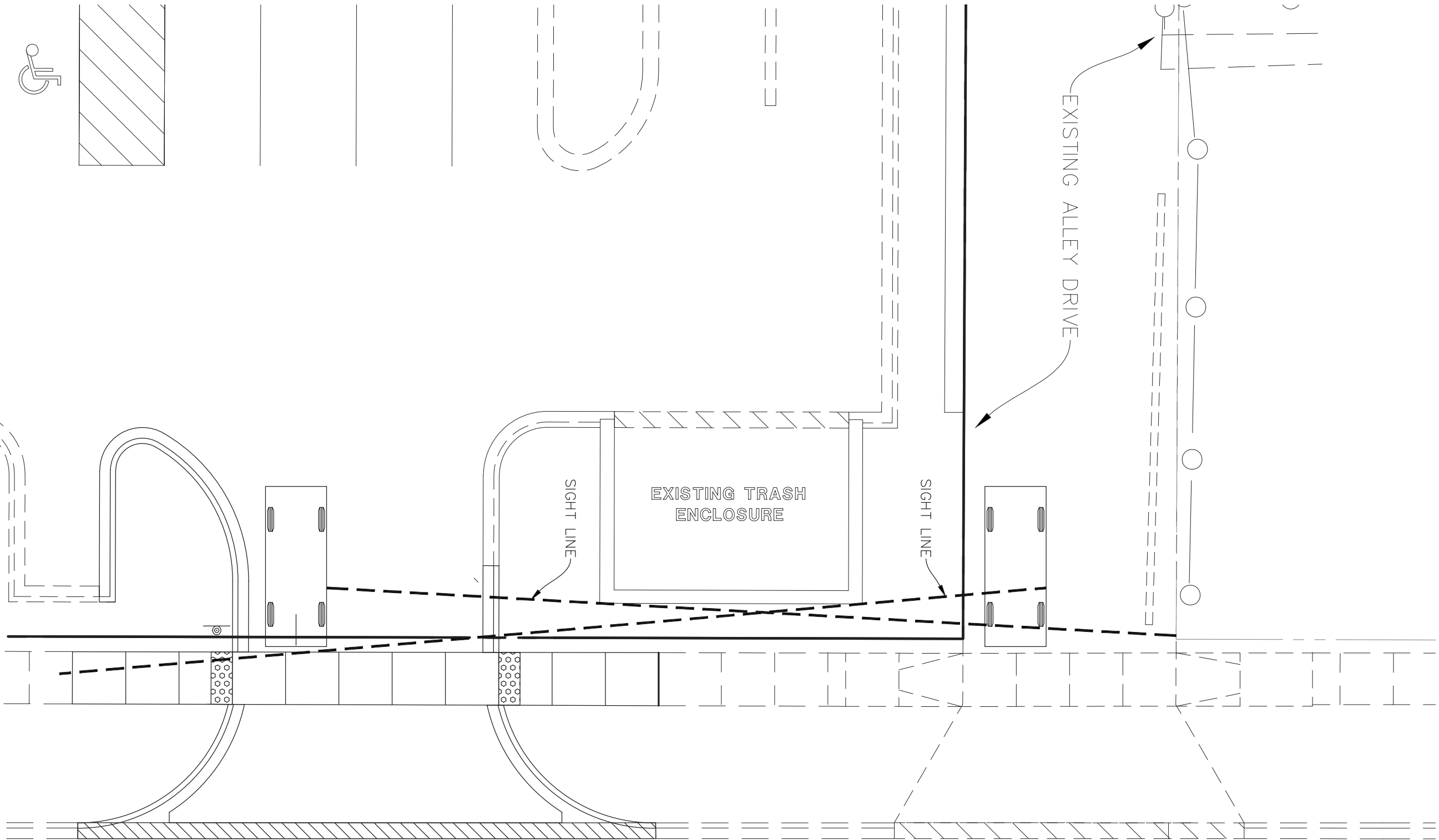
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No.	Date	By
1	09-11-13	MSK
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Issue Date: Aug. 5, 2013		
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Sheet Title PRELIMINARY GRADING AND UTILITY PLAN		
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DRAWN BY:MSK

RELEASE DATE:09-11-13

SCALE:1"=10'

CODE:AAIAH

PROJECT:090907

NEW WATERMAN ENTRANCE DRIVE

VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS

SIGHT LINE EXHIBIT

MEMORANDUM



To: Matthew Schumacher, P.E.
Manhard Consulting, LTD.

From: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

Date: July 24, 2013
Revised September 12, 2013

Re: Waterman Driveway Analysis
2020 East Northwest Highway
Arlington Heights, Illinois

This memorandum summarizes an updated traffic study conducted for the commercial development at 2020 Northwest Highway in Arlington Heights, Illinois. The site has been developed with three buildings containing a Culver's fast-food restaurant with a drive-thru, and general retail. Access currently consists of four driveways: one on a public alley (emergency access only), one on Gregory Street, and two on Northwest Highway.

Since the opening of the Culver's restaurant, site related traffic has been regularly observed trying to access the site from Waterman Avenue via the alley, only to be stopped by the emergency access gate and forced to back up or turn around. Culver's has placed a sign on their property warning that no access is available from the alley. However even, with this sign, site traffic is still observed trying to use the alley. Culver's management has also observed traffic going thru their east parking lot trying to exit onto Waterman Avenue. Since traffic cannot exit there, they end up going thru the drive-thru by-pass lane.

The purpose of this study is to analyze a proposed access drive into the site on Waterman Avenue.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

Northwest Highway (US 14) is a southeast to northwest principal arterial roadway with a posted speed limit of 40 miles per hour (mph) adjacent to the site. It has two travel lanes in each direction without a left-turn median. An on-street parking lane is provided on the north side of the road. It is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Gregory Street is an east-west two lane collector extending east from Northwest Highway. At its stop controlled intersection with Northwest Highway, traffic movements are limited to right-turns only. Near the site, Gregory Street is under the jurisdiction of the Village of Arlington Heights and has a 25 mph speed posted limit. On-street parking is restricted to the north side of the street and is prohibited on the south side of the street from 8:00 AM to 4:00 PM on the weekdays. There is an all-way stop controlled intersection at Waterman Avenue.

Waterman Avenue is a north-south residential collector roadway with a 25 mph posted speed limit. It provides one lane of travel in each direction, with on-street parking on the east side of the street, and is under stop control at Northwest Highway. The west half of the road is under the jurisdiction of the Village of Arlington Heights and east half is controlled by the Village of Mt. Prospect.

Davis Street is a two-lane industrial collector road serving the commercial developments south of the railroad tracks. It connects to Northwest Highway via an underpass (height restriction 10 ft 6 in) under stop sign control. It has a 15 mph curve speed limit approaching the intersection and a 30 mph speed limit further west. Davis Street is under the jurisdiction of the Village of Arlington Heights.

Phelps Avenue is a north-south residential roadway (posted 25 mph) that extends north of Gregory Street. It provides one lane of travel in each direction with on-street parking on the west side of the roadway. Near Gregory Street, on-street parking has a 2-hour limit on the west side. It is under stop sign control at Gregory Street. It is under the jurisdiction of the Village of Arlington Heights.

Prindle Avenue is a north-south residential roadway (posted 25 mph) that extends north of Gregory Street. It provides one lane of travel in each direction with on-street parking on the west side of the roadway. It is under stop sign control at Gregory Street. It is under the jurisdiction of the Village of Arlington Heights.

A **Public Alley** is located along a portion of the site serving five duplexes. It is 20 feet wide and ends west of Waterman Avenue. It is under the jurisdiction of the Village of Arlington Heights.

Northwest Highway Median Project

The Village of Arlington Heights is constructing a painted median on Northwest Highway between Gregory Street and Waterman Avenue to provide separate left-turn lanes at Davis Street and Waterman Avenue so through traffic will not be stopped by left-turning vehicles. This improvement will also include pork chop islands on Gregory Street and Davis Street to physically prohibit the left-turn and crossing restrictions that are occasionally ignored. On-street parking along Northwest Highway between Waterman Avenue and Gregory Street will be eliminated.

Field Observations

EEA conducted field observations during the evening dinner and Saturday lunch periods at the Culver's restaurant (Friday July 19th and Saturday July 20th, 2013). These observations confirmed management's observations of traffic attempting to use the alley to access the site. The volumes ranged from two to three vehicles an hour. Most vehicles pulled partially into the alley, stopped when they saw the sign, and then backed out onto Waterman Avenue. One Culver's customer parked on the east side of Waterman, where it is permitted, exited his car, walked across Waterman Avenue to the restaurant, and then returned.

One to two cars an hour were observed using the drive-thru bypass lane after trying to exit to Waterman from the Culver's lot.

Culver's drive-thru lane's queuing did not back up into their parking lot area during the dinner and lunch observations.

SITE TRAFFIC CHARACTERISTICS

Trip Generation

The traffic volumes projected for the site from the original report are shown in **Table 1**.

Table 1
2020 Northwest Highway Trip Generation

Land Use	Size	Morning Peak			Evening Peak			Saturday Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Retail	13,550 sq. ft.	10	10	20	25	25	50	35	35	70
Fast Food	3,950 sq. ft.	-	-	-	65	65	130	115	115	230
Subtotal	17,500 sq. ft.	10	10	20	90	90	180	150	150	300
	Pass-By	-	-	-	-20	-20	-40	-35	-35	-70
Total New Trips		10	10	20	70	70	140	115	115	230

Trip Distribution

The trip distribution for the retail and restaurant uses is based on a combination of the existing traffic volumes going by the site, the distribution of residents in the area, and the road network. The trip distribution for the site (from the original report) is shown on **Table 2**.

Table 2
Directional Distribution

Direction	Percentage
Southeast on Northwest Highway	30%
Northwest on Northwest Highway	40%
East on Gregory Street	15%
North on Waterman Avenue	10%
West on Davis Street	5%
Total	100%

Site Traffic Assignment

The site traffic volumes were reassigned with a new driveway on Waterman Avenue.

Traffic approaching the development from the neighborhoods to the north and east currently uses the driveway on Gregory Street to enter the retail center so they would not have to turn onto Northwest Highway. With the addition of a driveway on Waterman Avenue, this neighborhood traffic can directly enter the eastern end of the site (Culvers) without going to the west side of the site and back tracking in front of the other tenant's stores. It also reduces the amount of site traffic on Gregory Street which has residential driveways. Waterman Avenue, south of Gregory Street, has only one residential driveway.

Traffic using the eastern site driveway on Northwest Highway will have the option to use the new Waterman access drive. Traffic to and from the southeast on Northwest Highway will be able to use this route and turn before they reach the center.

Figure 1 displays the revised trip assignment for the projected site traffic volumes.

Total Traffic Volumes

The total traffic volumes were completed for the Year 2015 with the full occupancy of the development, the addition of the new driveway, completion of the Northwest Highway median improvements, and general growth in background traffic. **Figure 2** shows the Total Traffic volumes, which are the sum of the existing traffic volumes with background growth and the site traffic volumes. A one percent per year traffic growth in background traffic volumes was included for five years along Northwest Highway.

ANALYSIS

Table 3 shows the level of service results for the study intersections with the occupancy of the development plan, the new driveway, and the median project. Overall, the study area intersections and the site access drives will continue work well.

Northwest Highway at Waterman Avenue

With the increase in traffic on Waterman Avenue due to the median improvements, the southbound left-turn movement will operate at LOS E or F during the peak-hours but will have short queues (1-2 vehicles) due the low volume of left-turns.

Northwest Highway at Gregory Street/Davis Street

The new driveway did not alter the traffic volumes at this intersection so there was no impact.

Northwest Highway at Eastern Full Access Driveway

The diversion of site traffic from this drive to Waterman Avenue resulted in an improvement in the level of service to exiting left-turns from LOS E to LOS D.

Northwest Highway and Western Right-in/Out Driveway

A slight reduction in inbound right-turns had minimal impact on operation.

Gregory Street and Waterman Avenue

With the proposed Waterman driveway, this intersection will see no change in its overall traffic volumes. Some of the turning movements will change as drivers reroute to the Waterman drive from the Gregory. Gregory Street, west of Waterman will see a drop in site related traffic. However, the operation of the intersection will still remain excellent. No improvements are proposed.

Table 3
2015 Intersection Level of Service
With Site Development and Median Project

Intersection	Morning Peak Hour	Evening Peak Hour	Saturday Peak Hour
Northwest Highway At Gregory Street And Davis Street (Stop Sign)	NWb Left – LOS B – 12.5 Wb Right – LOS A – 9.6 Eb Right – LOS B – 14.7	NWb Left – LOS A – 10.0 Wb Right – LOS B – 11.2 Eb Right – LOS B – 12.4	NWb Left – LOS A – 8.9 Wb Right – LOS A – 9.9 Eb Right – LOS B – 10.4
Northwest Highway At East Full Access (Stop Sign)	Sb Lt/Rt – LOS C – 19.6 SEb Left – LOS A – 8.9	Sb Lt/Rt – LOS D – 32.4 SEb Left – LOS B – 10.5	Sb Lt/Rt – LOS D – 26.6 SEb Left – LOS A – 9.6
Northwest Highway At West RIRO Access (Stop Sign)	Sb Right – LOS B -10.2	Sb Right – LOS B – 11.6	Sb Right – LOS B – 10.0
Northwest Highway At Waterman Avenue (Stop Sign)	Sb Left – LOS F - 76.9 Sb Right – LOS B -11.1 SEb Left – LOS B-10.0	Sb Left – LOS F - 190 Sb Right – LOS B – 12.8 SEb Left – LOS B- 13.0	Sb Left – LOS E – 37.5 Sb Right – LOS B – 10.9 SEb Left – LOS A- 9.8
Site Entrance At Gregory Street (Stop Sign)	Nb Appr. – LOS A – 8.5 Wb Left – LOS A – 7.2	Nb Appr. – LOS A – 8.7 Wb Left – LOS A – 7.2	Nb Appr. – LOS A – 8.9 Wb Left – LOS A – 7.3
Waterman Avenue At Gregory Street (All Way Stop)	Sb Appr. – LOS A - 8.8 Wb Appr. – LOS A – 9.4 Nb Appr. – LOS A – 9.9 Eb Appr. – LOS A – 8.5	Sb Appr. – LOS A – 8.1 Wb Appr. – LOS A – 8.6 Nb Appr. – LOS A – 9.1 Eb Appr. – LOS A – 8.0	Sb Appr. – LOS A – 7.7 Wb Appr. – LOS A – 8.2 Nb Appr. – LOS A – 7.8 Eb Appr. – LOS A – 7.7
New Site Entrance At Waterman Avenue (Stop Sign)	Nb Left. – LOS A – 7.7 Wb Appr. – LOS B – 11.2	Nb Left.– LOS – 7.6 Wb Appr.– LOS B– 10.6	Nb Left – LOS – 7.5 Wb Appr.– LOS B– 10.1

Site Access and the Public Alley

Emergency access to the site will continue to be from the Public Alley with one lane in each direction with a gate.

Gregory Street and Site Access

The diversion of site traffic from this drive to Waterman Avenue resulted in an improvement in its operation.

New Driveway on Waterman Avenue

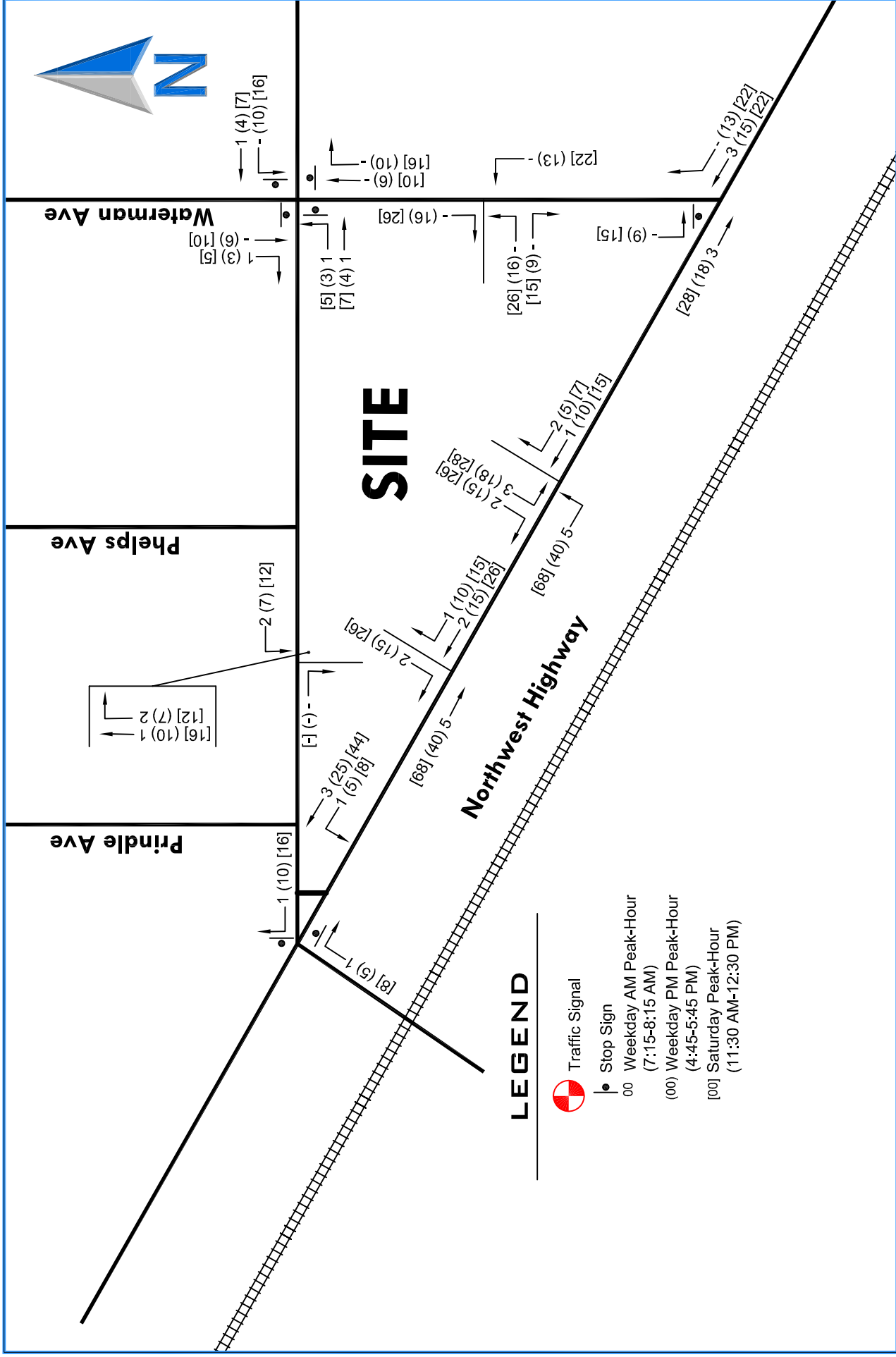
The new driveway will be located approximately 280 feet north of Northwest Highway and will not be impacted by queuing traffic at the stop sign. The projected level of service is good. Culver's will lose a net four parking spaces but still exceed the 88 required parking spaces (108 provided). As noted under the field observation, queuing from the Culver's drive-thru will not back up and block the new driveway.

SUMMARY

This report analyzed the traffic impacts related to a new commercial driveway to the Culver's restaurant from Waterman Avenue to address existing driver behavior and their expectation of access on Waterman Avenue. Redistribution of traffic with the new driveway will reduce traffic volumes along the Gregory Street residential area with a corresponding increase on Waterman Avenue. No intersections improvements will be required.

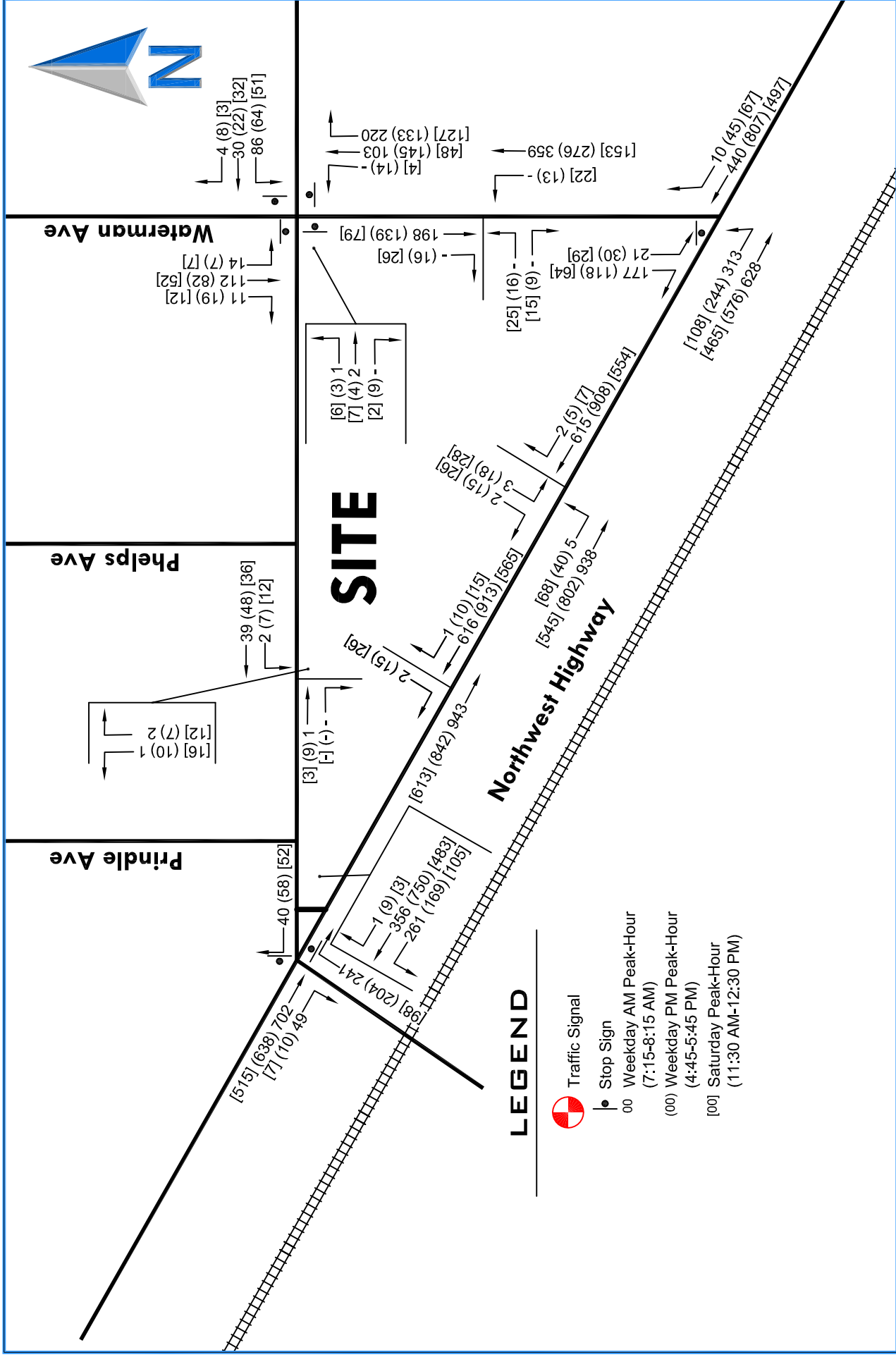
Site Traffic Assignment

Figure 1



Year 2015 Total Traffic Assignment With Median Project

Figure 2



Appendix

2015 Total Capacity Analyses

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Gregory/Davis and NW Hwy			
Agency/Co.				Jurisdiction	IDOT/Arlington Heights			
Date Performed	7/23/13			Analysis Year	2015 Volumes w/median			
Analysis Time Period	AM Peak Hour							
Project Description								
East/West Street: Northwest Highway (US 14)				North/South Street: Gregory/Davis				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		702	49	261	356	1		
Peak-Hour Factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87		
Hourly Flow Rate, HFR (veh/h)	0	806	56	299	409	1		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	1	1	2	0		
Configuration		T	R	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			241			40		
Peak-Hour Factor, PHF	0.95	0.95	0.87	0.95	0.95	0.87		
Hourly Flow Rate, HFR (veh/h)	0	0	277	0	0	45		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	0	1		
Configuration			R			R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			R
v (veh/h)		299			277			45
C (m) (veh/h)		776			646			834
v/c		0.39			0.43			0.05
95% queue length		1.82			2.15			0.17
Control Delay (s/veh)		12.5			14.7			9.6
LOS		B			B			A
Approach Delay (s/veh)	--	--	14.7			9.6		
Approach LOS	--	--	B			A		

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	SBC				Intersection	Gregory/Davis/NW Hwy		
Agency/Co.					Jurisdiction	IDOT/Arlington Heights		
Date Performed	7/23/13				Analysis Year	2015 Total Volumes		
Analysis Time Period	PM Peak Hour							
Project Description with Northwest Highway Median								
East/West Street: Northwest Highway (US 14)					North/South Street: Gregory/Davis			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		638	10	169	750	9		
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly Flow Rate, HFR (veh/h)	0	678	10	179	797	9		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	1	1	2	0		
Configuration		T	R	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			204			58		
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Hourly Flow Rate, HFR (veh/h)	0	0	217	0	0	61		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	0	1		
Configuration			R			R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			R
v (veh/h)		179			217			61
C (m) (veh/h)		902			702			646
v/c		0.20			0.31			0.09
95% queue length		0.74			1.31			0.31
Control Delay (s/veh)		10.0			12.4			11.2
LOS		A			B			B
Approach Delay (s/veh)	--	--	12.4			11.2		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Gregory/Davis/ NW Highway			
Agency/Co.				Jurisdiction	IDOT/Arlington Heights			
Date Performed				Analysis Year	2015 Volumes with Median			
Analysis Time Period	Saturday Peak (11:30-12:30)							
Project Description								
East/West Street: Northwest Highway (US 14)				North/South Street: Gregory/Davis				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		515	7	105	483	3		
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97		
Hourly Flow Rate, HFR (veh/h)	0	530	7	108	497	3		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	1	1	2	0		
Configuration		T	R	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			98			52		
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97		
Hourly Flow Rate, HFR (veh/h)	0	0	101	0	0	53		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	0	1		
Configuration			R			R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			R
v (veh/h)		108			101			53
C (m) (veh/h)		1027			772			787
v/c		0.11			0.13			0.07
95% queue length		0.35			0.45			0.22
Control Delay (s/veh)		8.9			10.4			9.9
LOS		A			B			A
Approach Delay (s/veh)	--	--	10.4			9.9		
Approach LOS	--	--	B			A		

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	SBC				Intersection	East Full Access/NW Hwy			
Agency/Co.	EEA				Jurisdiction	IDOT/Arlington Heights			
Date Performed	7/23/13				Analysis Year	2015 Total Volumes			
Analysis Time Period	AM Peak								
Project Description									
East/West Street: Northwest Highway					North/South Street: East Full Access Drive				
Intersection Orientation: East-West					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Eastbound			Westbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)	5	938			615	2			
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90			
Hourly Flow Rate, HFR (veh/h)	5	1042	0	0	683	2			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	1	2	0	0	2	0			
Configuration	L	T			T	TR			
Upstream Signal		0			0				
Minor Street	Northbound			Southbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)				3		2			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90			
Hourly Flow Rate, HFR (veh/h)	0	0	0	3	0	2			
Percent Heavy Vehicles	0	0	0	0	0	2			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	0	0	0	0	0			
Configuration					LR				
Delay, Queue Length, and Level of Service									
Approach	Eastbound	Westbound	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L						LR		
v (veh/h)	5						5		
C (m) (veh/h)	918						251		
v/c	0.01						0.02		
95% queue length	0.02						0.06		
Control Delay (s/veh)	8.9						19.6		
LOS	A						C		
Approach Delay (s/veh)	--	--				19.6			
Approach LOS	--	--				C			

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	SBC				Intersection	East Full Access/NW Hwy			
Agency/Co.	EEA				Jurisdiction	IDOT/Arlington Heights			
Date Performed	7/23/13				Analysis Year	2015 Total Volumes			
Analysis Time Period	PM Peak								
Project Description									
East/West Street: Northwest Highway					North/South Street: East Full Access Drive				
Intersection Orientation: East-West					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Eastbound			Westbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)	40	802			908	5			
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92			
Hourly Flow Rate, HFR (veh/h)	43	871	0	0	986	5			
Percent Heavy Vehicles	2	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	1	2	0	0	2	0			
Configuration	L	T			T	TR			
Upstream Signal		0			0				
Minor Street	Northbound			Southbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)				18		15			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.92	1.00	0.92			
Hourly Flow Rate, HFR (veh/h)	0	0	0	19	0	16			
Percent Heavy Vehicles	0	0	0	2	0	2			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	0	0	0	0	0			
Configuration					LR				
Delay, Queue Length, and Level of Service									
Approach	Eastbound	Westbound	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L						LR		
v (veh/h)	43						35		
C (m) (veh/h)	693						166		
v/c	0.06						0.21		
95% queue length	0.20						0.77		
Control Delay (s/veh)	10.5						32.4		
LOS	B						D		
Approach Delay (s/veh)	--	--				32.4			
Approach LOS	--	--				D			

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	East Full Access/NW Hwy			
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights			
Date Performed	7/23/13			Analysis Year	2015 Total Volumes			
Analysis Time Period	Saturday Peak							
Project Description								
East/West Street: Northwest Highway				North/South Street: East Full Access Drive				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	68	545			554	7		
Peak-Hour Factor, PHF	0.77	0.77	1.00	1.00	0.77	0.77		
Hourly Flow Rate, HFR (veh/h)	88	707	0	0	719	9		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	0	0	2	0		
Configuration	L	T			T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				28		26		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.77	1.00	0.77		
Hourly Flow Rate, HFR (veh/h)	0	0	0	36	0	33		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	88						69	
C (m) (veh/h)	871						235	
v/c	0.10						0.29	
95% queue length	0.34						1.18	
Control Delay (s/veh)	9.6						26.6	
LOS	A						D	
Approach Delay (s/veh)	--	--				26.6		
Approach LOS	--	--				D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	West Site Access/NW Hwy			
Agency/Co.	EEA			Jurisdiction	/DOT/Arlington Heights			
Date Performed	7/23/13			Analysis Year	2015 Total Volumes			
Analysis Time Period	Morning Peak							
Project Description								
East/West Street: Northwest Highway				North/South Street: West RIRO Drive				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)					616	1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	684	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	0	2	0		
Configuration					T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)						2		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	2		
Percent Heavy Vehicles	0	0	0	0	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	1		
Configuration						R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (veh/h)								2
C (m) (veh/h)								701
v/c								0.00
95% queue length								0.01
Control Delay (s/veh)								10.2
LOS								B
Approach Delay (s/veh)	--	--				10.2		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	West Site Access/NW Hwy			
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights			
Date Performed	7/23/13			Analysis Year	2015 Total Volumes			
Analysis Time Period	PM Peak							
Project Description								
East/West Street: Northwest Highway				North/South Street: West RIRO Drive				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)					913	10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	1014	11		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	0	2	0		
Configuration					T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)						15		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	16		
Percent Heavy Vehicles	0	0	0	0	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	1		
Configuration						R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (veh/h)								16
C (m) (veh/h)								562
v/c								0.03
95% queue length								0.09
Control Delay (s/veh)								11.6
LOS								B
Approach Delay (s/veh)	--	--				11.6		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	West Site Access/NW Hwy			
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights			
Date Performed	7/23/13			Analysis Year	2015 Total Volumes			
Analysis Time Period	Saturday Peak							
Project Description								
East/West Street: Northwest Highway				North/South Street: West RIRO Access				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)					565	15		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	0.97	0.97		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	582	15		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	0	0	0	2	0		
Configuration					T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)						26		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	0.97		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	26		
Percent Heavy Vehicles	0	0	0	0	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	1		
Configuration						R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (veh/h)								26
C (m) (veh/h)								741
v/c								0.04
95% queue length								0.11
Control Delay (s/veh)								10.0
LOS								B
Approach Delay (s/veh)	--	--				10.0		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Waterman and Northwest Highway			
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights			
Date Performed	7/23/13			Analysis Year	2015 Total Volumes			
Analysis Time Period	AM Peak							
Project Description <i>Left and Right turn lanes on Waterman</i>								
East/West Street: <i>Northwest Highway (US 14)</i>				North/South Street: <i>Waterman Avenue</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	313	628			440	10		
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	347	697	0	0	488	11		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	0	0	2	0		
Configuration	L	T			T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				21		177		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	23	0	196		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			15			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	347					23		196
C (m) (veh/h)	1061					72		787
v/c	0.33					0.32		0.25
95% queue length	1.43					1.18		0.98
Control Delay (s/veh)	10.0					76.9		11.1
LOS	B					F		B
Approach Delay (s/veh)	--	--				18.0		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	Waterman and Northwest Highway		
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights		
Date Performed	7/23/13			Analysis Year	2015 Total Volumes		
Analysis Time Period	PM Peak						
Project Description <i>Volumes with Median Improvement</i>							
East/West Street: <i>Northwest Highway (US 14)</i>				North/South Street: <i>Waterman Avenue</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	244	576			807	45	
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	271	640	0	0	896	50	
Percent Heavy Vehicles	2	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	2	0	0	2	0	
Configuration	L	T			T	TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				30		118	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	33	0	131	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L					L	R
v (veh/h)	271					33	131
C (m) (veh/h)	721					46	589
v/c	0.38					0.72	0.22
95% queue length	1.75					2.80	0.85
Control Delay (s/veh)	13.0					190.9	12.9
LOS	B					F	B
Approach Delay (s/veh)	--	--				48.7	
Approach LOS	--	--				E	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Waterman and Northwest Highway			
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights			
Date Performed	7/23/13			Analysis Year	Total 2015 Volumes w/Median			
Analysis Time Period	Saturday Peak (11:30-12:30)							
Project Description								
East/West Street: Northwest Highway (US 14)				North/South Street: Waterman Avenue				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	108	465			497	67		
Peak-Hour Factor, PHF	0.80	0.80	1.00	1.00	0.80	0.80		
Hourly Flow Rate, HFR (veh/h)	134	581	0	0	621	83		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	0	2	0		
Configuration	LT	T			T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				29		64		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.80	1.00	0.80		
Hourly Flow Rate, HFR (veh/h)	0	0	0	36	0	79		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
v (veh/h)	134					36		79
C (m) (veh/h)	890					146		690
v/c	0.15					0.25		0.11
95% queue length	0.53					0.92		0.39
Control Delay (s/veh)	9.8					37.5		10.9
LOS	A					E		B
Approach Delay (s/veh)	--	--				19.2		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	SBC				Intersection	Site Access and Gregory		
Agency/Co.	EEA				Jurisdiction	Arlington Heights		
Date Performed	7/23/13				Analysis Year	2015 Total Traffic Volumes		
Analysis Time Period	AM Peak							
Project Description								
East/West Street: Gregory Street					North/South Street: Site Access			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		1	1	2	39			
Peak-Hour Factor, PHF	1.00	0.70	0.70	0.70	0.70	1.00		
Hourly Flow Rate, HFR (veh/h)	0	1	1	2	55	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	1		2					
Peak-Hour Factor, PHF	0.70	1.00	0.70	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	1	0	2	0	0	0		
Percent Heavy Vehicles	1	0	1	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		2		3				
C (m) (veh/h)		1627		1035				
v/c		0.00		0.00				
95% queue length		0.00		0.01				
Control Delay (s/veh)		7.2		8.5				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.5					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Site Access and Gregory			
Agency/Co.	EEA			Jurisdiction	Arlington Heights			
Date Performed	7/23/13			Analysis Year	2015 Total Traffic Volumes			
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: Gregory Street				North/South Street: Site Access				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		9	1	7	48			
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	0	9	1	7	50	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	10		7					
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	10	0	7	0	0	0		
Percent Heavy Vehicles	1	0	1	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		7		17				
C (m) (veh/h)		1616		983				
v/c		0.00		0.02				
95% queue length		0.01		0.05				
Control Delay (s/veh)		7.2		8.7				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.7					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	SBC			Intersection	Site Access and Gregory			
Agency/Co.	EEA			Jurisdiction	Arlington Heights			
Date Performed	7/23/13			Analysis Year	2015 Total Traffic Volumes			
Analysis Time Period	Saturday Peak Hour							
Project Description								
East/West Street: Gregory Street				North/South Street: Site Access				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		3	1	38	12			
Peak-Hour Factor, PHF	0.96	0.89	0.89	0.89	0.89	0.96		
Hourly Flow Rate, HFR (veh/h)	0	3	1	42	13	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	16		12					
Peak-Hour Factor, PHF	0.89	0.96	0.89	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	17	0	13	0	0	0		
Percent Heavy Vehicles	1	0	1	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		42		30				
C (m) (veh/h)		1624		955				
v/c		0.03		0.03				
95% queue length		0.08		0.10				
Control Delay (s/veh)		7.3		8.9				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.9					
Approach LOS	--	--	A					

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Gregory and Waterman		
Agency/Co.	EEA				Jurisdiction	Arlington Heights		
Date Performed	7/23/13				Analysis Year	2015 Total Volumes		
Analysis Time Period	AM Peak							
Project ID with NW Hwy Median Improvement								
East/West Street: Gregory Street					North/South Street: Waterman Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	11	2	1		86	30	4	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	1	103	220		14	112	11	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	15		132		359		151	
% Heavy Vehicles	1		1		1		1	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.8		0.7		0.0		0.1	
Prop. Right-Turns	0.1		0.0		0.7		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1		-0.4		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.01		0.12		0.32		0.13	
hd, final value (s)	5.38		5.19		4.10		4.68	
x, final value	0.02		0.19		0.41		0.20	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	3.4		3.2		2.1		2.7	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	265		382		609		401	
Delay (s/veh)	8.50		9.40		9.90		8.81	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.50		9.40		9.90		8.81	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.52							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Gregory and Waterman		
Agency/Co.	EEA				Jurisdiction	Arlington Heights		
Date Performed	7/23/13				Analysis Year	2015 Total Volumes		
Analysis Time Period	PM Peak							
Project ID with NW Hwy Median Improvement								
East/West Street: Gregory Street					North/South Street: Waterman Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	9	4	3		64	22	8	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	14	145	133		7	82	12	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.96		0.96		0.96		0.96	
Flow Rate (veh/h)	16		96		303		104	
% Heavy Vehicles	1		1		1		1	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.7		0.0		0.1	
Prop. Right-Turns	0.2		0.1		0.5		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		-0.2		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.01		0.09		0.27		0.09	
hd, final value (s)	4.94		4.91		4.06		4.46	
x, final value	0.02		0.13		0.34		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.9		2.9		2.1		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	266		346		553		354	
Delay (s/veh)	8.05		8.65		9.16		8.12	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.05		8.65		9.16		8.12	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.82							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Gregory and Waterman		
Agency/Co.	EEA				Jurisdiction	Arlington Heights		
Date Performed	7/23/13				Analysis Year	2015 Total Volumes		
Analysis Time Period	Saturday Peak (11:30-12:30)							
Project ID With NW Hwy Median								
East/West Street: Gregory Street					North/South Street: Waterman Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	6	7	2		51	32	3	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	4	48	127		7	52	12	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.89		0.89		0.89		0.89	
Flow Rate (veh/h)	15		95		199		78	
% Heavy Vehicles	1		1		1		1	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.4		0.6		0.0		0.1	
Prop. Right-Turns	0.1		0.0		0.7		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		-0.4		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
xs, initial	0.01		0.08		0.18		0.07	
hd, final value (s)	4.62		4.62		3.85		4.30	
xs, final value	0.02		0.12		0.21		0.09	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, ts (s)	2.6		2.6		1.8		2.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	265		345		449		328	
Delay (s/veh)	7.71		8.26		7.88		7.74	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.71		8.26		7.88		7.74	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.94							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	WATERMAN/NEW DRIVE		
Agency/Co.	EEA			Jurisdiction	ARLINGTON HEIGHTS		
Date Performed	7/23/2013			Analysis Year	2015 TOTAL W/MEDIAN		
Analysis Time Period	AM PEAK HOUR						
Project Description							
East/West Street: NEW CULVER DRIVE				North/South Street: WATERMAN			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	1	359			198	1	
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	1	398	0	0	220	1	
Percent Heavy Vehicles	1	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	1		1				
Peak-Hour Factor, PHF	0.90	1.00	0.90	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	1	0	1	0	0	0	
Percent Heavy Vehicles	1	0	1	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT						LR
v (veh/h)	1						2
C (m) (veh/h)	1354						584
v/c	0.00						0.00
95% queue length	0.00						0.01
Control Delay (s/veh)	7.7						11.2
LOS	A						B
Approach Delay (s/veh)	--	--					11.2
Approach LOS	--	--					B

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	WATERMAN/NEW DRIVE		
Agency/Co.	EEA			Jurisdiction	ARLINGTON HEIGHTS		
Date Performed	7/23/2013			Analysis Year	2015 TOTAL W/MEDIAN		
Analysis Time Period	PM PEAK HOUR						
Project Description							
East/West Street: NEW CULVER DRIVE				North/South Street:			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	13	276			139	16	
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	14	306	0	0	154	17	
Percent Heavy Vehicles	1	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	16		19				
Peak-Hour Factor, PHF	0.90	1.00	0.90	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	17	0	21	0	0	0	
Percent Heavy Vehicles	1	0	1	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT						LR
v (veh/h)	14						38
C (m) (veh/h)	1412						681
v/c	0.01						0.06
95% queue length	0.03						0.18
Control Delay (s/veh)	7.6						10.6
LOS	A						B
Approach Delay (s/veh)	--	--				10.6	
Approach LOS	--	--				B	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	WATERMAN/NEW DRIVE		
Agency/Co.	EEA			Jurisdiction	ARLINGTON HEIGHTS		
Date Performed	7/23/2013			Analysis Year	2015 TOTAL W/MEDIAN		
Analysis Time Period	SAT PEAK HOUR						
Project Description							
East/West Street: NEW CULVER DRIVE				North/South Street: WATERMAN			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	22	153			79	26	
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	24	170	0	0	87	28	
Percent Heavy Vehicles	1	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	25		15				
Peak-Hour Factor, PHF	0.90	1.00	0.90	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	27	0	16	0	0	0	
Percent Heavy Vehicles	1	0	1	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration	LT						LR
v (veh/h)	24						43
C (m) (veh/h)	1480						750
v/c	0.02						0.06
95% queue length	0.05						0.18
Control Delay (s/veh)	7.5						10.1
LOS	A						B
Approach Delay (s/veh)	--	--				10.1	
Approach LOS	--	--				B	

PLAN COMMISSION PROJECT TIMELINE

Project Name: 2020 E. Northwest Highway – Waterman Ave. Access
PC Number: 13-015
Location: 2020 E. Northwest Highway
Requested Action: Amendment to Planned Unit Development Ordinance #11-027 to allow an access driveway onto Waterman Avenue.

	Date	# of Business Days
Preliminary Meeting		
Plat and Sub Committee Meeting	08/28/13	
Plan Commission Application Submittal Date	08/21/13	
1 st Round Department Comments	09/06/13	12
Petitioner's Response	09/17/13	8
Plan Commission Hearing	09/25/13	25 days from application date
Village Board	10/07/13	9
Village Board Ordinance Adoption	10/21/13	10

Note:

Legal notice; State Statute requires 15 to 30 days notice.



Item: Ordinance - Preliminary Plat of Resubdivision - Arlington Downs

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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Arlington Downs Two Resubdivision	Ordinance
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**AN ORDINANCE APPROVING A
PRELIMINARY PLAT OF RESUBDIVISION**

WHEREAS, the Plan Commission of the Village of Arlington Heights, in Petition No. 13-019, pursuant to notice, has on September 25, 2013, conducted a public hearing on a request for approval of a preliminary plat of resubdivision for the property located at 3400 West Euclid Avenue, Arlington Heights, Illinois; and

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

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

SECTION ONE: That the preliminary plat of resubdivision prepared by TFW Surveying & Mapping, Inc., dated September 6, 2013, be and is hereby approved for the property legally described as:

Lots 1, 2 and 4 in Arlington Downs, being a planned unit development of part of the Northwest $\frac{1}{4}$ of Section 24 and part of the Northeast $\frac{1}{4}$ of Section 26, Township 42 North, Range 10, East of the Third Principal Meridian, according to the plat of said Arlington Downs, recorded January 3, 2013, as Document Number 1300334039, in Cook County, Illinois.

P.I.N. 02-25-100-021, -026; 02-26-201-019, -020

and commonly described as 3400 W. Euclid Avenue, Arlington Heights, Illinois.

SECTION TWO: That the preliminary plat of resubdivision granted by this Ordinance is subject to the condition that the development of the property shall comply with all Federal, State and local policies, regulations and codes, to which the Petitioner has agreed.

SECTION THREE: That the approval of the preliminary plat of resubdivision granted in SECTION ONE of this Ordinance authorizes the submission of a final plat for the proposed

resubdivision and detailed plans and specifications for the public improvements therein. The preliminary approval shall be effective for a period no longer than 12 months, unless extended by the President and Board of Trustees during that period.

SECTION FOUR: That 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.

AYES:

NAYS:

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

Village President

ATTEST:

Village Clerk



Item: Resolution - Final Plat - Arlington Downs Resubdivision

Department: Planning/Legal

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description	Type
Arlington Downs Two Resubdivision Final Plat	Resolution
Final Plat	Exhibits

RESOLUTION APPROVING A
FINAL PLAT OF RESUBDIVISION

WHEREAS, the Plan Commission of the Village of Arlington Heights has heretofore conducted a public hearing on a request by John Wohlreich of Stoneleigh Companies, LLC, in Petition Number 13-019, to resubdivide the property located at 3400 West Euclid Avenue, Arlington Heights, Illinois (the "Subject Property"); and

WHEREAS, the Plan Commission has found the final plat of resubdivision submitted for the Subject Property to be in full compliance with all applicable Village requirements as provided in Chapter 29 of the Arlington Heights Municipal Code and has approved said final plat; and

WHEREAS, the President and Board of Trustees have considered the report and recommendations of the Plan Commission and have determined that the approval of the final plat of resubdivision would be in the best interests of the Village of Arlington Heights,

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

SECTION ONE: That the final plat of resubdivision for Arlington Downs, prepared by TFW Surveying & Mapping, Inc., Illinois registered land surveyors, dated September 6, 2013, is hereby approved for the property legally described as follows:

Lots 1, 2 and 4 in Arlington Downs, being a planned unit development of part of the Northwest $\frac{1}{4}$ of Section 24 and part of the Northeast $\frac{1}{4}$ of Section 26, Township 42 North, Range 10, East of the Third Principal Meridian, according to the plat of said Arlington Downs, recorded January 3, 2013, as Document Number 1300334039, in Cook County, Illinois.

P.I.N. 02-25-100-021, -026; 02-26-201-019, -020

and commonly described as 3400 West Euclid Avenue, Arlington Heights, Illinois.

SECTION TWO: The Village President and Village Clerk shall execute said final plat on behalf of the Village of Arlington Heights.

SECTION THREE: The Village Clerk is hereby directed to cause said final plat to be recorded, together with this Resolution, in the Office of the Recorder of Cook County. In the event said final plat is not filed for recording within six months from the date hereof, said final plat shall then become null and void.

SECTION FOUR: That 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

ARLINGTON DOWNS TWO

BEING A RESUBDIVISION OF LOTS 1, 2 AND 4 IN ARLINGTON DOWNS, BEING A PLANNED UNIT DEVELOPMENT OF PART OF THE NORTHWEST 1/4 OF SECTION 25 AND PART OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID ARLINGTON DOWNS, RECORDED JANUARY 3, 2013 AS DOCUMENT 1300334039, IN COOK COUNTY, ILLINOIS.

NOTE:
THE PROPERTY IS SUBJECT TO DECLARATION OF EASEMENTS,
COVENANTS AND RESTRICTIONS (ARLINGTON DOWNS) DATED MAY
23, 2013 MADE BY ARLINGTON DEVOLO LLC RECORDED JUNE 12,
2013 AS DOCUMENT NUMBER 1316322014

NOTE E1: INTENTIONALLY OMITTED.

NOTE E2: INTENTIONALLY OMITTED.

NOTE E3: PUBLIC UTILITY EASEMENT PER ARLINGTON PARK OFFICE
CENTRE RECORDED MAY 23, 1980 AS DOCUMENT 25466742.

PUDE = PUBLIC UTILITY AND DRAINAGE EASEMENT
PUE = PUBLIC UTILITY EASEMENT

THIS SUBDIVISION CONTAINS LOTS 1A, 2A AND 4A. THE LOT NUMBERING
IS AN INTEGRAL PART OF A LARGER DEVELOPMENT. LOT NUMBERING HAS
BEEN PROVIDED BY THE CLIENT.

NUMBER	BEARING	DISTANCE
L1	S 42°58'29" W	18.57
L2	N 62°24'35" W	5.06

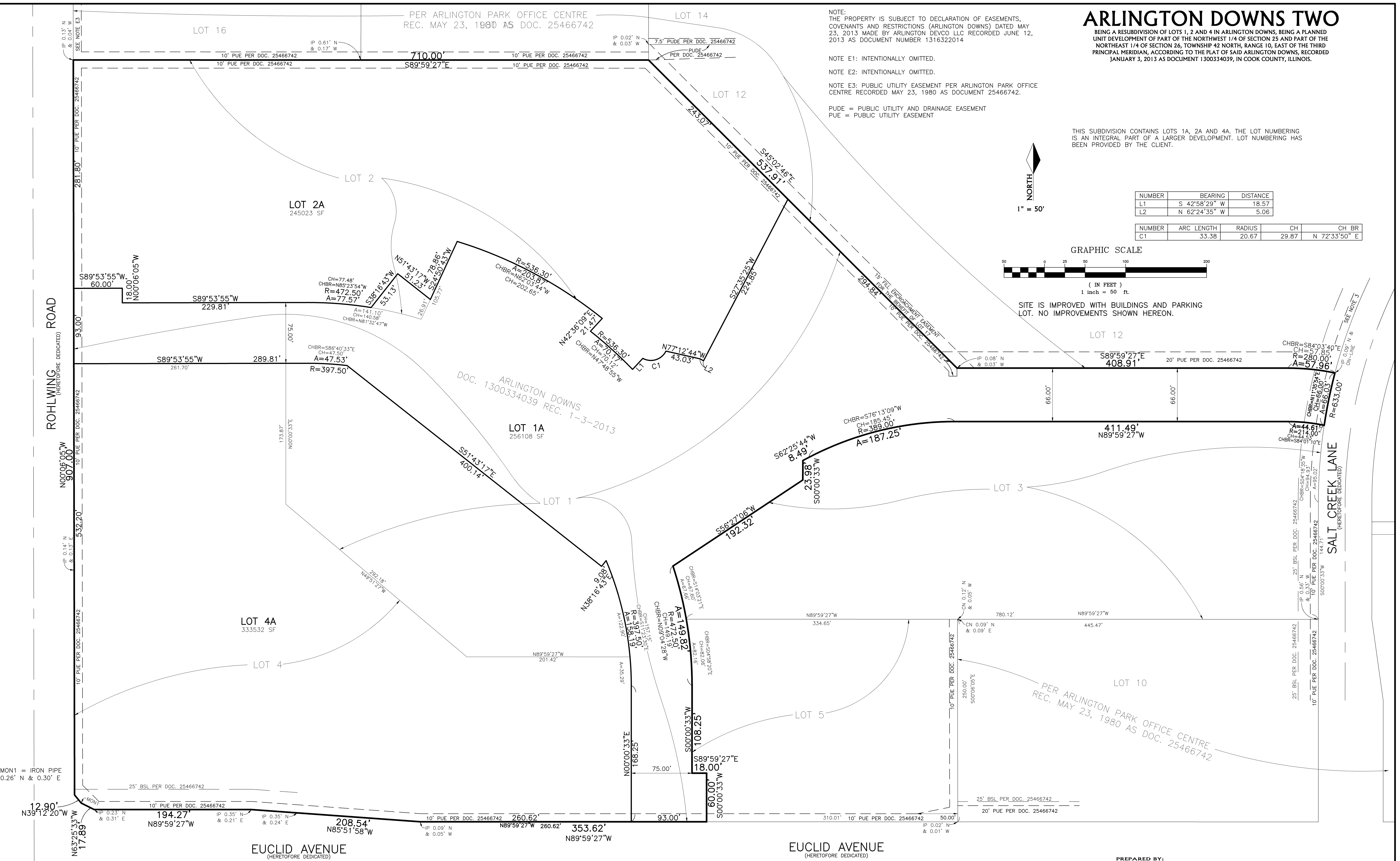
NUMBER	ARC LENGTH	RADIUS	CH	CH BR
C1	33.38	20.67	29.87	N 72°33'50" E

GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft.

SITE IS IMPROVED WITH BUILDINGS AND PARKING
LOT. NO IMPROVEMENTS SHOWN HEREON.



REVISED: SEPTEMBER 18, 2013 (ATTORNEY COMMENTS)
DATE: SEPTEMBER 6, 2013
ORDER NO: 130916-1
PROJ. NO: 1300.1
FOR: ARLINGTON DOWN RESIDENTIAL, LLC
PROJ. NAME: ARLINGTON DOWNS
Copyright © TFW Surveying & Mapping, Inc., 2013. All rights reserved.
Professional Design Firm Registration #184-002793.

REVISED: SEPTEMBER 27, 2013 (COOK COUNTY HIGHWAY COMMENTS)

DATE	CHECKED BY	REVISION

TOTAL AREA OF TRACT SURVEYED =
834,633 SQUARE FEET OR 19.1612 ACRES

SHEET 1 OF 3

PREPARED BY:
TFW SURVEYING & MAPPING
LAND SURVEYING • TOPOGRAPHIC MAPPING • CONSTRUCTION LAYOUT
888 EAST BELVIDERE ROAD • SUITE 413 • GRAYSLAKE, ILLINOIS 60030
847-548-6600 FAX 548-6699
tfw@tfwsurvey.com www.tfwsurvey.com

TITLE COMMITMENT NOTES:
THIS SURVEY REFLECTS CERTAIN MATTERS OF TITLE AS INDICATED WITHIN:
CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE
ORDER NO. 1409 008846537 SK EFFECTIVE DATE: EFFECTIVE DATE 03/15/13
PIN AS LISTED IN TITLE COMMITMENT: 02-25-100-026, 02-26-201-019 & 02-26-201-020
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED WITHIN:
DOCUMENT #25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SEE NOTE 1)
DOCUMENT #1208229038, RECORDED MARCH 22, 2012 (ZONING VARIATION - SEE NOTE 2)
DOCUMENT #1208229029, RECORDED MARCH 22, 2012 (ZONING ORDINANCE - SEE NOTE 3)
DOCUMENT #0400210000, RECORDED JANUARY 2, 2004 (SUBORDINATION AGREEMENT - SEE NOTE 4)
DOCUMENT #0336339046, RECORDED DECEMBER 29, 2003 (SUBORDINATION AGREEMENT)
DOCUMENT #1221210141, RECORDED JUNE 30, 2012 (SEE NOTE 5)
DOCUMENT #1221210142, RECORDED JUNE 30, 2012 (NON-DISTURBANCE & ATTORNMENT AGREEMENT - SEE NOTE 6)
DOCUMENT #1219239046, RECORDED JULY 10, 2012 (ORDINANCE - SEE NOTE 7)
DOCUMENT #1300334040, RECORDED JANUARY 3, 2013 (RESOLUTION APPROVING PLAT OF SUBDIVISION - SEE NOTE 8)
DOCUMENT #25466742, RECORDED MAY 23, 1980 (VARIOUS EASEMENTS - SEE NOTE 9)
DOCUMENT #25591285, RECORDED SEPTEMBER 19, 1980 (DECLARATION OF EASEMENTS - SEE NOTE 10)
DOCUMENT #88134777, RECORDED APRIL 4, 1988 (COVENANTS - SEE NOTE 11)

TITLE COMMITMENT NOTES:
THIS SURVEY REFLECTS CERTAIN MATTERS OF TITLE AS INDICATED WITHIN:
CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE
TITLE COMMITMENT DESCRIBES ADDITIONAL PROPERTY THAT IS NOT INCLUDED HEREON
ORDER NO. 1409 008846068 EFFECTIVE DATE: PRO FORMA POLICY ISSUED 03/21/13 10:35:58
PIN AS LISTED IN TITLE COMMITMENT: 02-25-100-021, 02-25-100-026 & 02-26-201-019
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED WITHIN:
DOCUMENT #25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SEE NOTE 1)
DOCUMENT #1208229038, RECORDED MARCH 22, 2012 (ZONING VARIATION - SEE NOTE 2)
DOCUMENT #1208229029, RECORDED MARCH 22, 2012 (ZONING ORDINANCE - SEE NOTE 3)
DOCUMENT #1221210141, RECORDED JUNE 30, 2012 (SEE NOTE 6)
DOCUMENT #1219239046, RECORDED JULY 10, 2012 (ORDINANCE - SEE NOTE 7)
DOCUMENT #1300334040, RECORDED JANUARY 3, 2013 (RESOLUTION APPROVING PLAT OF SUBDIVISION - SEE NOTE 8)

NOTE 1: ARLINGTON PARK OFFICE CENTER RECORDED MAY 23, 1980 AS DOCUMENT #25466742 AFFECTS SUBJECT PROPERTY. EASEMENTS AND SETBACK (AS STILL EXISTING) ARE SHOWN HEREON.
NOTE 2: DOCUMENT 1208229038 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 3: DOCUMENT 1208229029 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 4: DOCUMENTS 0400210000 AND 0336339046 AFFECT THE SUBJECT PROPERTY, BUT ARE NOT PLOTTABLE.
NOTE 5: DOCUMENT 1221210141, RECORD JULY 30, 2012 GRANTS EASEMENTS. DOCUMENT IS PARTIALLY ILLEGIBLE. DOCUMENT DOES NOT CONTAIN A LEGAL DESCRIPTION OR MATHEMATICAL LOCATION OF EASEMENT. EASEMENT CANNOT BE PLOTTED HEREON.
NOTE 6: DOCUMENT 1221210142 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 7: DOCUMENT 1219239046 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 8: DOCUMENT 1300334040 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.
NOTE 9: VARIOUS EASEMENTS HAVE BEEN ABOLISHED, ABROGATED AND VACATED PER ARLINGTON DOWNS, RECORDED JANUARY 3, 2013 AS DOCUMENT 1300334039.
NOTE 10: THE SANITARY AND ACCESS EASEMENTS WERE ABOLISHED, ABROGATED AND VACATED PER ARLINGTON DOWNS RECORDED JANUARY 3, 2013 AS DOCUMENT 1300334039.
NOTE 11: DOCUMENT 88813477 AFFECTS THE SUBJECT PROPERTY, BUT IS NOT PLOTTABLE.

SEND TAX BILL FOR LOT 1A TO:
NAME: STONELEIGH COMPANIES
ADDRESS: 760 W. MAIN STREET, SUITE 140
ADDRESS: BARRINGTON, IL 60010

SEND TAX BILL FOR LOT 2A TO:
NAME: ARLINGTON DOWNS ZONE B, LLC
ADDRESS: 2950 WEST EUCLID AVE.
ADDRESS: ARLINGTON HEIGHTS, IL 60004

SEND TAX BILL FOR LOT 4A TO:
NAME: ARLINGTON DEVCO LLC FOUNDERS SERIES
ADDRESS: 2950 WEST EUCLID AVE.
ADDRESS: ARLINGTON HEIGHTS, IL 60004

RETURN PLAT TO:
NAME: TFW SURVEYING & MAPPING, INC.
ADDRESS: 888 E. BELVIDERE ROAD, UNIT 413
ADDRESS: GRAYSLAKE, IL 60030

VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I DO HEREBY CERTIFY THAT THERE ARE NO DEFERRED SPECIAL ASSESSMENTS OR UNPAID
CURRENT ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.
DATED THIS ____ DAY OF _____, A.D. 201____.

VILLAGE COLLECTOR

VILLAGE PLAN COMMISSION & VILLAGE BOARD CERTIFICATE
AND DIRECTOR OF ENGINEERING

STATE OF ILLINOIS)
COUNTY OF COOK) SS

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12 AS AMENDED BY THE STATE
LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD
OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE
VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE
OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.
APPROVED BY THE PLAN COMMISSION AT A MEETING HELD

THIS ____ DAY OF _____, A.D. 201____.

CHAIRMAN

SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD

THIS ____ DAY OF _____, A.D. 201____.

PRESIDENT

VILLAGE CLERK

APPROVED BY THE DIRECTOR OF ENGINEERING

THIS ____ DAY OF _____, A.D. 201____.

DIRECTOR OF ENGINEERING

EASEMENT PROVISIONS
NO NEW EASEMENTS GRANTED PER THIS PLAT.

COOK COUNTY HIGHWAY DEPARTMENT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

THIS PLAT HAS BEEN APPROVED BY THE COOK COUNTY HIGHWAY DEPARTMENT WITH
RESPECT TO ROADWAY ACCESS PURSUANT TO 765 ILCS 205/2. HOWEVER, A
HIGHWAY PERMIT, CONFORMING TO THE STANDARDS OF THE COOK COUNTY HIGHWAY
DEPARTMENT IS REQUIRED BY THE OWNER OF THE PROPERTY FOR THIS ACCESS.

DATED THIS ____ DAY OF _____, A.D. 201____.

COOK COUNTY SUPERINTENDENT OF HIGHWAYS

SCHOOL DISTRICT BOUNDARY STATEMENT

THE UNDERSIGNED, BEING DULY SWORN, UPON HIS/HER OATH DEPOSES AND STATES AS FOLLOWS:

(1) THAT HE/SHE IS THE OWNER OF THE PROPERTY LEGALLY DESCRIBED ON A PROPOSED PLAT
OF SUBDIVISION SUBMITTED TO THE VILLAGE FOR APPROVAL, WHICH LEGAL DESCRIPTION IS
ATTACHED HERETO AND INCORPORATED BY REFERENCE HEREIN; AND

(2) TO THE BEST OF THE OWNER'S KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH TRACT,
PARCEL, LOT OR BLOCK OF THE PROPOSED SUBDIVISION LIES ARE:

SCHOOL DISTRICT NAME	ADDRESS
COMMUNITY CONSOLIDATED SCHOOL DISTRICT 15	580 NORTH 1ST BANK DRIVE PALATINE, IL 60067-8110
TOWNSHIP HIGH SCHOOL DISTRICT #211	1750 SOUTH ROSELLE ROAD PALATINE, ILLINOIS
AND TOWNSHIP HIGH SCHOOL DISTRICT #214	2121 S. GOEBBERT ROAD ARLINGTON HEIGHTS, IL 60005

DATED AT _____, ILLINOIS, THIS ____ DAY OF _____, A.D. 201____.

BY: _____ TITLE: _____

BY: _____ TITLE: _____

BY: _____ TITLE: _____

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN
AND FOR THE SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

AND _____ OF _____
PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED
TO THE FOREGOING INSTRUMENT AS _____ AND _____,
APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND
DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES
AND PURPOSES THEREIN SET FORTH. GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS
____ DAY OF _____, A.D. 201____.

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

TITLE COMMITMENT NOTES:

THIS SURVEY REFLECTS CERTAIN MATTERS OF TITLE AS INDICATED WITHIN:
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT
FILE NO. 1124234 EFFECTIVE DATE: JULY 25, 2011
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND
RESTRICTIONS CONTAINED WITHIN:
DOCUMENT # 25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SHOWN ON PLAT)
AND
STEWART TITLE GUARANTY COMPANY ALTA COMMITMENT FORM
COMMITMENT NO. 10030403 EFFECTIVE DATE: MAY 10, 2011
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND
RESTRICTIONS CONTAINED WITHIN:
DOCUMENT # 25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SHOWN ON PLAT)
DOCUMENT # 24785936 RECORDED JANUARY 2, 1979 (EASEMENT AGREEMENT - NOT PLOTTABLE)
DOCUMENT # 25591285, RECORDED SEPTEMBER 19, 1980 (EASEMENT AGREEMENT - SEE NOTE E1)
AND
CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE
ORDER NO. 1401 008861181 D1 EFFECTIVE DATE: JULY 15, 2011
THIS PROPERTY MAY BE SUBJECT TO COVENANTS, CONDITIONS AND
RESTRICTIONS CONTAINED WITHIN:
DOCUMENT # 25466742, RECORDED MAY 23, 1980 (SUBDIVISION - SHOWN ON PLAT)

NOTE E1: DOCUMENT 25591285, RECORDED SEPTEMBER 19, 1980 IS A DECLARATION OF
EASEMENTS. THE EASEMENT LOCATIONS LISTED IN SAID DOCUMENT WERE PREVIOUSLY CREATED
BY ARLINGTON PARK OFFICE CENTRE, RECORDED MAY 23, 1980 AS DOCUMENT 25466742.

PARCEL INDEX NUMBERS
02-25-100-021
02-25-100-026
02-26-201-019
02-26-201-020

ARLINGTON DOWNS TWO

BEING A RESUBDIVISION OF LOTS 1, 2 AND 4 IN ARLINGTON DOWNS, BEING A PLANNED
UNIT DEVELOPMENT OF PART OF THE NORTHWEST 1/4 OF SECTION 25 AND PART OF THE
NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD
PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID ARLINGTON DOWNS, RECORDED
JANUARY 3, 2013 AS DOCUMENT 1300334039, IN COOK COUNTY, ILLINOIS.

SURVEYOR'S DESIGNATION OF RECORDING

STATE OF ILLINOIS)
COUNTY OF LAKE) SS

I, THOMAS F. WASILEWSKI, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, HEREBY

DESIGNATE _____ OF VILLAGE CLERK'S OFFICE
IN THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS TO RECORD THIS SUBDIVISION PLAT WITH THE COOK
COUNTY RECORDER OF DEEDS. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE
SUCH RECORDING UNDER CHAPTER 109, SECTION 2 OF THE ILLINOIS REVISED STATUTES. AS A
CONDITION OF THIS GRANT, SAID DESIGNEE IS HEREBY REQUIRED TO PROVIDE TO THIS
SURVEYOR, A CERTIFIED COPY OF SAID PLAT, IMMEDIATELY UPON RECORDING OF SAME.
RECEIPT OF SAID CERTIFIED COPY WILL SERVE AS NOTICE TO THE SURVEYOR THAT THE
PLAT HEREON DRAWN HAS BEEN RECORDED.

DATED THIS 6th DAY OF SEPTEMBER, A.D. 2013.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2515
LICENSE EXPIRES NOVEMBER 30, 2014

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS) SS)
COUNTY OF LAKE)

I, THOMAS F. WASILEWSKI, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY
THAT I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY TO-WIT:

LOTS 1, 2 AND 4 IN ARLINGTON DOWNS, BEING A PLANNED UNIT DEVELOPMENT OF
LOTS 11, 17 AND 18 IN ARLINGTON PARK OFFICE CENTRE, BEING A SUBDIVISION OF
PART OF THE NORTHWEST 1/4 OF SECTION 25 AND PART OF THE NORTHEAST 1/4
OF SECTION 26, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL
MERIDIAN, ACCORDING TO THE PLAT OF SAID ARLINGTON DOWNS, RECORDED JANUARY
3, 2013 AS DOCUMENT 1300334039; IN COOK COUNTY, ILLINOIS.

AND THAT THE PLAT HEREON DRAWN IS A REPRESENTATION OF SAID SURVEY
AND SUBDIVISION. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
I FURTHER CERTIFY THAT THE LAND INCLUDED BY SAID SURVEY IS WITHIN THE
CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS.

I FURTHER CERTIFY THAT THE PROPERTY SHOWN HEREON FALLS PARTIALLY WITHIN ZONE "X"
(AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN), AS PER MY REVIEW
OF THE NATIONAL FLOOD INSURANCE PROGRAM - FLOOD INSURANCE RATE MAP: COMMUNITY PANEL
NUMBER 17031C0184 J EFFECTIVE DATE AUGUST 19, 2008

I FURTHER CERTIFY THAT UPON RECORDATION OF THIS PLAT, A MINIMUM OF
TWO (2) CONCRETE MONUMENTS WILL BE SET IN PLACE. IN ADDITION, IRON PIPE
SURVEY MONUMENTS WILL BE SET AT ALL SUBDIVISION UNIT EXTERIOR BOUNDARY CORNERS.
LASTLY, WITHIN 12 MONTHS OF THE DATE OF RECORDING OF THIS PLAT, ALL INTERIOR
LOT CORNERS WILL BE STAKED WITH IRON PIPE SURVEY MONUMENTS.
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM
STANDARDS FOR A BOUNDARY SURVEY.

CERTIFIED AT GRAYSLAKE, ILLINOIS THIS 6th DAY OF SEPTEMBER, A.D. 2013.



ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2515
LICENSE EXPIRES NOVEMBER 30, 2014

SIGNATURE FOR OWNER LOT 1A:

ARLINGTON DOWNS RESIDENTIAL, LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: ARLINGTON DOWNS RESIDENTIAL MEZZ, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
ITS: SOLE MEMBER

BY: STONELEIGH MANAGER SCAD, LLC, A FLORIDA LIMITED LIABILITY COMPANY
A MANAGER

BY: STONELEIGH COMPANIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY
ITS: SOLE MEMBER AND MANAGER

BY: RICHARD F. CAVENAUGH, PRESIDENT

BY: ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
A MANAGER

BY: DAVID M. TRANDEL, A MANAGER

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, DOES HEREBY CERTIFY, THAT RICHARD F. CAVENAUGH, PERSONALLY KNOWN TO ME TO BE THE PRESIDENT OF STONELEIGH COMPANIES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, WHICH IS THE SOLE MEMBER AND MANAGER OF STONELEIGH MANAGER SCAD, LLC, A FLORIDA LIMITED LIABILITY COMPANY WHICH IS A MANAGER OF ARLINGTON DOWNS RESIDENTIAL MEZZ, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, WHICH IS THE SOLE MEMBER OF ARLINGTON DOWNS RESIDENTIAL, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED, BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH PRESIDENT, HE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, DOES HEREBY CERTIFY, THAT DAVID M. TRANDEL, PERSONALLY KNOWN TO ME TO BE THE MANAGER OF ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, WHICH IS A MANAGER OF ARLINGTON DOWNS RESIDENTIAL MEZZ, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, WHICH IS THE SOLE MEMBER OF ARLINGTON DOWNS RESIDENTIAL, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED, BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH MANAGER, HE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

SIGNATURE FOR OWNER LOT 2A:

ARLINGTON DOWNS ZONE B, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY

BY: ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
ITS: MANAGER

BY: DAVID M. TRANDEL, MANAGER

VERIFY SIGNATURE BLOCK

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, DOES HEREBY CERTIFY, THAT DAVID M. TRANDEL, PERSONALLY KNOWN TO ME TO BE THE MANAGER OF ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, THE MANAGER OF ARLINGTON DOWNS ZONE B, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, AND PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED, BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH MANAGER, HE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

SIGNATURE FOR OWNER LOT 4A:

ARLINGTON DEVCO LLC FOUNDERS SERIES, AN ILLINOIS LIMITED LIABILITY COMPANY

BY: ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
ITS: MANAGER

BY: DAVID M. TRANDEL, MANAGER

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, DOES HEREBY CERTIFY, THAT DAVID M. TRANDEL, PERSONALLY KNOWN TO ME TO BE THE MANAGER OF ARLINGTON DOWNS MANAGEMENT LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, THE MANAGER OF ARLINGTON DEVCO LLC FOUNDERS SERIES, AN ILLINOIS LIMITED LIABILITY COMPANY, AND PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED, BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH MANAGER, HE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

CONSENT OF MORTGAGEE OF LOT 1A:

KEYBANK NATIONAL ASSOCIATION (THE MORTGAGEE), AS HOLDER OF A MORTGAGE, ASSIGNMENT OF RENTS, SECURITY AGREEMENT AND FIXTURE FILING DATED MAY 24, 2013 AND RECORDED WITH THE COOK COUNTY RECORDER OF DEEDS ON JUNE 12, 2013 AS DOCUMENT NUMBER 1316322027, HEREBY CONSENTS TO THE EXECUTION AND RECORDING OF THE PLAT.

IN WITNESS WHEREOF, MORTGAGEE HAS CAUSED THIS INSTRUMENT TO BE SIGNED BY ITS DULY AUTHORIZED OFFICER(S) ON ITS BEHALF, AS OF THIS DAY OF , 2013.

KEYBANK NATIONAL ASSOCIATION, A NATIONAL BANKING ASSOCIATION

BY:

TITLE:

STATE OF)
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DOES

HEREBY CERTIFY THAT SS, WHO SUBSCRIBED TO THE

FOREGOING INSTRUMENT AS THE OF KEYBANK NATIONAL ASSOCIATION, APPEARED BEFORE ME THIS DAY, IN PERSON, AND ACKNOWLEDGED THAT HE/SHE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS/HER OWN FREE AND VOLUNTARY ACT AND AS THE FREE, VOLUNTARY AND DULY AUTHORIZED ACT OF SAID NATIONAL BANKING ASSOCIATION, FOR THE USES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

CONSENT OF MORTGAGEE OF LOTS 2A AND 4A:

BRIDGEVIEW BANK GROUP (THE "MORTGAGEE"), AS HOLDER OF A MORTGAGE, ASSIGNMENT OF RENTS AND LEASES AND SECURITY AGREEMENT DATED MAY 24, 2013 AND RECORDED WITH THE COOK COUNTY RECORDER OF DEEDS ON JUNE 12, 2013 AS DOCUMENT NUMBER 1316322021 AND HOLDER OF A MORTGAGE, ASSIGNMENT OF RENTS AND LEASES AND SECURITY AGREEMENT DATED MAY 24, 2013 AND RECORDED WITH THE COOK COUNTY RECORDER OF DEEDS ON JUNE 12, 2013 AS DOCUMENT NUMBER 1316322024, HEREBY CONSENTS TO THE EXECUTION AND RECORDING OF THE PLAT.

IN WITNESS WHEREOF, MORTGAGEE HAS CAUSED THIS INSTRUMENT TO BE SIGNED BY ITS DULY AUTHORIZED OFFICER(S) ON ITS BEHALF, AS OF THIS DAY OF , 2013.

BRIDGEVIEW BANK GROUP

BY:

TITLE:

STATE OF ILLINOIS)
SS.
COUNTY OF)

THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DOES

HEREBY CERTIFY THAT , WHO SUBSCRIBED TO THE

FOREGOING INSTRUMENT AS THE OF BRIDGEVIEW BANK GROUP, APPEARED BEFORE ME THIS DAY, IN PERSON, AND ACKNOWLEDGED THAT HE/SHE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS/HER OWN FREE AND VOLUNTARY ACT AND AS THE FREE, VOLUNTARY AND DULY AUTHORIZED ACT OF SAID BANK, FOR THE USES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL, THIS DAY OF , 2013.

NOTARY PUBLIC
COMMISSION EXPIRES , 20__

ARLINGTON DOWNS TWO

BEING A RESUBDIVISION OF LOTS 1, 2 AND 4 IN ARLINGTON DOWNS, BEING A PLANNED UNIT DEVELOPMENT OF PART OF THE NORTHWEST 1/4 OF SECTION 25 AND PART OF THE NORTHEAST 1/4 OF SECTION 26, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID ARLINGTON DOWNS, RECORDED JANUARY 3, 2013 AS DOCUMENT 1300334039, IN COOK COUNTY, ILLINOIS.

PREPARED BY:



Item: Ordinance - Amending Chapter 23 - 23-302

Department: Engineering/Legal

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:

ATTACHMENTS:

Description

[23-302 R309.1](#)

Type

Ordinance

**AN ORDINANCE AMENDING CHAPTER 23 OF THE
MUNICIPAL CODE OF ARLINGTON HEIGHTS**

WHEREAS, the Building Code Review Board of the Village of Arlington Heights, on September 18, 2013, reviewed and recommended to the Board of Trustees an amendment to Section 23-302, Modification by Amendment and Deletion of Various Sections of the International Residential Code, located in Chapter 23, Building Regulations, of the Arlington Heights Municipal Code; and

WHEREAS, pursuant to the recommendation of the Building Code Review Board, the President and Board of Trustees of the Village of Arlington Heights have determined that the proposed amendment to Section 23-302 of the Arlington Heights Municipal Code 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 Chapter 23, Section 23-302, Modification by Amendment and Deletion of Various Sections of the International Residential Code (IRC), of the Arlington Heights Municipal Code, is hereby amended by amending IRC Section R309.1(c), Floor Surfaces, Separation of Structures and Minimum Dimensions, as follows (the language being added is highlighted):

- c. Any garage with multiple garage doors or with a **garage** door width wider than 12 feet shall be considered at least a two-car garage.

The following minimums shall be for newly constructed garages only. These minimums shall not apply to modifications or additions to existing garages, unless the existing interior dimensions are proposed to be reduced. In those cases, the minimums set forth below shall apply.

1. Minimum Interior Garage Dimensions

Number of Cars	Depth of Garage	Width of Garage
1	21 feet 4 inches	12 feet
2	21 feet 4 inches	21 feet
3	21 feet 4 inches	30 feet

2. Minimum Garage Door Sizes

Number of Cars	Door Size to be at least
1	9 feet
2	16 feet or two 8-foot doors
3	16 feet + 8 feet or three 8-foot doors

3. Minimum Ceiling Height;

The minimum ceiling height for a carport, attached garage, or detached garage shall be 7 feet 6 inches

SECTION TWO: The provisions of this ordinance are hereby declared to be severable, and should any provision hereof or the application thereof to any person or circumstance be declared invalid by a court of competent jurisdiction, such partial invalidity shall not affect other provisions or applications of this ordinance.

SECTION THREE: This ordinance repeals all ordinances or parts of ordinances in conflict with the provisions hereof, and shall be in full force and effect from and after its passage, approval and publication in pamphlet form, in the manner provided by law.

AYES:

NAYS:

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

Village President

ATTEST:

Village Clerk



Item: Remarks from Trustee Glasgow

Department:

Remarks from Trustee Thomas Glasgow pertaining to possible impact of Emerald Ash Borer disease and reliability of electrical service

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended:



Item: Closed Session

Department:

Request for Closed Session per 5 ILCS 120/2(c)(21): 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

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Amount of Bidder Recommended: